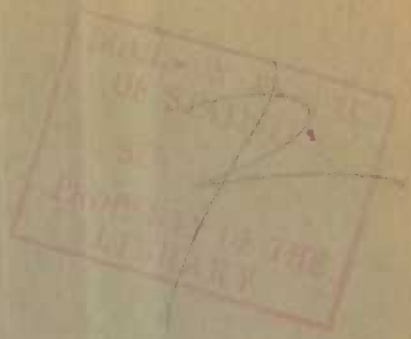

DEPARTMENT OF
TRADE AND COMMERCE

CANADA

A FACT A DAY ABOUT CANADA

FROM THE

DOMINION BUREAU OF STATISTICS

FEBRUARY 1941

SEVENTH SERIES

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James Muir,

Editor.

A Fact a Day about Canada — Seventh Series.

from the

Dominion Bureau of Statistics

No. 124 -- Sat. Feb. 1, 1941 -- Tea

Over 1500 years ago a Chinese poet wrote:

"Tea tempers the spirits, harmonises the mind, dispels lassitude and relieves fatigue, awakens thought and dispels drowsiness, lightens and refreshes the body and clears the perceptive faculties."

Today, tea is so much a part of our daily life that we accept it quite matter-of-factly knowing little of its romantic and colourful history. Contrary to popular opinion, the tea plant did not originate in China. Rather, it is said to have been imported there from India as far back as the time of Confucius. At that time it was used only for medicinal purposes, and it was not until after the 6th century A.D. that it came into use as a beverage. There is a legend among the Chinese, concerning the discovery of tea, that is worth repeating.

It seems that a Hindu Prince visited China about the beginning of the 6th century, with the primary purpose of converting the Chinese to the Buddhist faith. He was an extremely pious fellow and led a life of penance and self-denial. Among other things, he forced himself to go without sleep. One day, however, nature proved too strong, and his tired eyes closed during one of his long vigils. Upon awakening he was so overcome with shame and remorse he resolved never again to yield to the weakness of the flesh. As evidence of his deep humiliation he cut off his eyelashes and threw them away. The next day the missionary happened to pass by the same place. And lo, a new plant had appeared in exactly the same spot where his eyelashes had fallen! Believing the occurrence to be an act of God, he plucked some of the leaves of the shrub and ate them. He was so refreshed and invigorated that from that time forward he went about lauding the virtues of the plant and strongly recommending its use to all his fellows.

It was not until near the end of the 16th century that tea found its way to Europe via the Dutch East India Company. In England it quickly caught the fancy of wealthy aristocrats who willingly paid as high as $15.00 for a pound of the new luxury. Much of the tea was brought into England by smugglers who tried to beat the high duty imposed on it by the British Government. It is said that there are still many old caves and hiding places along the rocky coasts of Devon, Dorset and Cornwall where unlawful tea chests were buried by those early pirates.

From the year 1839, when the first consignment of Empire-grown tea was shipped to London and sold at auction for prices from $3.00 to $7.00 a pound, a great industry sprang up, and through the years we have become a nation of tea drinkers. Tea has always been the drink of the pioneer so it is only natural that Canadians should have become enthusiastic tea supporters. In 1815 a Hudson Bay Frigate bringing "Three Canisters of Bohea Tea" consigned to the Governor of York Factory is said to have arrived in Canada. In 1826 the ship "Countess of Harcourt" docked at Halifax with 3,517 chests of tea in the hold. Tea was the first freight to travel east by rail in 1886 from Port Moody, a point on the Pacific coast near what is now Vancouver. Today Canada is still one of the world's great tea drinking countries. In 1939 almost 36 million pounds were blended and packed here in the

Dominion, realizing a selling value at the factory of over $18,000,000. A small amount of tea is imported into Canada and then re-exported to foreign countries. In 1939 this amount totalled around 646,000 pounds. Most of our tea comes from India and Ceylon, with a considerable amount coming indirectly via the United Kingdom. Some is coming from the Kenya Colony, although our importation of coffee from that country far exceeds that of tea.

No. 125 -- Sun. Feb. 2, 1941 -- Canadian War Activity

The Prime Minister made a nation-wide appeal to the people of Canada today to make a hundred per cent effort to do their share in winning the war in order "to save christian civilization from disaster". In the course of his broadcast he gave information as to the progress of Canada's war effort, of which the following is a very revealing summary:

THE WAR

"There are many indications that, within a very short while, the enemy will make a tremendous effort to destroy the British Commonwealth by a series of smashing blows of unprecedented severity."

"Total war will be waged in all its fury."

"There is only one way to meet total war ... that is by total effort ... until victory is won."

THE NAVY

Present plans will bring the Royal Canadian Navy to an estimated strength by March 31, 1942, of 413 ships and 26,920 men, compared with today's 175 ships and 15,319 men, and 15 ships, 1,774 men at the outbreak of war.

THE ARMY

Following formations to be sent overseas in 1941; the 3rd Division with its complement of corps troops; balance of the corps troops for the Canadian Corps; an army tank brigade to work with the Canadian corps; an armoured division.

THE AIR FORCE

Graduates of the empire air training plan to form 25 new Canadian squadrons overseas.

Present training plan strength of 36,000 to be doubled with 4,000 training planes in use by the end of 1941, compared with 1,700 at present.

Royal Canadian Air Force to be strengthened with additional squadrons for home operations.

THE HOME FRONT

Canada to concentrate on producing weapons not obtainable in the United States, such as Mark III tanks, small arms, Bren guns, air-craft machine-guns, anti-tank guns, ammunition for these weapons and explosives.

Naval gun and 25-pounder field gun production to be enlarged.

Canada to build destroyers and long-range bombers.

Two hundred thousand additional men and women required during 1941 to help man war industries.

WAR SAVINGS

"I wish to make an appeal to every Canadian ... to rally all our strength to save Christian civilization from disaster."

"No task ... is too humble, no labour too insignificant, no individual too poor or too weak to make contributions to the winning of the war".

"Now that the skies are full of sure signs of a gathering storm, the government of your country appeals to you to lend what assistance you can, as quickly as you can."

No. 126 -- Mon. Feb. 3, 1941 -- Garden Fruits and Vegetables

Fruit in the diet is healthful whether eaten fresh, canned, dried or otherwise preserved. It is an advantage for every farm garden to have at least sufficient small or garden fruits to supply the household needs. The home gardener should measure his success by the regularity and quality of the supply of fresh fruit and vegetables which are the product of his own efforts and that come to his table or into the hands of his family.

Home-grown, well ripened fruit is desirable because it is healthful, a valuable food, reaches the family fresh and in the best possible condition, and supplies fruit which in many cases would or could not be purchased.

The care of the home-garden fruits and vegetables provides a hobby and a congenial healthful odd-time occupation for many; for others-- those with a love of nature, gardeners with the creative sense -- the joy of seeing plants grow is life.

Garden fruits will prove either worth-while or disappointing depending largely on the choice of the fruits selected and the subsequent care given them in fertilization, cultivation, training and pruning. No fruit or vegetable garden, however well planned, will take care of itself and yield satisfactory crops. A constant vigilance is necessary if weeds and attacks of insects and fungus diseases are to be controlled.

The fruit and vegetable garden should be located in proximity to the house unless such a location is subject to both late spring and early autumn frosts. The soil should be well drained, deep,friable, porous, well supplied with organic matter, comparatively free of couch or similar weeds and rich in available plant food.

The ideal garden should be planned with vision toward a degree of permanency to accommodate such fruits as strawberries, raspberries, currants, gooseberries, grapes and rhubarb. Some of these (strawberries for instance) take two years to become fruitful and remain productive for a year or two at most, while others take about two years to become fruitful but then remain, if properly cared for, for from eight to ten years.

No. 127 -- Tues. Feb. 4, 1941 -- Wool in Wartime

For the past twenty-five years several million pounds of Canadian wool have been graded according to official standards. For the first time the entire clip of

commercial wool in 1941 will be graded and sold according to grade. Not since the last war has wool played such an important part in the nation's war effort as it does now. Total wool production in Canada in 1940 was 18,127,000 pounds compared with 17,846,000 in 1939. Consumption in 1940 amounted to 101,813,000 pounds, greasy basis, which is the highest figure in the last ten years; much of this volume was imported from other parts of the Empire and some from South America.

The volume of Canadian wool produced in relation to the total requirements is at present relatively small. However, the bulk of eastern production and a very considerable percentage of wool produced in Western Canada is of the quality known as military wool. It is important, therefore, to retain the essential characteristics of the various grades of wool without impairment. Day by day wool growing on a sheep's back becomes longer in fibre and the fleece while protecting the sheep from zero weather is steadily being grown into a finished product. On the sea, in the air, and on the ground wool keeps the armed forces warm and comfortable. Every pound of wool produced in Canada in 1941 will be needed.

Keep the fleece clean should be the care of every sheep raiser from now until shearing time. If Canadian wool is kept free of seeds, chaff and burrs, large quantities of clean fleeces can be piled up in the various grades, all of which are suitable for various lines of manufacture, either for military contracts or for civilian trade.

No. 128 -- Wed. Feb. 5, 1941 -- Apple Juice

Apple juice has made tremendous gains in popularity as a Canadian beverage. This is due in part to advertising, and also to the improved quality of the juice being offered for sale. This quality has been enhanced by improvements in methods of processing and containers so that now apple juice is conveniently available in attractive bottles as well as in several sizes of cans. People are drinking more apple juice not only because they are told that it is nutritious, but because they like it.

Considerable research by several agencies and investigators has contributed to the production of better quality juice. Improved methods of selecting and handling the fruit, de-aeration and flash pasteurizing of the juice have all assisted in producing a fine flavoured apple juice of good keeping qualities. Advancements in the treatment of tin cans for use with apple juice have also been beneficial.

While it is now possible to give the public a really good apple drink, additional research is still desirable. Present methods of manufacture may be further improved with a view to producing not only a uniformly attractive and appetizing apple juice, but one in which the maximum nutritive properties have been retained.

The Dominion Department of Agriculture has recently established standards for apple juice. This assures the public a more uniform and better product. The juice may be one of three types: clear, unfiltered, or a crushed, pulpy type, somewhat similar to pineapple juice in appearance. Thus there is considerable choice available in the selection of apple juice to meet individual preferences.

No. 129 -- Thurs. Feb. 6, 1941 -- Spring Flowers

While this is not official, it has been rumoured that we are to enjoy an early Spring this year. If that is the case, it won't be long before we shall be out digging around the herbaceous perennials that have begun to show some signs of life. At this time of the year when birds are making their return trips from the renowned sunny southland, the flowers most in evidence are daffodils, tulips, lilies and narcissus.

In peace time we depend almost entirely upon one little country in western Europe for our annual supply of bulbs -- Holland. Last year, however, with the Netherlands overrun with ruthless pirates, our supply from that source was cut off. This restriction on importations from the Netherlands limited the variety and quantity of bulbs available here in Canada, but many popular varieties were still obtainable. Word was received that the British Government had commandeered most of the bulb crop in the old country for export, so a goodly portion of English bulbs found their way to Canada, and will soon be sprouting in Canadian gardens and homes.

As both the money and the space were needed in England for furthering their struggle against tyranny, English plants were offered at very attractive prices. Canadians were urged to buy them as every dollar spent on British flowers did double duty, -- not only adding richness and fresh beauty to Canadian gardens, but providing funds for carrying the war to victory.

In 1939 florist stock was imported from the United Kingdom to the extent of almost $35,000, but as usual by far the largest percentage of our bulbs, especially tulips, were received from the Netherlands.

No. 130 -- Fri. Feb. 7, 1941 -- Tourist Travel to Arctic

Tourist traffic to the western Arctic is increasing. Air and water transportation to the mining enterprises in the Mackenzie District are being used by growing numbers of visitors lured by the romance and mystery of the land of the midnight sun. Travel to the northland reaches its peak during the months of June, July and August when the days are long and warm, and the vegetation is abundant. Except for a few weeks during the spring break-up and fall freeze-up, air transportation is available the year round, while travel over the water routes usually begins early in June and continues until the latter part of September. Hotels are operated at Fort Smith and Yellowknife, and stop-over accommodation is available at Resolution and Aklavik.

Modern aircraft, equipped with pontoons in summer and skis in winter have revolutionized travel to the North, and many remote areas which formerly could be reached only after days or weeks of travel by canoe or with dog team are now but a few hours' flying time from large centres of population. The Mackenzie Air Service Limited and the Canadian Airways Limited maintain regular schedules to most parts of the Mackenzie District, operating fleets of heated planes equipped with two-way radio to enable continuous contact with the ground system of wireless stations maintained throughout the Territories. The flight from Edmonton, Alberta, or Prince Albert, Saskatchewan to Yellowknife by way of Fort Smith or Goldfields may be made in a few hours, and from Yellowknife air transportation is also available to Port Radium on Great Bear Lake and Coppermine on Coronation Gulf.

Steam and Diesel-powered boats operate from the end of steel at Waterways, Alberta, and travellers may make the 1,600-mile trip down the Athabaska and Slave Rivers to Great Slave Lake and thence down the mighty Mackenzie River to Aklavik. The Hudson's Bay Company and the Northern Transportation Company both maintain passenger boat service, and other boat trips are available, including that to the Yellowknife mining area on the north shore of Great Slave Lake. Visitors to Aklavik can arrange for air transportation across the mountains to the population centres of Yukon and Alaska from whence the return journey may be made by coastal steamers plying up and down the Pacific Coast.

No. 131 -- Sat. Feb. 8, 1941 -- Soft Drinks

The quantity of soft drinks consumed in Canada has become amazing of late years. It has just about doubled in the last decade and appears to be still growing. In 1939 the factory value of the output was considerably over $26,000,000. The imports were about $70,000.

These are manufacturers' prices. Retailers' prices are much higher. The corner grocery may charge five cents for a bottle of ginger ale, but there are lots of places where double and treble that price is charged by the vendor. Sometimes even more than that. That being so it might be more or less close to the mark to guess that this country of eleven million people spends $60,000,000 a year on soft drinks, or about $5.50 for every man, woman and child.

Such an expenditure sounds fantastic, especially when it is remembered that babies in swaddling clothes are not given lemonade to quench their thirst and the older folk seldom indulge, although maybe paterfamilias, when he feels in need of a stimulant, may mix his whiskey with soda and his gin with ginger beer. Generally speaking, however, soft drinks are eschewed by the white-haired of the population.

Undoubtedly the young folk are the mainstay of this particular industry. They do drink it down, don't they? The swain who likes to swagger up to a hot dog stand with the chit he is sparking and throw a bill on the counter to treat, is really spending money. If he gets off with $20 in a year he must be more parsimonious than he looks, for, after all, $20 doesn't go very far in these evening excursions.

The obvious conclusion is that a halt in some of these peregrinations to the counter of the hot dog stands and the alluring city parlours where these attractive-looking coloured waters are dispensed, could be turned into a godsend for this Dominion in the shape of war savings stamps and certificates. Think it over.

No. 132 -- Sun. Feb. 9, 1941 -- In the Can

Technically referred to as the "hermetical sealing" of foods, canning and preserving has long since passed its infant stage, and now comprises one of Canada's million dollar industries. While the preservation of perishable foods for use at a later date has from the earliest times been one of man's chief endeavours, the first canning was not done until almost the beginning of the 19th century. Prior to this

time, the common method of preserving foods was by drying or "desciation", but this was not particularly satisfactory because of the loss of the original flavour and texture of the food. The use of salt and sugar was also quite wide-spread at this time.

One of the first records we have of the hermetical sealing of foods is a plan evolved by a Frenchman, around the year 1810. He had a process for preserving foods for use at sea which was purchased by the French government and given to manufacturing firms in both France and England. One of the basic principles involved in canning and which this new process introduced was sterilization. In those pioneer days of the preserving industry, glass and stone jars and bottles were used as containers and it was some time before they gave way entirely to the "tin can". In those days the methods of can-making were primitive and very slow. A tinker who could turn out 60 cans a day was considered a master workman for every tin had to be fashioned by hand. The last few decades have seen vast improvements in machinery especially adapted to the principles involved in canning. The cost has been so enormously reduced that now food preserved in tins is safe, convenient and within the reach of all classes of consumers.

Fruits were the first foods to be successfully canned. In January, 1940 there were almost 43 million cans of fruit on hand in Canada, held by canners, wholesale dealers and chain store warehouses. In January 1941 the preliminary estimate was placed at slightly under 47 million. It is interesting to note that more peaches and pears are canned in Canada than any other fruit.

In the vegetable class, peas have lately proved the most popular, with tomatoes a close second, and corn and baked beans following in order. Canned soups, however, are in greater demand here in Canada, particularly during the winter months, than either fruits or vegetables. The January preliminary estimate on stocks of soups was placed at something over three and a half million dozen cans.

No. 133 -- Mon. Feb. 10, 1941 -- Titanium Oxide

While it is one of the most commonly occurring elements in the crust of the earth, titanium oxide was regarded as a chemical curiosity until about twenty years ago. Since then its use has progressed from that of a paint pigment to a constituent of a countless number of everyday articles.

In fact wherever you turn in the course of a day you are likely to observe the effect of titanium pigments. When you awake in the morning you raise window shades made opaque with titanium and the pyjamas you doff are delustered with titanium. You take your shower behing a rubber curtain whitened by titanium or take a bath in a tub finished in vitreous enamel containing titanium. Your soap, shaving cream, and powder are whitened by titanium as is also the handle of your tooth brush. The linoleum or rubber flooring in the bathroom is attractive because of patterns made by titanium. The lighting fixtures are decorated with lacquer containing titanium, and walls, ceiling and woodwork have titanium pigmented paint or enamel. Toilet articles of celluloid or plastic material are whitened by titanium. You put on a shirt with a collar stiffened by a process in which titanium is used and the buttons are casein plastic brightened by titanium.

When you enter the kitchen for breakfast you find refrigerator, sink, bread and cake boxes, chairs and tables decorated with titanium pigmented enamels. Your

cereal is taken from a package whitened with titanium served on chinaware which may have had titanium used in the glaze to develop a pleasing colour. You drink from a glass to which titanium has helped to contribute the amber colour. Members of your family appear in leather shoes, belts, sport jackets, hats, all whitened by titanium. The children's rubber toys and your golf balls have it, as has the rubber cap and white rubber suit that your wife and daughter wear at the bathing beach. The outside of your house is painted with titanium pigmented paint.

Going to business you ride in an automobile with tire sidewalls whitened by titanium and the body finished in tinted enamel formulated with titanium as you keep on the right side of lines on the road painted with titanium containing traffic marking paint. At the office you handle stationery, bonds, insurance policies, books and magazines, all made opaque and whitened by titanium. You smoke cigarettes with paper wrappers whitened by titanium, from a metal container decorated with titanium enamels and inks.

Returning home to dinner you enjoy bread which was wrapped in paper made white and opaque by titanium, and printed with titanium inks. Your butter comes from a carton whitened by titanium as does the ice cream with which you finish your repast. Bedtime arrives and you take up your tooth paste container coated with titanium enamel, preparatory to closing a day in which titanium has served you in so many and various ways.

No. 134 -- Tues. Feb. 11, 1941 -- Potato Growing

In Canada the potato is used almost as freely as bread by all classes of people. It is adapted to growing in almost every section of the Dominion, extending from the extreme eastern provinces, where very large yields per acre are obtained, to the western coast. Northwards the potato has progressed towards the Arctic Circle, giving remarkable returns under cool climatic and soil conditions, wherever the season is frost-free long enough for the plants to make growth.

Canadian certified seed potatoes are highly prized in many countries and this circumstance has not been brought about by chance but through the efforts of the Dominion and Provincial Departments of Agriculture and by the growers in aiming to produce a disease-free vegetable. The influence of climatic conditions on the potato crop is considerable, and while soil is important and has not such a strong effect as climate, it is necessary that the land used for potato production be kept in a satisfactory state of fertility. There are also many other requirements, such as fertilizers, and manures, the best time to plant, how to plant, and the proper amount of seed, the varieties to be used, cultivation, ridging, tillage, the protection of the crop against disease and insects, harvesting, digging, storing and grading. The fullest information on all these and other subjects are contained in the seventy-two page bulletin entitled "The Potato in Canada" A copy of the bulletin may be obtained by writing to the Dominion Department of Agriculture, Ottawa.

The production of potatoes in 1940 amounted to 42,300,000 cwt. an increase of about 6,000,000 cwt. over the 1939 crop.

No. 135 -- Wed. Feb. 12, 1941 -- Good Swordfish Catch

Canadian swordfishermen had their best catch in four years, when they landed 2,296,000 pounds of broadbill swordfish during the 1940 season. This was an increase over the 1939 catch of more than 500,000 pounds. Excellent food fish, practically all the swordfish taken in Canadian waters are exported to the United States, where a brisk demand dxists. After the heads are removed the fish are packed in ice for shipment and on arrival are sold fresh.

Apart from its value as a commercial fishery product, the swordfish is also a fighting game fish, and angling for these big fellows has become increasingly popular. The swordfish run to several hundred pounds in weight, and the angler who hooks one is assured of a genuine thrill.

Swordfishing operations are carried on in Nova Scotia waters, the greater part of the catch being taken off the coast of Cape Breton Island. Louisburg is the major centre of this fishing activity, but with the development of the new Cape Breton Highlands National Park the villages of Ingonish and Neil Harbour, situated near the park, will serve as operating bases for park visitors who wish to try their hand at this thrilling sport.

No. 136 -- Thurs. Feb. 13, 1941 -- Eels

Canadian eels make tasty dishes -- broiled eels for instance -- but the fish come a long way to get themselves caught. They're taken in fresh-water streams, 20,000 hundredweights or so a year, but to get there they had to come from breeding grounds far out in salt water -- indeed, there is scientific authority for saying that the breeding grounds are down in that mysterious weedstrewn Atlantic water, the Sargasso Sea, south of Bermuda. Even the eels in the many European areas where these fish are found are said by scientists to be Sargasso-born.

Whatever their actual place of hatching, eel larvae are carried by sea drift to the Canadian coast where, grown to elvers or baby fish a couple of inches long, they enter the rivers and streams. There they feed and grow until instinct turns them, as mature fish, back toward the salt water breeding grounds, and it is then, as the downstream migrations are in progress, that the fishermen make their catches. Incidentally, the eels which do escape the fishermen and get back to the breeding grounds never return to Canada, or do any more travelling anywhere, for eels are among the species of fish which die after spawning.

Much the greater part of the annual Canadian catch is ordinarily taken in the fresh-water fisheries of Quebec but the Maritime Provinces and Ontario are also producers. Hitherto, the fish have been marketed fresh, some of them alive, but in recent months eel canning has been undertaken, though not on a large scale, and fishery scientists have given some attention to the development of a satisfactory method of eel smoking. In the past there has been fairly substantial export business with the United States in fresh eels and in some pre-war years Germany was also a buyer from Quebec.

Broiling is perhaps the method most commonly used in cooking eels in Canada but Eel Matelote is another dish, a little more elaborate, which is favoured by some housewives.

No. 137 — Fri. Feb. 14, 1941 — Peanuts

Can you remember the last time you enjoyed a good big feed of arachis hypogaea? Perhaps it was at Christmas time when you over-indulged, despite your avowed intentions to eat sensibly. Maybe it dates back to the last hockey game when you sat on the edge of your seat and munched feverishly between outbursts of "Shoot!" and "Get that man!" Or possibly you are in the habit of buying some regularly, either in the shell or salted down. At any rate, you and several thousand other Canadians managed to make away with almost 47 million pounds of them during 1940. What are we talking about? Why peanuts, of course!

Generally considered to be natives of Brazil, peanuts were introduced to the Europeans shortly after the discovery of South America. It is believed that they were brought to this continent by the negro slaves imported from Africa, and it wasn't long before the cultivation of peanuts was widespread throughout the southern States. The plant belongs to the legumes family and requires a hot, humid climate in order to thrive. The nuts themselves are really the seeds and are formed underground like potatoes. Under ordinary circumstances, about 50 bushels of nuts and two tons of straw are obtained from an acre. Here in the New World, peanuts are roasted and sold as a luxury, either alone or in confectionery, while in the countries of Europe they are used mainly for making oil and feeding stock.

Last year Canada imported over 600,000 gallons of peanut oil, some edible, some to be utilized in the making of soap and canning fish, but by far the largest part was in the crude state for refining. Peanut oil is often used as a substitute for olive oil, and is of such excellence quality that few people can detect the difference. Most of the peanuts we get are imported in the green state from India and China and are roasted here in Canada.

Peanuts have been grown in Canada under careful supervision, simply as an experiment, but the season is not long enough or hot enough to allow the seed to fully mature. Most of the nuts produced have been exceedingly small and of inferior quality. So there is small likelihood of you every being able to go out to the garden and dig yourself a bag of peanuts.

No. 138 — Sat. Feb. 15, 1941 — Canada, Fourth Honey Producer

The latest available figures dealing with the comparative rank of the nations in honey production are given by the International Review of Agriculture. In number of colonies of bees, Russia ranks first with the United States of America second. Next comes Germany followed by France, Mexico and Turkey.

It is shown that in nearly all countries there has been a great expansion in honey production during the past ten years. In Germany from 1935 to 1939, the increase is estimated at 81 per cent. The uniformity of the increase as well as its extent is the subject of comment because of the fact that economic conditions have varied so greatly in the different countries. Canada stands out as among the most efficient in management according to the Review. Although ranking only sixteenth in number of colonies of bees it ranks fourth in volume of honey produced. Mexico has nearly one-half as many colonies of bees as the United States.

The island of Cuba is by far the largest exporter of honey, followed by

Chile. Mexico and Canada export in about equal quantity, while Guatemala with its comparatively small area exports about as much honey as the United States.

According to the Agricultural Branch of the Dominion Bureau of Statistics, Canadian honey production in 1940 amounted to 82,300,000 pounds, which was 21.6 per cent smaller than the 1939 crop. This drop in output was accounted for by unfavourable weather.

No. 139 -- Sun. Feb. 16, 1941 -- The Nutria

A few years ago pioneering Canadians imported a small but valuable fur-bearer from its native haunts along the rivers and streams of Brazil and Chile. He is known as the nutria; in the Spanish it means otter. But the name given him for scientific purposes or the "nom de plume" behind which he hides his true identity from the average layman is the highly distinctive and striking wordage "myocastor copyu", or copyu for short. The natives of Paraguay call him gioya. Some people call it the "South American Beaver".

This little animal is prospering in its adopted home. It resembles both the beaver and the rat, but authorities say that he is neither. When swimming with its tail under water it looks much like the beaver, but its tail is long, round and scaly and its hind legs are webbed. Generally it measures from 20 inches to two feet in length and weighs about ten pounds.

Years ago, before thought was given to introducing him to Canada, there was danger of the copyu becoming extinct. Measures were taken for its protection. Responding to these kindly measures they became so numerous that they were said to overrun the land in search of food. But a sudden epidemic again caused danger of their extinction.

Thus the nutria has been added to the long list of fur-bearing animals to be raised in captivity on Canadian fur farms. The fur is said to make good imitation beaver and when dyed is often sold as imitation seal. It is first recorded in Canada as a fur bearer in 1930 when ten animals were reported in Quebec. In the succeeding years this has developed into an industry in which 88 farms report nutria and the number of animals has increased to 798 by the end of 1939. British Columbia has 43 farms, Ontario 18, Alberta 10 and the provinces of Nova Scotia, Saskatchewan, Manitoba and Quebec 17 each.

During that period of time very few animals have been killed for pelts but there has been a steady increase in the sale of live animals, the sales in 1939 showing 296 sold at a value of $8,145. This information is taken from a report issued by the Fur Statistics Branch of the Dominion Bureau of Statistics. The early importations were very expensive running into thousands of dollars.

No. 140 -- Mon. Feb. 17, 1941 -- Mineral Production in 1940

Of tremendous importance is Canada's mineral production in these days of war and it is, therefore, very cheering to learn that in 1940 our total mineral production was valued at $529,000,000. This was an increase of 11.5 per cent over 1939

and constituted a record. It is the first year in which the production of Canadian mines passed the half-billion dollar mark. Gains over 1939 were registered in all groups. Metals production at $382,876,328 showed an increase of 11.5 per cent. Fuels, including coal, natural gas and crude petroleum were valued at $78,643,991, a gain of 11 per cent. Non-metallic minerals other than fuels reached $25,791,407 -- up 3 per cent, and structural materials advanced 18.4 per cent to $41,867,708.

Gold production totalled 5,322,857 fine ounces worth $204,929,995, an increase in value of 11.3 per cent. The price of gold remained constant throughout the year at $38.50 per fine ounce compared with an average value in 1939 of $36.14. Silver output at 23,815,715 fine ounces was valued at $9,109,273, an increase of 2.8 per cent in quantity, whereas there was a decrease in value owing to a drop in the average yearly price.

The combined value of the base metals -- nickel, copper, lead and zinc was $155,839,877, an increase of 14.36 per cent. The value of the remaining metals aggregated $12,997,183.

In the fuels group, coal production reached 17,551,326 short tons, an increase of 13 per cent. Natural gas at 35,954,000 M cubic feet, exceeded the previous year by 2.2 per cent and crude petroleum output totalled 8,717,345 barrels against 7,826,301 barrels in 1939.

Non-metals, exclusive of fuels, aggregated $25,791,407, an increase of 3 per cent. Among the more important of those showing increases over the previous year, and for which data are released for publication, are gypsum, quartz, salt, silica brick and sodium sulphate.

In the structural materials group, clay products were valued at $6,353,009 against $5,151,236 in 1939. Cement gained 32 per cent to 7,559,643 barrels. Lime production reached 710,382 tons compared with 552,209 tons during the preceding twelve months. Stone output totalled 6,979,561 tons valued at $6,956,318 against 5,443,522 tons worth $6,455,696 in 1939, and sand and gravel output was approximately the same as in the preceding year.

No. 141 -- Tues. Feb. 18, 1941 -- First Homes of Canada

A study of Housing in Canada, based primarily upon 1931 Census statistics, although supplemented to a considerable extent by other materials, was recently issued by the Dominion Bureau of Statistics. It is felt that readers of A Fact a Day About Canada will be interested in some of the historical data. Excerpts have, therefore, been reprinted in the following pages.

Wherever wood was available, the log cabin or shanty almost invariably was the type of home built by the earliest Canadian settlers and there was little difference in the essential characteristics of these dwellings from one area to another. On the Prairies the sod house provided a noteworthy variation due to the absence of wooded areas. Progress in the early settlements was rapid, the one-room shanty in Central Canada (now, Ontario and Quebec) often being replaced by stone or brick structures within a single generation. In other areas, frame dwellings predominated even in the later stages of development. The nineteenth century witnessed a great

change in the homes of Canada brought about by more abundant supplies of building materials, better transportation facilities and the rapid growth of cities. Concentrations of population necessitated greater emphasis on water supply, sanitation, fire prevention and communication systems.

The principal urban development in Canada came after 1850, with Montreal, Quebec and Toronto being the only cities having more than 30,000 persons at that time. Growth was retarded by devastating epidemics among the poorly equipped immigrants and by feverish speculation in land values. Improvements in homes and living conditions came slowly at first but rapid progress was made between 1880 and 1914.

Modern underground sewage disposal systems did not completely replace the old open sewer until about 1900.

Effective horse-drawn fire fighting equipment came into general use between 1880 and 1890, about the same time as the telegraph fire alarm, while automotive apparatus was adopted later, between 1910 and 1920.

Modern municipal water systems existed in nearly all of Canada's principal cities by 1900, about one hundred years after the first private water supply company undertook to pipe water into the homes of Montreal.

Stoves had replaced fireplaces by 1850 but satisfactory hot-air furnaces did not come into general use until after 1880.

The invention of the tungsten filament incandescent electric lamp in 1911 greatly extended the use of electric lighting which had already largely replaced gas illumination over a decade earlier. The first gas lighting installation in Canada was made in Montreal in 1837.

The use of steam in both water and land transportation during the first half of the nineteenth century greatly facilitated the movement of merchandise and thereby contributed materially to higher living standards. Of even greater importance to urban dwellers has been the building of city and radial electric railways giving a much greater mobility to urban dwellers. These systems have been in operation in all the larger cities of Canada since 1900.

More recently, housing improvement has centred again upon innovations in actual construction technique which had been almost dormant for a period of fifty years. Efforts are being directed towards the production of lighter and more airy structures, designed to provide more actual living space in smaller and less expensive types of buildings. The pre-fabricated home, manufactured upon a mass production basis, has been the latest development in this direction.

No. 142 -- Wed. Feb. 19, 1941 -- Description of Canadian Homes

Nearly 60 per cent of all Canadian households in 1931 lived in homes ranging from four to seven rooms, while about 20 per cent lived in less than four rooms and approximately the same proportion in eight rooms or more. The most representative number of rooms per household was six. Of Canada's 2,252,729 households, 18.2 per cent were accommodated in homes of this size, which approximated the Dominion average of 5.6 rooms per household. The average number of rooms per urban household was 5.8, slightly above the rural average of 5.5 which was reduced by the

small number of rooms characteristic of farm homes in the Prairie Provinces. Owned homes were consistently larger than rented homes in both rural and urban areas, the Dominion averages being 6.1 and 5.0 rooms per household, respectively.

Over 86 per cent of Canadian rural homes in 1931 were of frame construction, but the proportion in urban areas was much smaller. Among the cities of over 30,000, it ranged from 4.9 per cent for Toronto to 90.6 per cent for Halifax. Wood was characteristic of the Maritimes, while brick and stone were prevalent in Quebec and Ontario. In the cities of the four Western Provinces, the proportion of frame dwellings ranged from 67.4 per cent in Regina to 88.1 per cent in Edmonton, with brick and stucco accounting for most of the remainder.

Single houses accommodated 96 per cent of rural and 59 per cent of urban households. Of the remaining urban households, 26 per cent lived in flats and apartments, 11 per cent in semi-detached houses, 3 per cent in rows or terraces, and less than 1 per cent in hotels and rooming houses. The number of rooms per household was consistently largest for single houses and was successively smaller for semi-detached houses, rows or terraces and apartments or flats. Children formed 51.1 per cent of the average Canadian household living in single houses, 47.7 per cent in apartments and flats, 47.5 per cent in semi-detached houses and 46.8 per cent in rows or terraces.

The popularity of apartments increased materially in the decade after the War and in 1928 the value of apartment contracts awarded amounted to 26.4 per cent of all residential building contracts. The percentage fell to 3.8 in 1933 and had mounted again to 14.2 for 1938.

No. 143 -- Thurs. Feb. 20, 1941 -- Housing Development in Urban Areas

The problem of urban housing development differed materially from those faced by the first settlers. Concentrations of population attracted enterprises, including lumber mills and brick kilns which made basic materials much easier to obtain. Merchants stocked other building requirements, including tools, nails and glass. The supply of labour increased with the growth of population, although it remained relatively scarce throughout the nineteenth century. As it became easier to procure shelter, however, other difficulties arose connected with protection from fire and disease and efforts to improve living standards.

Before proceeding to examine progress in urban housing, it might be well to review briefly the early growth of the first towns and cities. This, of course, was well advanced in French Canada and the Maritime area before settlement of any kind appeared in Upper Canada and the territory farther west. The population of Quebec City reached 5,000 about 1740, and Montreal attained the same number approximately twenty years later. By 1817 the districts of Halifax and Saint John had passed 5,000 but not until 1831 did York (Toronto) reach this figure. Within the next twenty years immigration to Canada was rapid and Hamilton, Kingston, London and Bytown (Ottawa) all left the 5,000 mark far behind. Western settlement did not come until considerably later and in 1870 the population of Victoria was only 3,270, while the site of Vancouver had not even been surveyed. The district of Winnipeg included only 241 persons, being still relatively small compared to other settlements in the Red River area. Other Prairie settlements, now grown into cities, took form between 1885 and 1900.

No. 144 -- Fri. Feb. 21, 1941 -- Speculation in Land

Another general consideration contributing to abnormal urban development, more especially in Ontario and the Western Prairies was the recurrence of speculative booms. These were very common in areas being opened up by the railways. John Howison found many examples of ungoverned speculative fever in his journeys through Upper Canada (Ontario) in the early 1800's. He commented upon one instance as follows:

"About twelve miles above the mouth of the Thames, I passed a spot called the town of Chatham. It contains only one house and a sort of church; but a portion of the land there has been surveyed into building lots, and these being now offered for sale have given the place a claim to the appellation of a town. There are many towns like Chatham in Upper Canada, and almost all of them have originated from the speculations of scheming individuals. Often while surveying these embryo towns, have I been shown particular spots of ground that were to be reserved for universities, hospitals, churches, etc., although not even a hovel had yet been erected within the precincts of the anticipated city."

The boom era in Western Canada followed the opening of a railway connecting Winnipeg with lines in the United States in 1879. From 1880 to 1885 the population increased from about 8,000 to 25,000 before a temporary reaction occurred. Land booms followed the railway across the Prairies and speculation in land became rampant. Embued, no doubt, with the buoyant optimism of the period, F.A. Talbot in 1911 wrote, speaking more particularly of the far West:

"Dense forest to-day, tents next week, wooden frame houses the following month, masonry buildings a year later, a healthy town in five years, a full-blown hustling city in ten years, with tramways, telephones and what not. Within a quarter of a century land grows so scarce and costly in the heart of the centre that the sky-scraper has to be brought into vogue."

Such overstatement may produce a smile thirty years later, but it was sufficiently plausible bait to offer real estate speculators in that day. Western towns were laid out accordingly with the result that when the rapid acceleration in immigration ceased, the existing population had to bear taxation for the maintenance of streets and public utility equipment far in excess of existing needs. This has undoubtedly interfered with the natural course of subsequent development and has tended to discourage the ownership of homes.

No. 145 -- Sat. Feb. 22, 1941 -- Development of Sanitation Methods in Urban Areas

Sanitation in urban areas was one of the first problems to demand attention, and yet modern sanitary equipment was not thoroughly established either in Canada or abroad until early in the present century. Open cesspools and drains were not unfamiliar sights in English cities as late as 1875. Pigs still rooted in the accumulated litter of New York's back streets in 1850 and apparently civic provision for the removal of street refuse was very inadequate. In the newer settlements of Canada, the problem of sanitation received early recognition, but the first regulations concerning it make strange reading to-day.

The newly established settlement of York (Toronto) in 1800, its eighth year, issued an order to keep pigs from the streets. This ruling was rescinded in 1803,

however, and properly yoked pigs were again allowed to roam at large, presumably because of their value as scavengers. In 1797, Montreal engaged six cart drivers to carry away the winter's accumulation of refuse in the streets. In 1805, citizens were instructed to assist during April by gathering together all such materials bordering on their property but it was not until 1853 that the city acquired land on which to dump its refuse. In 1870, the task of removing refuse was let by contract to private individuals but this system proved unsatisfactory, and in 1893 civic employees were hired to perform the work. Later, in 1900, an Incineration Commission was added to the municipal staff. Apparently the private contract system persisted in many cities until as late as 1915, but between 1875 and 1900 municipal departments were established in most of the larger centres to perform this service.

Sewage disposal presented a vexing problem particularly in the first half of the nineteenth century. During that period underground sewers had by no means completely superseded open ditches draining into creeks and rivers. Mrs. Traill in 1832 commented at some length upon the open trenches along the Montreal waterfront and considered them a serious threat to health. Indeed, modern sewage disposal systems have been dated from the rebuilding of Hamburg in 1843 after it had been destroyed by fire according to the writings of A. F. Beamis. Enclosed sewers became indispensable with the adoption of the inside water closet but drains of this type were by no means general before 1900. Montreal made them obligatory only in 1901, although part of its sewage system was underground as early as 1835. The perfection of large size concrete tiling about 1900 greatly reduced the cost of sewage systems which had hitherto been built principally of brick. Most cities of Western Canada adopted underground systems in the early stages of their growth, as improved methods of engineering technique had already been introduced before these centres found it necessary to deal with the question of sewage disposal.

No. 146 -- Sun. Feb. 23, 1941 -- Development of Fire Prevention Measures

Fire prevention presented another serious problem, particularly in the cold winters when big fires were necessary for warmth, and water was extremely difficult to procure in sufficient quantities when flames got out of control. Chimney fires were common and occasionally serious conflagrations wiped out the homes of entire settlements. Sometimes damage ran into millions of dollars as in the case of the last big fire in Canada which destroyed Hull and part of Ottawa in 1900.

The settlement of York had its first experience with fire when the Governor's residence burned down in 1797. Subsequently, each householder was required to keep two buckets to be used only in case of fire and also two ladders. In 1802, Administrator Russell presented the town with its first fire engine and grateful citizens erected a fire hall by public subscription. An earlier gift of a fire engine was made by King George IV to the United Empire Loyalist settlement of Shelburne, N.S., in 1775. These engines and many that followed them were light and simply constructed, often being drawn by hand. Indeed, the streets of that time would have made it impossible to use effectively any machine of considerable weight.

Of Montreal's earliest efforts to fight fire, little is known, but it is on record that a horse was acquired for the fire corps in 1850. In addition to acting as firemen, the corps was responsible, until 1868 for watering the streets. By 1859, each sub-station had a horse and there were two at the central station "for the purpose of conveying apparatus to a fire". In 1863, Montreal organized

its first municipal fire brigade, which was also the first non-volunteer brigade in Canada. This was for some years reinforced by a volunteer corps of three officers and thirty-six men. There is no record in Canada of the early English practice of fire fighting companies which protected householders who paid specifically for this service.

The volunteer fire brigade played an important part in defending the homes and property of Canadian citizens and did not disappear from cities of Western Canada until about 1910. Improvement in equipment came gradually, but by 1880 horse-drawn engines were generally used in Eastern Canada and about ten years later, in the West. Automotive engines came into general use between 1910 and 1920. The telegraph fire alarm, although invented shortly after 1860, was not generally adopted for several decades and the observation tower on fire stations is still to be seen in some Eastern cities, although it serves little purpose now except as a place to stretch wet hose for drying.

No. 147 -- Mon. Feb. 24, 1941 -- Development of Urban Water Systems

The threat of fire, as already noted, was particularly serious in the early days when settlers depended principally upon streams and lakes for their water supply. Nor did the digging of wells later serve to reduce it greatly. Although the principle of the suction pump had been known to the Romans, the windlass and long pole used as a lever were employed extensively in the early settlements, and still are in outlying rural districts.

Private companies first undertook to provide the older towns with water piped into individual homes. Such concerns were established in Montreal in 1801, in Saint John in 1838, and in Toronto in 1841, but apparently they proved unsatisfactory and the municipal authorities of newer settlements undertook to provide the water supply as soon as the size of the town warranted such a project.

The gradual acceptance of the water closet and bathtub in the nineteenth century made town residents much more desirous of possessing modern water systems. The water closet was first introduced into the United States in 1810 and the bathtub came later in 1842. The first American sponsor of the bathtub became familiar with it through Lord John Russell in England about 1840, although there are records of bathtubs as early as 2,000 B.C. Curiously enough, the bathtub met initially with considerable antagonism and was denounced both by the clergy of the day and by medical authorities. In spite of this, its acceptance was fairly rapid and by 1860, New York's leading hotel could boast of three bathtubs. Modern civic water systems existed in nearly all of Canada's principal cities by 1900.

No. 148 -- Tues. Feb. 25, 1941 -- Heating Methods

The development of scientific heating equipment has come, for the most part, within the past fifty years, although the principle of the present-day warm air furnace heating system is as old as the Roman holocaust. The earliest form of box stoves on the American continent has been identified with the name of Benjamin Franklin and dates from, approximately, 1750, while a stove made in Scotland and known as the Dundee was the first to be widely used in Canada following its introduction at

the beginning of the nineteenth century by British immigrants. It was composed of two sections, a lower one for fire, and an upper chamber for cooking and baking. This was copied by the early foundries of Lower Canada and it is of interest to note that the St-Maurice Forges near Three Rivers was built the first successful foundry on the continent. The earliest blast furnace on this site was established about 1733, nearly seventy years before the furnace at Lyndhurst, northeast of Kingston, which apparently was the first one built in the Upper province. The forerunners of the present-day under-oven range appeared about the middle of the nineteenth century. In this type, the heat moves across from the fire-box above the oven, then descends and completely encircles it before rising into the chimney.

Gas did not invade the field of cooking stoves until several decades later due to its expensiveness relative to wood as a fuel. The manufacture of gas cooking stoves was commenced in Toronto in 1881 but their adoption was very gradual and by 1905 there were only 8,992 stoves and 11,533 gas ranges in the city. However, popular favour increased widely from then onward and by 1922 there were 109,033 gas ranges and 35,354 gas rings in Toronto. Still more recently the use of electric stoves has become general in urban areas, although electricity has by no means superseded gas as a cooking fuel.

The wastefulness and inadequacy of stoves as a source of heat for large homes led to experiments between 1850 and 1860 with warm air furnaces in Canada. It was not until 1884, however, that a satisfactory system of circulation was evolved in which air was re-circulated rather than being replaced by cold air from the outside. With certain modifications this re-circulation system is still commonly used. It has been supplemented widely by steam heating units fueled with coal and in recent years with low grade oil. The development of steam heating has been one of the principal contributing factors to the rapid growth of multiple-unit dwellings. In the past fifteen years large central plants have been built which supply steam to heat the homes in areas comprising many city blocks. This method of heating is particularly effective where the climate is severe and winters are comparatively long.

No. 149 -- Wed. Feb. 26, 1941 -- Lighting

The lamps of antiquity had been replaced largely by the tallow candle before settlement in Canada began. Many pioneer examples of the former can still be found, however, somewhat resembling present day cream jugs with a spout from which a wick protruded. The candle remained in general use until the latter half of the nineteenth century, although gas lighting was common in larger cities by 1850. Both gas and electricity were regarded as impractical novelties in their first stages of development. It is said that gas lighting was introduced into a Philadelphia museum in 1820 and advertised as an attraction among the curiosities. Gas was installed in Boston in 1822, in New York in 1823, and in Philadelphia in 1837, the same year as the first Canadian appearance in a few Montreal shops.

The early electric arc lights were also a novelty, and on the occasion of their introduction to Toronto in 1879 by a local restaurant, free ice cream was served during the first day they were used. A small but important improvement in lighting was made possible by the appearance of glass chimneys for kerosene lamps in 1860. The latest important contribution to modern lighting equipment came in 1911 with the invention of the tungsten filament incandescent lamp which rapidly superseded the electric arc variety. The latter was not well suited to

use in private residences, although employed to advantage in street lighting.

Electricity did not generally replace gas illumination in Canadian cities until about 1900, although initially introduced over twenty years earlier. As with other developments, many Western cities did not reach their majority until lighting technique was in its later stages and thus had no experience with gas illumination except in the natural gas districts of Alberta.

No. 150 -- Thurs. Feb. 27, 1941 -- Communications

It is difficult to appraise the influence of improvements in communications upon the living conditions of a community, but undoubtedly this is a matter of first-class importance. The Scottish engineer Thomas Telford, famous for his roads in the Highlands of Scotland, was strongly of that opinion. Referring to his new Highland roads built soon after 1880, he wrote: "I consider these improvements among the greatest blessings ever conferred on any country ... It has been the means of advancing the country at least a century". The benefits contributed by roads and canals in that day, apart from the resultant appreciation in the land values, were probably due mostly to greater ease with which produce and merchandise could be moved. Today it has also become important that the population itself may have greater mobility, particularly within metropolitan areas. For the major part of the nineteenth century the worker in large cities had of necessity to live close to the factory or office. Now, he may live comfortably in uncrowded suburban areas as much as twenty or thirty miles distant from his work and yet obtain rapid transportation at a cost which less than two generations ago would have been deemed unbelievably low. The transition has been accomplished by rapid strides in the science of road building and the construction of locomotive and automotive equipment.

On the North American continent, the earliest significant improvement was in the realm of steam, first the steam paddle-wheeler on the principal water routes, and later the steam railway engine. The first steamship to operate in Canada was built in 1809 but it did not entirely supersede the old horse-boat packet for short distances until after 1850. This latter type of boat was propelled by two paddle wheels at the sides and received its motive power from horses which walked in a circle on the deck, turning the wheel shaft as they moved. The first Canadian steam rail system connecting La Prairie, opposite Montreal, with the Richelieu River, fifteen miles away, commenced operation in 1836. Rail development was rapid and the last spike in the Canadian Pacific transcontinental system was driven in 1885, less than fifty years after the first short line was finished. Canada now has approximately 42,000 miles of steam railway communication.

With respect to roads, quantity rather than quality was the slogan of the nineteenth century. Although macadam appeared in Canada shortly after widespread adoption in England, its use was limited largely to the principal streets of cities. Yonge Street in Toronto and a short stretch between Kingston and Napanee were among the few macadamized stretches of Upper Canada in 1840. Halifax streets were paved with macadam, however, before 1829. Asphalt presumably appeared considerably later since it was not used in London England, until 1869. Asphalt lanes were built for bicycles along the curbs of New York's main thoroughfares in the last quarter of the nineteenth century but apparently hard surfaces were by no means general even in the larger cities during this period. It was the coming of the automobile about 1900 which made hard-surfaced roads of growing importance. Hard-surfaced highways in Canada in 1936 aggregated approximately 10,000 milles in addition to the streets

of large towns and cities built mainly of asphalt and concrete. There were also 88,000 miles of gravel roads and 311,000 miles of earth roads. The automobile has become an increasingly important factor in suburban development, tending to relieve population pressure in the principal metropolitan areas.

Of even greater importance in this respect has been the rapid extension of urban and radial electric transportation systems. These rapidly replaced the old horse cars which had their vogue between 1860 and 1900. By 1913 all the more populous Canadian cities possessed modern street car systems which within the present decade have been supplemented extensively by the auto bus. With the extension of hard smooth-surfaced roads the obvious advantage of greater mobility and economical operation has made the bus increasingly popular.

Although fundamentally less important, the telephone and radio have come to be highly valued instruments of communication contributing greatly to the comfort and enjoyment of the modern home. The number of telephones in use in Canada rose from 4,400 in 1883 to approximately 1,200,000 in 1936. Radio's acceptance was even more rapid; considered a novelty for several years after the Great War, improvement in broadcasting and reception equipment caused radio sales to increase by leaps and bounds. In 1937 there were over 1,000,000 receiving sets in Canada, or almost one set for every two homes.

No. 151 -- Fri. Feb. 28, 1941 -- Progress in Housing in Fifty Years

Even from this very brief account of the improvement in Canadian housing standards, one cannot fail to note the striking acceleration of progress within the past fifty years. This would be made more impressive by the enumeration of the manifold uses which have been found for electricity in the modern home. The electric washing machine, the vacuum cleaner and the electric refrigerator stand out among the instruments which have combined with electricity to improve living conditions materially even within the last twenty years. Widespread acceptance of these devices has become much more rapid with the gradual extension of the districts in which electric power is available.

Within the past ten years, however, interest has again been focussed more and more on the structure of the home itself and it is probable that this tendency will increase. It has been fostered by high building costs associated with the conventional types of houses which have changed little in basic essentials for many years. Efforts are now being directed to produce less ponderous homes at low cost and to introduce an element of flexibility into their structure. Progress in this direction in the United States has not as yet been paralleled in Canada due in part to climatic considerations. There is no reason to believe, however, that climate presents an insuperable difficulty, and it may be anticipated that this new development will gather momentum as production technique in the manufacture of fabricated homes improves. The outstanding success of Sweden in this field gives support to such a view.
