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DEPARTMENT OF
TRADE AND COMMERCE



A FACT A DAY ABOUT CANADA

FROM THE

DOMINION BUREAU OF STATISTICS

SEPTEMBER 1940

SIXTH SERIES

Published by Authority of the Hon James A. MacKINNON,
Minister of Trade and Commerce.

Price 25 cents per annum

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James Muir,

Editor.

from the

Dominion Bureau of Statistics

No. 337 — Mon. Sept. 1, 1940 — A Canadian Netherlands Regiment

It is officially announced that Col. the Hon. J. L. Ralston, Minister of Defence, has approved the proposal to raise a Netherlands Infantry Battalion in Canada at the Expense of the Netherlands Government, whose headquarters is at present in England. There are more than 150,000 people of Netherlands origin in Canada, that is, on the father's side only, so there is a good deal more Netherlands blood than that in the Dominion.

The story of the Netherlands is too long to tell here, but there have been one or two incidents in the history of that brave people, which have brought them close to us all and parallel some of the events which have occurred this year.

Nothing is known of the original inhabitants, but about 150 years before the Christian Era, the Batavians came out of Hesse and settled between the Rhine and the Waal, while the Frisians occupied the country north of the Rhine to the Elbe. They were a faithful, open-hearted, chaste and hospitable people, as well as very warlike and brave. The Batavi became famous volunteer soldiers in the armies of Julius Caesar. They were mainly cavalry.

Towards the close of the third century began the inroads of the Franks, followed by the Saxons and other races and in the fifth century the Batavi had ceased to exist as a distinct people. At the end of the eighth century all the Low Countries had submitted to Charlemagne, who built a palace at Nymegen on the Waal.

In 1384 the country of Flanders passed, through marriage, to the Duke of Burgundy, whose grandson, Philip the Good, made it his special life-effort to form the North into a powerful kingdom. He bought Namur, inherited Brabant and Limburg and forced Jacoba of Bavaria to resign Holland and Zeeland. Charles V of Spain, as heir of the House of Burgundy, inherited and united the North under his sceptre and the country attained great prosperity, through the encouragements which he gave to shipping and commerce.

Following his death in 1555, the Netherlands entered desperate days. His son, Philip II, by his harsh government and persecution of the Reformers, excited the North to rebellion which, after a struggle of eighty years, became an independent republic. The founder of the independence of the North was William of Nassau, Prince of Orange, called in history William the Silent. He freely sacrificed his own property and put forth every effort to unite the people in resisting the Spanish Yoke. Finally in 1609 the independence of the United Provinces was virtually acknowledged by the Spanish King, when he signed a twelve years' armistice. However, the struggle was renewed and carried on till 1648, when all the powers acknowledged the independence of the United Provinces, while the Belgic Provinces, divided among themselves, remained submissive to Spain.

Prince William of Orange the Silent did not live to see the fruition of his work. He was murdered by a religious fanatic, who hoped for a great reward.

No. 338 -- Tues. Sept. 2, 1940 -- Progress of the Netherlands

With the 17th century, the Netherlands began to advance in power and wealth, their ships visiting all parts of the world. The United Provinces were presided over by the Princes of Orange till the troubles at the end of the 18th century began the long European war, which the Battle of Waterloo brought to a close. The National Convention of France, having declared war against Great Britain and the Stadholder of Holland, French armies overran Belgium and, being welcomed by the so-called patriots of the United Provinces -- the Fifth Column of that period -- William V and his family were obliged to escape to England in a fishing junk and the French rule began.

The United Provinces in that year, 1795, became the Batavian Republic, paying about \$42,000,000 for a French army of 25,000 men, besides giving up important parts of the country along the Belgian frontier.

After several changes, Louis Bonaparte in 1806 was appointed King of Holland, but, four years later, was obliged to resign because he refused to be a mere tool in the hands of the French Emperor. Holland was then added to the Empire.

The fall of Napoleon Bonaparte, and dismemberment of the French Empire, led to the recall of the Orange family and the formation of a new Kingdom formed of the Northern and Southern Provinces, which in 1830 was broken up by the secession of Belgium. The nation became prosperous and the East India colonies, which were a burden in the earlier years of the Kingdom, became a source of great profit. There were possessions also in the West Indies.

William III, King of England, was the posthumous son of William II of Orange, and Mary, eldest daughter of Charles I, who was executed in 1649. The alliance of his family with the Stuarts excited the jealousy of Oliver Cromwell and by his influence the young prince and his descendants were declared to be excluded from the Stadholdership of the United Provinces. The restoration of the Stuarts, however, improved his prospects and, after the murder of De Witt, he was chosen Stadholder. The view of the Netherlands seemed inevitable, but by the wisdom and determination of William, the contest with France was ended. William attained great fame. He married his cousin, the Princess Mary, daughter of James II.

And now Queen Wilhelmina of the Netherlands, Queen since she was a little girl of ten in 1890, has had to escape to England from the murderous Hitler. The heir-apparent to the throne, Princess Juliana, is in Canada with her two little daughters. Her husband is with the Netherlands troops in England.

The Netherlands is about half the size of New Brunswick but it has a population of over eight and a half million people. The seat of government is The Hague and the chief city is Amsterdam, with a population somewhat greater than that of Toronto. The relationship between Canada and the Netherlands has always been very cordial.

No. 339 -- Wed. Sept 3, 1940 -- Record Nickel Output

Canada's production of nickel last year was the greatest in the history of the industry, amounting to 226,105,865 pounds compared with 210,572,738 pounds in 1938. The previous record year was 1937, when the output totalled 224,905,046 pounds.

Almost the entire production of Canadian nickel in 1939 originated in the nickel-copper ores of the Sudbury district, Ontario, and represented the recovery of the metal in the refined state, in oxides and salts, and in matte exported. In addition to the nickel obtained from the Sudbury ores, a relatively small quantity of the metal is recovered annually in the treatment of silver-cobalt ores from the Cobalt district of Northern Ontario. Copper recovered in 1939 from nickel-copper ores totalled 328,144,517 pounds, or 53.9 per cent of the total quantity of new copper produced from all sources in the Dominion during the year. The nickel-bearing deposits of the Sudbury area also contain relatively high values in platinum metals which are recovered in refining operations.

In addition to production of nickel, copper, and the platinum metals, there is an important recovery from these ores of the associated metals, silver, gold, selenium and tellurium. Sulphur for the manufacture of sulphuric acid is salvaged in the gaseous state from waste smelter gases. Silver recovered by this industry in 1939 amounted to 2,496,632 fine ounces, while the production of gold from the nickel-bearing ores during the same period totalled 77,094 fine ounces. In 1926 the corresponding production of gold from these same ores was only 4,447 fine ounces.

Two companies operate both mines and metallurgical plants in the Sudbury area. The International Nickel Company of Canada Limited conducts smelting operations at Copper Cliff and Coniston, Ont., while the Falconbridge Nickel Mines Limited smelts its ores at the Falconbridge mine located a few miles east of the town of Sudbury.

This company treated its matte in a refinery located at Kristiansand, Norway, until the invasion of that country by Germany in 1940. Since then arrangements have been made with the International Nickel Company of Canada Limited for refining treatment.

The relatively small amount of nickel oxide produced at Deloro, Ont., is recovered from silver-cobalt-nickel-arsenic ores mined in Northern Ontario. Smelter matte made by the International Nickel Company of Canada is treated in plants located at Clydach, Wales; Huntington, West Virginia; and Port Colborne and Copper Cliff, Ont. Converter copper made by International Nickel is electrolytically refined at Copper Cliff.

No. 340 — Thurs. Sept 4, 1940 — For National Defence

What are the materials essential to national defence? In other words, what are the materials which a producing country would not export to a warring country? The United States has published a list which will give some idea of the problem.

Aluminum. -- Metallic aluminum and alloys, crude, semi-fabricated and scrap, containing in excess of 10 per cent. aluminum.

Antimony. -- Antimony ores, concentrates, metal alloys in crude and semi-fabricated form, and antimony compounds.

Asbestos. -- Asbestos, crude and semi-fabricated, if chiefly of fibres of three-quarters of an inch or more in length.

Chromium. -- Chromite, metallic chromium, chromium-bearing alloys containing in excess of 10 per cent. chromium, chromite refractories, and chromium compounds.

Flax. -- Flax and cloth containing flax, except when manufactured into wearing apparel or household goods.

Graphite. -- Flake graphite and graphite crucibles, retorts and stoppers.

Hides. -- Cattle and horse.

Manganese. -- Manganese ores or concentrates containing 45 per cent. or more of metallic manganese, and alloys containing in excess of 10 per cent. metallic manganese.

Magnesium. -- Metallic magnesium and alloys, crude, semi-fabricated, and scrap, containing in excess of 10 per cent. magnesium.

Mercury. -- Mercury ores and concentrates and metallic mercury.

Mica. -- Mica blocks, sheets and splittings, and semi-fabricated forms produced therefrom.

Molybdenum. -- Molybdenum ores, concentrates, metal alloys containing in excess of 10 per cent. molybdenum and molybdenum compounds.

Platinum. -- Platinum group metals and alloys.

Quartz Crystals. -- Piezo, electric and optical.

Quinine. -- Quinine barks, cinchona or others from which quinine may be extracted, and quinine sulphate.

Rubber. -- All forms and types of crude rubber, reclaimed rubber, and scrap rubber containing in excess of 5 per cent. rubber.

Silk. -- Raw silk and waste silk.

Tin. -- Tin metal, alloys containing in excess of 5 per cent. tin in crude and semi-fabricated form; tin plate scrap and other scrap materials plated with metal containing tin; and other tin or tin alloy scrap and wastes.

Toluol. -- Toluol and light oil resulting from the distillation of coal tar.

Tungsten. -- Tungsten ores and concentrates, metal alloys containing in excess of 5 per cent. tungsten and tungsten compounds.

Vanadium. -- Vanadium ores and concentrates; alloys containing in excess of 10 per cent. vanadium and vanadium compounds.

Wool. -- Wool in the grease, or washed, wool scoured on the skin, or when pulled or sheared.

Except as otherwise indicated, the terms used in the regulations do not include completely fabricated articles or materials which are ready for ultimate consumption.

Aviation motor fuel, aviation lubricating oil, tetra ethyl lead, and iron and steel scrap are subjected to export licenses

No. 341 — Fri. Sept. 5, 1940 — Natural Gas

Canada has great resources in Natural Gas. There are wells in New Brunswick, Ontario, Manitoba, Saskatchewan and Alberta, but by far the greatest production is in Alberta. The latest available figures show Canadian production of approximately 34 billion cubic feet, of which 22 billion were in Alberta, Ontario next with 11 billion, New Brunswick produced more than half a billion, Saskatchewan 90 million and Manitoba 600,000

The largest natural gas producing area in Canada is the Turner Valley field, about 35 miles Southwest of Calgary. The consumption of Turner Valley gas for industrial and domestic use was over 15 billion cubic feet, with about 23,000 consumers in Calgary, Lethbridge and the district. Some 2,500 consumers were served from the Medicine Hat field.

Cost of natural gas to the consumer varies greatly but the lowest charge appears to be at Medicine Hat, Alberta, at 23.7 cents per 1,000 cubic feet, and runs up to 81.40 at London and Windsor in Ontario. At Moncton, New Brunswick, 50 cents was the charge.

An idea of the extent of the supply system may be gathered from the length of main pipe lines. The latest available figures show about 2,790 actual miles of gathering and transmission pipes, along with over 2,500 distribution lines.

The following appeared in a recent Bureau report:

"Manufacturers of gas appliances continue to improve their wares both along lines of convenience, efficiency and in colour schemes. A new gas range is now offered that fulfils any and every task that the most particular housewife might demand. Other than new and improved labour-saving devices and perfected insulation, a pressure regulator and filter has been added which insures against imperfect combustion resulting from pressure variations. With the assurance that no carbon monoxide can be formed from partially burned gases, the smoke pipe has been removed from most modern gas stoves. Another appliance that has reached maturity of design and has passed trials in the hands of the public is the gas refrigerator. It operates on either gas or kerosene and has no moving parts. Further advances have been made in the design of moderate price water heaters and furnace burners."

No. 342 — Sat. Sept. 6, 1940 — Indians Contribute to War Effort

Indians in practically every part of Canada are contributing generously to Canada's war effort, their donations taking many forms. Reports by returning treaty-paying parties and by Indian agents tell of how whole-heartedly the Indians are behind the Dominion in the conduct of the war. Not only have the Indians been anxious to turn over substantial sums from band funds for the purchase of war bonds and certificates and for other war services but they have dipped deeply into their meagre personal funds to help the Red Cross, the Salvation Army, and the care of evacuated children. Records maintained in the Indian Affairs Branch show that donations made to date to war services total nearly \$3,000. This figure represents only a small part of the contributions made as press and other reports indicate that many subscriptions have gone directly to the local service organizations, while donations of furs, clothing, and other articles have not been given a monetary value.

A treaty-paying officer who recently returned from northern Manitoba reported a donation of \$260.85 by the bands in the Norway House Agency. The extent of the personal sacrifice made by the Indians in these bands to gather such a sum will be better understood when it is remembered that practically the only money seen by these Indians is at treaty-paying time. Each Indian receives \$5 and undoubtedly a goodly part of each treaty payment went to make up this donation. Indians from the Island Lake, Gods Lake, Oxford House, Cross Lake, and Norway House bands contributed.

Other contributions of which the Department has been advised or is handling include those from various bands in Ontario, Saskatchewan, and Alberta. The Red Cross is the most popular object to which the Indians donate. The Six Nations Indians at Brantford made the handsome donation of \$1,000 to this worthy cause, and the Blackfoot Band in southern Alberta made a contribution of \$1 per head of the band, the Red Cross benefiting to the extent of \$850. Other donations included, Mississaugas of the Credit (Brantford) \$150; Rice Lake Band (Peterborough) Red Cross, \$100, Salvation Army, \$100; Parry Island Band, Parry Sound, \$5; Tyendinaga Band, Belleville, \$100; Cape Croker Band, Bruce Peninsula, \$100; Ochapowace Band, Regina, Sask., \$17.50; Couchiching Band, Fort Frances, Ont., \$69; Cat Lake Band, Northern Ontario, \$12.

Canadian Indians gave generously of their man power in the first Great War and in the present struggle they are again well represented in units serving overseas and at home. On many of the reserves Indian women refuse to be outdone by their menfolk and are entering into the work of the various war services with enthusiasm.

No. 343 -- Sun. Sept. 7, 1940 -- Before the Morning Watch

Canadian sailors are in the North Sea, playing a heroic part in the struggle against the hordes of Hitler. The British Ministry of Information sends a story which reveals something of the hard task they and others are performing so nobly.

The summer dusk deepened slowly over the North Sea as the destroyer flotilla reached its patrol area. In an overcast sky a bar of smoky orange light held out for a while against the darkness, and faded at last. The long low shapes of the destroyers glided through the night like grey wolves whose hour for hunting had come, and presently merged into the darkness.

In the half light the destroyers had gone to action stations. Their crews had done it all so often that they gave the impression of an almost mechanical efficiency. The orders, conveyed in peace time by pipe and shouting, were given in undertones, almost superfluously, and the reports when they reached the bridges - such and such a gun ready and closed up - searchlights and torpedo tubes crews at their stations - were made and acknowledged in undertones, pitched just loud enough to overcome the drone of the fan exhausts and the sound of the sea. "Very good," came the low answer to each report.

It was in truth very good. The flotilla, the ships themselves, every bit of machinery, every weapon, every officer, and man, the whole co-ordination of discipline and efficiency and experience, seemed to lock together like a breech-block slammed home.

On the bridge of the flotilla leader the captain levered himself on to a high wooden seat abaft the compass, turned up the collar of his coat and stuck an empty pipe in his mouth. All about him were the forms of men motionless in the darkness. He was conscious of them not so much as individuals but as functions, parts of himself as it were. It was as if he were simultaneously staring through half-a-dozen pairs of eyes into the darkness, listening with other ears to the sounds of the sea, calculating the set of currents, reading a tiny beam of light flickering a message on the bridge of the next astern; and at the same time he was estimating his fuel requirements when he returned to harbour, wishing he could smoke, and hoping he could somehow keep at bay for the next six hours a longing for sleep. For the first few hours nobody talked very much. The sky held a pale diffused light, with patches of stars alternately obscured and revealed in the shifting ceiling of thin clouds. This light sufficed to show the dark shadows of the waves as they curved and broke in gleams of grey foam. Occasionally a look-out gave tongue. Once a floating mine was reported and avoided, and the warning flashed astern to the flotilla. Once the dark outlines of a convoy glided past, under guard of its escorts, silent and dark as ghost ships.

At midnight fannies of hot cocoa arrived from the galley. Men stirred themselves and drank, grateful for the warmth of the thick sweet brew, and lapsed into their thoughts again.

The First Lieutenant unfastened the belt of his goatskin coat and pulled a biscuit out of his pocket. He stood leaning against No. 3 gun nibbling the biscuit and thinking about his goatskin coat. It was the type of garment worn by Palestine shepherds and he had bought it at Alexandria. It smelt like nothing on earth when he bought it, but he hung it in the sun and the wind on board his destroyer "up the straits" and that made it all right. Shepherds had probably worn coats like that in the time of Christ, guarding their flocks from wolves on the bleak hills of Palestine. He felt that there was some sort of connection between him and the shepherds although it was a far cry from Palestine to the North Sea. Anyhow they both had much the same sort of job and they were both wearing the same sort of coat, and it was a good coat for keeping watch in, once you got the smell of goat out of it.

The loader of the foremost gun had toothache. He'd been a fool to drink hot cocoa because that made it worse. He wanted to bang his head against the gun shield. He wondered how anybody could be unhappy who hadn't got toothache. The world was just composed of two lots of people, those who had toothache and those who hadn't. The ones who hadn't ought to go about dancing and bashing cymbals together like the Salvation Army and shouting "I haven't got toothache! Hurrah! I haven't got toothache! Hallelujah!" Most people didn't know when they were well off, and that was a fact. He wondered what the captain would say if the ship's company started beating tambourines and shouting "Hurrah!" because they hadn't got toothache. He wished they would go into action and then perhaps a shell would come along and blow his head off. That was about the only thing that would cure him.

The second hand of the signal watch was thinking about his bed at home. His home was a farm house in Hampshire. There was lavender growing in the front garden. His mother dried the flowers and put them in muslin bags in her linen cupboard. His pillow and the sheets smelt faintly of lavender. A down pillow. Your head sank into it and the scent of lavender went over you in a soft wave. He tried to stop thinking about it, nodding where he stood. He thought of waking up in the

morning instead, on the first day of his leave. His mother bringing him a cup of tea, and the noises of the farm coming through the window. The clang of a milk pail. The cock crowing. Solomon, his name was ... The Chief Yeoman stuck him in the ribs with his elbow, "Come on - keep your eyes skinned. You're half asleep."

The light in the sky strengthened imperceptibly. The wind blew chillier. The shadowy forms on the bridge became individuals with features and identities, tired men in need of a shave. Cups of cocoa were passed round again. Eyes were raised to the sky. The captain filled and lit his pipe. "Keep a good lookout overhead", he said, "This is Heinkel time - just before the morning watch."

No. 344 — Mon. Sept. 8, 1940 — Reindeer Herd

With a fawn increase of 1,486 head, the largest yet recorded, Canada's main reindeer herd now comprises more than 5,000 animals, according to reports of the annual round-up. Each year since the original herd of 2,370 was delivered from Alaska in 1935, a gradual increase has been recorded in the number of fawns born. This year's round-up was completed in four days, the entire herd being put through the corrals, examined, counted and classified. Animals surplus to the requirements of the herd were selected for slaughter later in the year when the meat is prime. The annual round-up of the government herd on the Reindeer Reserve is staged on the summer range on Richards Island, a short distance off the Arctic Coast.

A secondary reindeer herd under government supervision is located in the vicinity of Anderson River about 150 miles east of the Reindeer Reserve. This smaller herd was started in December, 1938, when about 950 deer were separated from the main herd and placed under native management with a government supervisor. Because of the absence of regular corralling facilities a round-up of the native herd is not made on a scheduled date, but when a favourable opportunity occurs temporary barriers are erected and the animals are then counted and marked. The first round-up of the native herd was held in August, 1939, when the animals numbered about 1,200 and with the fawn increase in 1940 it is estimated that this herd now comprises approximately 1,600 head.

Arrangements are being made to establish a second native herd in the Horton River area, about 100 miles east of the first native herd. These animals will be separated from the main herd in November, and will be herded overland to their new range, where under government supervision they will be entrusted to native management. The establishment of this second native herd is another step in Canada's plan to establish reindeer ranching among the Eskimo population.

No. 345 — Tues. Sept. 9, 1940 — Nut Trees in Eastern Canada

At present no hope of success for nut growing on a commercial scale in most parts of Eastern Canada can be offered, says the Central Experimental Farm. Unfortunately, all nuts sufficiently hardy to grow generally in Eastern Canada are too thick shelled to be able to create a demand on the market in competition with the southern pecans, almonds and walnuts that flood the stores at Christmas time. It is true that the Carpathian strain of the "English" walnut has proved hardier than varieties previously tried but it is doubtful whether it will prove

entirely hardy over a period of years in any but the districts with a comparatively mild climate.

Yet it is agreed among the most ardent nut enthusiasts that it is a source of great satisfaction to have a well grown nut tree or two around the farm for home use. They will also prove a good investment for the grandchildren in the form of lumber. There is something about a nut tree that appeals to most persons.

For flavour of course the native butternut, hickory and black walnut cannot be beaten. They are well worth the occasional hammered thumb and although beechnuts and hazels are small and hard to open there is a return of childish delight that repays for the effort.

One of the advantages in growing nut trees is that they thrive on what might be considered as waste land. Rough grassland on the side of a ravine where the soil is deep and well drained, where the rays of the summer sun are trapped and the cold north wind is kept out by the slope of the hill or the shelter of bush, just suits them. Such land should not be plowed or it will be spoiled by erosion.

Contrary to general opinion, nut trees grow quite rapidly, with the exception of the hickory. In order to make good growth, however, the young trees must be freed from the competition of the grass roots by having a clean circle of cultivated earth around them early in the season. When the hay is cut from the surrounding land, a good covering of it, 9" - 12" deep, should be placed around the tree over the cultivated area. This smothers weeds, conserves moisture and keeps the roots cool. Growth may be slowed up and hardened off in the late summer by applying a light dressing of lime and hardwood ashes to the soil around the trees.

Nut trees native to Canada are not subject to many diseases or attacks from insects so that regular spraying is not necessary. Squirrels and blue jays frequently become a nuisance that must be guarded against, but the most serious danger is from mice girdling the young trees in winter. Wire mesh screen should be wrapped around the tree trunk from the ground to a height of two or three feet each fall to guard against this. Occasional corrective pruning to keep a well shaped tree free from bad crotches is all that is needed late in the fall.

All the native nuts can be grown from seed planted in the fall, or mixed with moist peat and sand and stored at a temperature around 40 degrees Fahrenheit until planted in spring. They should always be protected from squirrels. For good quality nuts and early bearing, however, it is advisable to purchase grafted trees of known variety. When grafted trees are planted it should be remembered to plant more than one variety so as to insure cross pollination.

The common native nuts are the black walnut (of which Ohio and Ten Eyke are good named varieties), the butternut and the shag-bark hickory. There is a good hardy hickory hybrid called Laneyl and the cross between hickory and pecan called hickan seems to grow well near Toronto. None of the European filberts is sufficiently hardy to do well but the native hazels are perfectly tough and two named varieties Rush and Winkler are worth growing.

The native sweet chestnut has unfortunately fallen prey to a fatal blight which renders planting useless. However, the Chinese and Japanese chestnuts appear to be both hardy and resistant to the disease. Another Japanese importation which seems to thrive well is the Japanese heart nut, a cousin of the Canadian black walnut which is more easily cracked but not of so rich a flavour.

In order that the term "hardy" may not be misleading, it should be stated that all the nuts mentioned have about the same range as the McIntosh apple and should not be planted where climate will not permit growth of this variety.

No. 346 -- Wed. Sept. 10, 1940 -- Farm Cash Income

Cash income received by farmers from the sale of principal farm products during the period January to July 1940 was 30 per cent greater than for the corresponding period of 1939. Each month from January to July of 1940 showed gains over the corresponding months of 1939, with the greatest increase occurring in July.

Practically all of the major sources of income showed increases. Income from the 1939 wheat crop received from deliveries made in the months of January to July 1940 was 85 per cent higher than income from this source during the corresponding months of 1939. Most of this increase in income took place in the Prairie Provinces where deliveries during the months of May, June and July 1940 were double those of the same period last year. Income from flax was nearly four times as great in the first seven months of 1940 due to higher prices and much higher deliveries to elevators.

Cash received from the sale of meat animals during the first seven months of 1940 was approximately 23 per cent greater than in the same period of 1939. The greatest increase occurred in income from hogs which was 41 per cent higher. The much greater volume of hog marketings was responsible for this increase, although prices were slightly lower than in 1939. On the other hand, income from cattle was only about 7 per cent greater. An appreciable rise in cattle prices, due to the short supply and increased demand, more than offset a decline in output. Income from sheep and lambs was up slightly.

Higher prices received for the 1940 wool clip brought the income from the 1940 shearings to more than twice that of last year. Prices ranged from 50 to 100 per cent higher.

Higher prices and somewhat larger production and marketings of eggs resulted in an increase in returns, particularly during the months of May, June and July. Income from dairy products has also increased with a gain of 30 per cent in receipts from cheese and 11 per cent from butterfat. Slightly higher average butterfat prices and slight increases in production were responsible for this increase. Fluid milk producers have likewise had an increase in income of between 5 and 10 per cent as a result of somewhat larger sales and slightly higher prices.

It is not likely that income during the last five months of 1940 will show as great an increase as occurred during the first seven months.

No. 347 -- Thurs. Sept 11, 1940 -- Seneca Root

Next summer when you are considering a part time job to make a little pocket money, why not give seneca picking a try? Probably that is one line of business which you had not thought of entering, or, what is more likely, you did not even know it existed.

Well, it's nice work if you can do it. But, you need perseverance and lots of it. Usually the task is left to the patient, untiring Indian and as a rule he makes it pay. There is a ready market for seneca root and as it is one crop that rarely fails, there is an abundance of the plant year in and year out.

There are over 1,450 species of seneca, but only around 70 of them are to be found in North America. The plant in these parts is a small one, with bright blue flowers and brown bark. The season is long, lasting almost the entire summer and the Indians make the most of it. Whole families go camping during the summer and spend their time digging. We learn from one small town located in northern Alberta that with prices around 12 per cents a pound for seneca, some Indians get as high as \$2.50 a day from their labours. Years ago prices soared around 50 cents a pound for green seneca but medicine manufacturers discovered other ingredients and prices dropped.

Most Indians take the root to market while it is green, as it shrinks to less than half its weight when dried. Local butchers buy sometimes as much as 5,000 pounds a day, sell it to the fur buyers who take it to the city. The dried seneca root is used mainly in making cough syrup, but the Indians claim it has dozens of uses, including a cure for snake bites.

Over half the seneca marketed in the West goes to China and the rest to eastern Canada and the United States.

No. 348 — Fri. Sept. 12, 1940 — B. C. Fishermen

British Columbia fishermen and cannery operators are willing to invest real money to back their confidence in the future development of the fishing industry in the Pacific province. During the fiscal year of 1939-40 construction was started on no less than 192 new fishing craft in various British Columbia boat yards. Many of the craft have already been launched, while others are nearing completion.

The craft ranged in size all the way from 26-foot gill-net boats to a big 80-foot cannery service boat and were built at various points along the coast including Victoria, Vancouver, New Westminster, Skeena, Steveston, and other localities.

In all, construction included, 110 gill-net boats, 37 trolling boats, 20 seining boats, 12 packing boats, 2 trawlers, 2 collector boats, 1 cod fishing boat, 1 gray-fishing boat, 1 ground dragger, 5 halibut boats, and 1 cannery service boat.

Power plants installed in the various craft reflect the personal preferences of their owners and include both gas and diesel. In horse-power rating they range from 12 h.p. to 230 h.p., the latter installed in the 80-foot cannery service boat. Automobile engine conversions were also used in some of the craft.

In some instances cannery companies contracted for the building of fleets of gill-net boats ranging in number from four to ten. A boat of 32-foot design was selected for cod fishing, while a 38-foot craft was constructed for fishing for gray-fish. Gill-netters ranged from designs of 29 to 32 feet, trollers from 34 to 40 feet, and seiners from 40 to 75 feet. Halibut boats favoured a design from 43 to 48 feet with one 70-foot craft built.

No. 349 -- Sat. Sept. 13, 1940 -- Community Pastures

Amongst all the modern movements that have got under way for the improvement of conditions there is one that has perhaps not received the attention of the general public that it deserves. That is community pasturage on the Prairies. However, an incident that occurred recently has occasioned special mention, and so we know now more about it.

Another advance in Prairie Farm Rehabilitation work has been recorded when a consignment of 133 head of cattle from Battle Creek Community Pasture Association of Vidora, Sask., was shipped and sold at the Union Stockyards, Winnipeg. Under a new co-operative marketing plan, a competent livestock salesman appraised both the weight and value of the cattle at the Vidora community pasture corrals, the basis of valuation being the Winnipeg market price. Final settlement was made on the basis of the net returns as related to appraisal value and weight.

The outstanding feature of the new system, as pointed out by the Supervisor of the Land Settlement Branch of the Prairie Farm Rehabilitation Act (P.F.R.A.) is that once the cattle values are appraised, the cattle can be sorted and graded into even loads of butchers, feeders, and stockers, regardless of the individual ownership, thereby greatly enhancing their market appearance and sales value.

In view of the successful handling of this first shipment, it is anticipated that in future no difficulty will be found in financing shipments through the banks, thereby enabling initial payments to be made to the producers at the time of shipment.

There are now 54 P.F.R.A. community pastures in active operation in Saskatchewan and Manitoba, embracing more than 1,000,000 acres of submarginal grass lands, much of which has been reseeded to crested wheat grass.

No. 350 -- Sun. Sept. 14, 1940 -- Consumption of Meats

Here is a report from the Bureau which is of unusual importance because of its influence upon war supplies. It says that the consumption of meats in Canada last year is estimated at 118.9 pounds per capita. This exceeds the consumption in 1938 by slightly more than two pounds. The increased consumption is due in part to increased industrial activity and higher incomes of consumers and in part to a greater production of meat as a result of more adequate feed supplies from the 1938 and 1939 crops.

Pork consumption at 52 pounds per capita was 4.2 pounds greater than in the preceding year. Hog output during 1939 was the second largest on record and despite increased exports of pork, the increase in production was sufficient to allow for a considerable increase in Canadian consumption. Relatively higher prices for beef during the year shifted consumption to pork.

Beef consumption declined from 51.6 pounds in 1938 to 49 pounds in 1939. Although the total output of cattle showed an increase over the previous year, exports of live cattle during 1939 were almost double those of 1938. Consumption of veal rose slightly from 11.8 pounds in 1938 to 12.1 pounds in 1939. The total output of calves was slightly higher than in 1938, but as in the case of cattle,

exports to the United States were also sharply higher.

Consumption of mutton and lamb in 1939 was unchanged from the previous year. A decline in the total output of sheep and lambs was offset by an increase in imports of mutton and lamb.

Consumption of lard during 1939 was estimated at 5.8 pounds per capita which is an increase of nearly $1\frac{1}{2}$ pounds over that of the previous year. The large increase was due to the increased slaughter of hogs in Canada and a decrease in exports from the previous year of 9.3 million pounds.

The total output of meat animals in 1939 was 121.5 per cent of the average output in the five-year period 1926 to 1930, and was 6.2 per cent greater than in 1938. Exports of meat animals and meats in 1939 were 72.9 per cent greater than the 1926 to 1930 average and gained 16.3 per cent over 1938. Imports of all meats were higher in 1939, the index rising from 53.3 in 1938 to 147.2 in 1939. Total consumption of meats was 109.9 per cent of the average consumption from 1926 to 1930, which is the greatest recorded.

It is expected that during the next three or four years consumption of beef will continue to decline. While cattle numbers on farms are increasing, the present tendency is to withhold stock from market for the purpose of building up herds.

No. 351 -- Mon. Sept. 15, 1940 -- The Horse and the Plough

We all love a horse, much as we like machinery. This inspires some remarks made by the Agriculture Department in writing about the forthcoming international ploughing match which is to be held this fall at St. Thomas, Ontario.

The meeting will be truly representative of modern agriculture as heretofore, and it will be noted that, although more than \$600,000 worth of the latest types of agricultural and domestic time-saving machinery will be shown, the ancient arts connected with the horse and the plough have their own important place. There are the ploughing matches, two horse shows with over 700 fine animals on exhibit, and there are the horse shoeing and horse shoe making competitions.

The horse is still an important factor on the farm. The onrush of a mechanical age has not relegated him to obscurity, nor has it stilled the brawny arm of the farrier-smith, as will be seen when horse shoes are forged and fitted within a time limit of 55 minutes.

From the day the first horse was imported into Canada on June 20, 1647, at Tadoussac, Quebec, horse shoeing has been a Canadian specialty, and no country in the world has supplied more famous horse shoers and harness-horse champion racers than Canada in proportion to population. In short, the Canadian horseman always has had in mind the fifteen points of a good horse laid down by Wynkyn de Worde, the second great printer and assistant to Caxton, in 1496.

De Worde wrote: "a good horse sholde have three propyrtees of a man, three of a woman, three of a foxe, three of a haare, and three of an asse. Of a man, holde, prowde, and hardye; of a woman, fayre-breasted, faire of heere, and easy to move; of a foxe, a fair taylle, short eers, with a good trotte; of a haare, a grate eye, a dry head, and well rennynge; of an asse, a bigge chynn, a flat legge, and a good hoof".

No. 352 -- Tues. Sept. 16, 1940 -- Insect Damage

Unusual reports of damage by insects have been reaching the entomologists of the Government Service. The investigations of these entomologists cover many and varied subjects, comprising insects affecting field and garden crops, fruit and greenhouse crops, forest and shade trees, stored products, live stock, and human beings.

With regard to man and his needs, the reports of insect damage are sometimes very curious. For example, a package of biscuits left at summer cottage at Quyon, Que., during the past season was severely damaged by adult wasps. Although the package was enclosed in cellophane, the wasps easily worked their way through it and devoured irregular sections of the biscuits.

Recently a beetle (*Monochamus*) was brought to the office by a local supply firm which reported that the specimen in question had damaged a lead conduit cable by gnawing entirely through the outer lead sheathing of the cable while the cable was wound on the usual wooden drum.

Every summer, complaints are rife regarding insect intruders in the cottages, particularly of the beetle species. On investigation not long ago, some beetles were found to be the adults of the yellow meal worm, and others were woodland roaches which are common especially in wooded districts.

No. 353 -- Wed. Sept. 17, 1940 -- Hardwood Fuels

At this time of the year when the householder is getting in his winter supply of fuel, the following note regarding hardwood fuels may be found valuable:

The best hardwood fuels are beech, yellow birch, rock elm, hickory, hard maple, and oak. The fair hardwood fuels are ash, white birch, black cherry, red, and white elm, and red, and silver maple. One and one-quarter cords of the best hardwoods are computed to have the same heating value as a ton (2,000 lb.) of anthracite coal, while one and one-half of the fair hardwoods are required to produce the same amount of heat. In the case of light hardwoods, alder, basswood, butternut, and poplar, two cords are needed to equal a ton of coal.

The estimated consumption of firewood in Canada during 1938 was 8,970,832 cords of the value of \$32,441,106. These figures of course are for hard and softwoods combined.

No. 354 -- Thurs. Sept. 18, 1940 -- Maple Syrup Production

Canada's production of maple products in the 1940 season, expressed in terms of syrup, amounted to 3,099,000 gallons, an increase of 506,800 gallons, or 20 per cent, over the 1939 season. It was also 18 per cent higher than the five-year (1934-1938) average of 2,631,400 gallons. Production of maple syrup totalled 2,755,200 gallons and the farm make of maple sugar amounted to 3,437,500 pounds. Ten pounds of maple sugar is equivalent to one gallon of maple syrup. The combined production of maple sugar and syrup in 1940 was valued at \$4,209,300 compared with \$3,443,900 in 1939, an increase of 22 per cent.

The 1940 season was retarded by backward conditions, so that although operations were continued to about the same date as in 1939, the season was considerably shorter than normal. The weather in the Maritime Provinces was generally cool, and runs were of short duration. A heavy snowfall in New Brunswick on April 21 was followed by an excellent run of sap in many places with the result that the season was about a week longer than in the previous year. In Quebec early operations were hampered by deep snow in the bush, particularly in the Eastern Townships and many farmers were unable to tap their trees at the beginning of the season. Although the weather was unseasonable during much of the tapping period, the volume of production was larger, the sugar content of the sap was high, and the syrup generally was of very good quality.

Canada is now the world's largest producer of maple products, and the industry is organized on a sound basis. Standards of quality have been evolved and adopted; stringent pure-food laws have been framed and enacted and a system of registration and inspection developed for their enforcement. The old iron kettle has been largely replaced by modern hygienic evaporators which ensure cleanliness and uniform quality. About 50,000 farmers in Eastern Canada take part in the annual harvest of maple products, which is one of their most profitable woodlot crops.

No. 355 --- Fri. Sept 19, 1940 --- Sea Birds Far Inland

Glancing out of the office window this morning over the wide sweep of the Ottawa River, where the Rideau empties into it over the Twin Falls and the Gatineau pours its waters from the high Laurentian Hills, a score or so of seagulls could be seen twisting and turning in the air and occasionally diving into the waters to capture some luckless fish. It is not an usual sight. Seagulls are with us every summer. They raise their young here and late in the season, just as the ice begins to crust the river waters they fly off eastward to the ocean.

Apparently, however, there are not so many seagulls here as at other inland places in Canada, for the National Parks Bureau says:

Tourists travelling over the Thousand Islands International Bridge and visitors to the St. Lawrence Islands National Park are amazed at the wealth of bird life, particularly sea birds, in the region. The international bridge spans the St. Lawrence River between Collins Landing, New York, and Ivy Lea, Ont., and rests in part on two park islands — Georgina and Constance. About two hundred islands may be seen from the bridge, and it is not uncommon to observe flocks of gulls, terns, and other water birds fishing and going through their graceful aeronautics. In the myriad of islands which dot the St. Lawrence between the bridge and Kingston, breeding colonies of gulls and terns and nesting places of many other kinds of birds are found.

Situated about a hundred miles from Ottawa, Canada's capital city, the Thousand Islands International Bridge is a popular avenue of approach to Canada for tourists from the eastern United States. Camping facilities have been provided on several of the islands in St. Lawrence Islands National Park, and these islands may be reached from points along the Canadian side of the river.

Throughout the entire area most of the wild birds, including the gulls and terns, are protected under Dominion or Provincial laws, and to injure them in any way, or to molest them unduly in their breeding colonies, is strictly prohibited at all times.

By the way a very large strange bird was observed flying over the Ottawa River recently. An ornithologist said it probably was an erne, commonly known as the sea-eagle.

No. 356 -- Sat. Sept. 20, 1940 -- Canada and U. S. in Mutual Defence

The good neighbour policy, characteristic of relations between Canada and the United States for long years, was placed on a concrete base in August, when Prime Minister W. L. Mackenzie King and President Franklin D. Roosevelt signed an agreement at Ogdensburg, N.Y., for the mutual defence of both countries.

Exactly two years ago, on that date, President Roosevelt had stated in Toronto: "I give you assurance that the people of the United States will not stand idly by if domination of Canadian soil is threatened by any other Empire".

The practical means for carrying that assurance out were sealed in the agreement reached by the leaders of the two countries forming the northern half of the western hemisphere. Text of the joint statement issued after the historic meeting follows:

"The Prime Minister and the President have discussed the mutual problems of defence in relation to the safety of Canada and the United States.

"It has been agreed that a permanent joint board on defence shall be set up at once by the two countries.

"This permanent joint board on defence shall commence immediate studies relating to sea, land and air problems including personnel and material.

"It will consider in the broad sense the defence of the north half of the Western Hemisphere.

"The permanent joint board on defence will consist of four or five members from each country, most of them from the services. It will meet shortly."

No. 357 -- Sun. Sept 21, 1940 -- Navy Six Times Stronger

The Royal Canadian Navy is now nearly six times stronger than it was a year ago, according to a statement made by Hon. Angus L. MacDonald, Minister of National Defence for the Navy. In inaugurating his press conferences The Minister gave an encouraging report of activities since the start of the war, dwelling on the Navy's expansion, on the high quality of its work performed while seeing service with the Royal Navy and pausing long enough to hit at Nazi planted rumours concerning ship movements.

The Canadian fleet has grown from 15 vessels, a year ago, to 120 vessels now commissioned for active service. During the coming year 95 more ships will swell this total to 215. These include three destroyers. More than 15,000 men are busy in Canadian shipyards pushing the shipbuilding programme ahead of schedule.

The personnel of the Navy has grown to about 10,000 officers and men. More are being trained every day to meet growing needs.

A cablegram from Hon. Vincent Massey, Canadian High Commissioner in London was read by the Minister. It paid high tribute to the units of the Canadian Navy in action with the Royal Navy, noting the British Admiralty's praise for the work of Canadian destroyers in hazardous duties, rescue work and the convoy of ships.

The men of the Canadian Navy serving in units of the Royal Navy and the officers in training in England were singled out for special praise. Over 400 men of the R.C.N. are with the British fleet.

Rumours to the effect that the enemy broadcasts departures of ships and convoys from Canadian ports have never been authenticated. Planted by Nazi agents, these rumours are meant to lull authorities into relaxing censorship rules.

No. 358 -- Mon. Sept. 22, 1940 -- Oyster Production

Oyster Farming is a comparatively new Canadian industry. Begun in 1932, it has not yet reached maturity, but there are about 650 farms producing oysters in Prince Edward Island, while there are others in Nova Scotia, New Brunswick and British Columbia. The total average in Prince Edward Island last year was 2,347 acres as against 110 in 1932.

An official report says: "There has been a great increase in the effort to grow oysters and a corresponding increase in the yield. Even in the Malpeque Bay region, however, where the development started first, more money is being spent than is being received from the oysters sold. The industry can hardly be considered to have reached maturity until the total receipts exceed the total expenditures. With increased production marketing is becoming more important. The final establishment of a stable industry depends on the continued development of economical methods of culture and of adequate markets and marketing methods."

Meanwhile oyster cultivation is also being gradually developed in Nova Scotia--in the Bras d'Or Lake region near Orangedale, and on the Northumberland Strait at Wallace and Malagash-- and investigations are continuing at Shediac Bay, New Brunswick, relative to certain conditions which have restricted operations in that area.

Except for the strip of coast at Shediac the remainder of the New Brunswick oyster areas are under provincial control, as are the oyster beds of British Columbia, Canada's other main oyster producing area.

The war has not greatly affected the oyster industry. Canadian production is still far below Canadian consumption and in the autumn of 1939 the demand remained good and prices were approximately the same as in the previous year.

No. 359 -- Tues. Sept 23, 1940 -- Fisheries Protection

Rescue at sea! Salvage of valuable tug and tow in face of a rising storm! Dramatic incidents like these may be found recorded in the logs of Dominion fisheries protection vessels, but in the same matter of fact fashion as the reports of the

ordinary, humdrum though essential' duties which are carried out by day and by night.

Of course, the main duty of these protection vessels operated by the Government, is just what their name implies -- protecting the fisheries in the interests of the fishing industry and the country. But they perform other, and sometimes thrilling, services as well.

For instance take a recent case involving the fisheries protection vessel Kitimat, a disabled tug boat and two scows the tug was towing.

With a rising wind increasing hourly in the late afternoon, the Kitimat, one of the department's British Columbia vessels, sighted the disabled craft five miles off shore and steadily drifting farther and farther out to sea. It was a nasty outlook for the tug captain and the men with him -- until the Kitimat showed up.

In a few minutes the vessel was alongside and had a line aboard the tug. Four hours or so later the tug and her scows had been towed safely to port at Massett and the Kitimat was off again to continue her regular job.

To the captain and crew of the fisheries vessel it was "all in the day's work", but for the captain and crew of the tug and the scows it meant being saved from what would have been at best, a miserable and difficult night at sea and might have been at the worst a time of gravest peril.

Log books quite often tell of similar incidents on both coasts, fisheries vessels acting as rescuers, perhaps under adverse weather conditions, sometimes averting tragedy.

There were 68,958 fishermen in Canada during the year of 1939. Of this number 55,201 were employed in the sea fisheries, and 13,757 were employed in the inland fisheries. In addition, 14,818 persons were employed in fish canning and curing establishments.

No. 360 -- Wed. Sept. 24, 1940 -- Solving Industrial Disputes

The Industrial Disputes Investigation Act has attracted considerable favourable attention from legislators and publicists throughout the world. As enacted in 1907, it forbids strikes and lockouts in mines and certain public utility industries until the matters in dispute have been dealt with by a board of conciliation and investigation consisting of three members, two appointed by the Minister of Labour on the recommendation of the respective parties to the dispute, the third on the recommendation of the first two, or, if they fail to agree, by the Minister himself. Should either of the parties fail to nominate a board member, the Minister may appoint a fit person on its behalf. After such a board has made its report, either of the parties to the dispute may reject its findings and declare a strike or a lockout, a course that has been adopted, however, only in a small percentage of cases. With the consent of the parties concerned, the machinery of the Act may be utilized in connection with disputes in other industries.

In January, 1925, a judgment was rendered by the Judicial Committee of the Privy Council declaring that the Act as it stood was not within the competence of the Dominion Parliament. At the ensuing session of Parliament amendments were made to the statute with the object of limiting its operation to matters not within

exclusive provincial jurisdiction except when a province has passed legislation permitting the Dominion legislation to apply. The legislatures of all provinces except Prince Edward Island have taken advantage of this provision and enacted such enabling legislation. In December, 1937, however, a statute entitled the Industrial Conciliation and Arbitration Act was passed by the British Columbia Legislature providing provincial machinery for dealing with industrial disputes within the legislative jurisdiction of the Province and repealing the Industrial Disputes Investigation (British Columbia) Act.

Under the provisions of the War Measures Act, an Order in Council was passed on Nov. 7, 1939, extending the scope of the Industrial Disputes Investigation Act to cover disputes between employers and employees engaged in war work. This work is defined as including the construction, execution, production, repair, manufacture, transportation, storage, or delivery of munitions of war or supplies, and also the construction, remodelling, repair, or demolition of defence projects.

A review of the proceedings under the Industrial Disputes Investigation Act from its enactment in March, 1907, to Mar. 31, 1940, shows that, during the 33 years, 978 applications were received for the establishment of boards of conciliation and investigation, as a result of which 594 boards were established. In all but 41 cases, strikes or lockouts were averted or ended.

No. 361 -- Thurs. Sept. 25, 1940 -- Fair Wages

The Fair Wages Branch of the Department of Labour is charged with the preparation and enforcement of the labour conditions and schedules of minimum wage rates that are inserted in Dominion Government contracts for works of construction, remodelling, repair, or demolition. The number of fair wages schedules prepared, from the time the Fair Wages Policy was adopted by the Dominion Government, in 1900, up to the end of the fiscal year 1938-39, was 8,895. The number of fair wages schedules furnished during the fiscal year 1938-39 was 675.

The Department of Labour also co-operates closely with other departments of the Government in ensuring the observance of the fair wages conditions inserted in contracts for the manufacture of various classes of equipment and supplies for Government use, and is frequently consulted by other departments regarding the prevailing rates of wages to be observed on works carried out by day labour.

The Fair Wages Policy of the Government of Canada was originally based on a resolution adopted by the House of Commons in 1900. The policy was later expressed and developed in various Orders in Council, in the Fair Wages and Eight Hour Day Act, 1930, and in the Fair Wages and Hours of Labour Act, 1935. The provisions of these are set out in some detail at pp. 780 and 781 of the 1939 edition of the Canada Year Book.

Owing to the large and increasing number of defence contracts that are being placed by the Dominion Government for the manufacture and overhaul of aircraft, for the manufacture of ordnance, and for the construction and repair of boats of various types, it is now the policy of the Government to insert in such contracts schedules that have been drawn up in consultation between the Department of Labour and the other Government departments concerned, setting forth the minimum rates of wages and the maximum hours to be observed in the execution of the respective undertakings

throughout the country. The Department of Labour co-operates closely with the Government departments concerned in ensuring that the contract conditions are strictly enforced

No. 362 — Fri. Sept. 26, 1940 — Road Development

With the rapid increase in the percentage of motor-car owners to population the demand for improved roads has become more and more insistent since the War of 1914-18. Furthermore, the advantages to be gained by attracting touring motorists have been a powerful incentive to governing bodies to improve trunk roads and scenic highways within their jurisdictions. One sphere where the motor-car has been of special economic advantage has been rural areas, where its speed and economy are a great improvement over the old horse-drawn vehicle. As a result, in the Census of 1931 every second farm reported a farm-owned motor vehicle (1.96 farms per farm-owned motor vehicle). This widespread rural ownership of automobiles has, in turn, brought about an improvement of secondary rural roads.

There are great stretches of country in the northern portions of Quebec, Ontario, the Prairie Provinces, and British Columbia with very few people and very few roads, but the southern portions are well supplied. The Trans-Canada Highway is now under construction, running from the Atlantic to the Pacific Oceans entirely in Canadian territory.

Statistics of urban streets have been collected since 1935 from cities and principal towns; the small municipalities omitted would increase the totals very little. For 1938 the total number of miles of street reported was 12,877 composed of: 2,304 miles of sheet asphalt; 900 miles of portland cement concrete; 1,444 miles of bituminous macadam, concrete, and other bituminous surfaces; 567 miles of water-bound macadam; 2,617 miles of gravel and crushed stone; and 807 miles of other surfaces; making a total of 8,639 miles of surfaced streets and 4,238 miles of earth roads. These figures for urban streets or roads are not included in the table of highway mileage.

No. 363 — Sat. Sept. 27, 1940 — Financing Car Sales

Financing corporations play an important part in the retail distribution of both new and used motor vehicles in Canada. They extend credit facilities to customers who could not enter the market if required to pay with cash and to others who, though in a position to pay cash, find it more convenient to budget their expenditures on the instalment basis. They also provide a service to the motor dealers by assuming the risks and inconveniences connected with instalment sales, thus permitting the dealers to operate on a smaller capital outlay than would otherwise be necessary.

Statistics on financing are compiled monthly from returns secured from all large finance companies in Canada that are engaged in purchasing accounts, contracts, or notes arising out of retail sales of motor vehicles. Aggregates of the monthly data show that sales of 153,107 motor vehicles (including both new and used models) were financed to the extent of \$62,768,746 in 1939. These figures reveal decreases of 5.9 p.c. in number and 9.9 p.c. in amount from the 162,703 vehicles that were financed for \$69,685,853 in 1938. New vehicles numbering 37,320 were financed for \$27,852,627 or an average of \$746 each. There were also 115,787 used vehicles whose sales were financed to the extent of \$34,916,119 or for \$302 each.

In 1939, 32.5 p.c. of all new motor vehicles sales in Canada passed through the hands of financing corporations. The corresponding amount of financing amounted to 22.1 p.c. of the total selling value of all new models. Total sales of used vehicles are known only for 1937. In that year 44.9 p.c. of all used vehicle purchases were financed by these finance corporations.

No. 364 -- Sun. Sept. 28, 1940 -- Official Languages

In the Census of 1931, 1,322,370 persons were reported as speaking both the official languages of Canada, 6,999,913 speaking English, 1,779,338 speaking French, and 275,165 as unable to speak either English or French.

One interesting sidelight that analysis of the data from the 1931 Census has shown is the respective capacities of rural and urban people to speak the official languages; it is especially interesting to compare the proportions of them that are able to speak both languages and also the proportions unable to speak either. About twice as many speak both French and English in urban localities as in rural localities, and about three times as many of the latter as the former speak neither of these languages. There is, of course, greater opportunity for intermingling in urban residence than rural, and probably also greater necessity for acquiring the official languages in urban occupations.

The obvious conclusion or expectation would be that larger proportions among the urban populations than among the rural have acquired both official languages. But other factors enter into the question, since the acquisition of both official languages is as much a matter of capacity to acquire them as of opportunity, inter-marriage, necessity, and so on.

No. 365 -- Mon. Sept. 29, 1940 -- Lobster Industry Emergency

How the war affected the Canadian lobster industry and how the emergency was met is an excellent example of enterprise and devotion to the public interest. Incidentally it made a little bit of history by the fact that for the first time in the fisheries business a brand name has been registered by the Canadian Government. Canada Brand is the name.

It all came about in this way. Canada produces large quantities of canned lobster, and the great bulk of peace-time pack has been exported to European countries, mainly the United Kingdom. The war closed these markets and that brought many of the 20,000 and more lobster fishermen, cannery workers, and cannery operators of the Atlantic provinces face to face with grave emergency.

Indeed, unless new outlets for canned lobster could be opened up many of these people would face disaster.

On the recommendation, therefore, of the Minister of Fisheries, a federal canned lobster marketing plan was set up under which an officer known as Controller for Canned Lobster was authorized to purchase as much as 55,000 cases of lobster from the packers and put it on the market.

It was recognized, of course, that, in practice, the controller would have to make his sales in Canada and the United States. Neither country has heretofore used very large quantities of canned lobster, partly, perhaps, because dealers have given most of their attention to development of European business.

The marketing plan went ahead. The controller's purchases from canners, by the way, were made conditional upon the packers paying to the fishermen for live lobsters approximately eighty per cent of the average price received by fishermen in the last three years of peace-time. In turn, the controller pays the canners prices which are approximately eighty per cent of the average price received for canned lobster in the same three peace-time years. Steps were taken to provide for careful inspection and grading of all canned lobster purchases by the controller.

To permit marketing as a readily recognized product it was necessary to adopt a trade name under which the canned lobster might be offered to the consumer. Thus came the decision to use the name "Canada Brand" and registration of the trade name.

No. 366 — Tues. Sept. 30, 1940 — Another Series Ended

Today's ends another in the Series "A Fact a Day about Canada." For six years now these facts have continued, and, with the October issue we shall have entered upon a seventh year.

As many will remember, the Fact a Day series was begun at the invitation of the C.B.C., which asked for a daily story from the Dominion Bureau of Statistics illustrating the progress of Canada in all the vast factual material which passes into the hands of the Bureau. It was required that these facts should be made as interesting as possible. The Facts were communicated by the C.B.C. announcer immediately after the evening's broadcast of Canadian Press news.

For three years the broadcast continued nightly, the full extent to which the C.B.C. allows for such a feature. During that time some 30,000 letters in connection with the Facts was received from people throughout Canada and abroad, one letter from a Canadian sea captain at Shanghai. Most of them came from school teachers, and, of those the majority were teachers in Western Canada.

It was expected that the feature would then be dropped, but there were so many requests for a continuation, that it was decided to carry on. These requests came largely from school teachers who were using the Facts as a supplementary study in their classrooms and from some independent radio stations, especially those broadcasting a school hour. Accordingly, the Fact a Day has been continued and sent out in the present monthly form, and a small charge made. Some school boards ordered copies en bloc for their teachers.

During the past year the war has changed somewhat the complexion of the Fact a Day. We have tried, so far as such publication can go, to tell readers something about Canada and its war condition, as well as the story of the brave young men who are fighting Canada's and the Empire's battle so nobly. We hope that before another year goes by the hordes of Hitler and his henchman Mussolini will have been conquered, and peace will again reign wherever free men have their being.

In drawing to a close the sixth year of a Fact a Day, may the Editor be allowed to conclude by saying that it has been a labour of love and express the hope that amongst the thousands of readers, some at least will be enabled to say that they have learnt something unexpected and quite interesting about this beloved Canada of ours.

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