

27.—Production of Portland Cement, by Quantities and Values, calendar years 1916-1930, and Imports and Exports, fiscal years ended Mar. 31, 1916-1930—concluded.

Year.	Production. <sup>2</sup>		Imports.		Exports.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	brl. <sup>1</sup>	\$	cwt.	\$	cwt.	\$
1921.....	5,752,885	14,195,143	132,187	153,513	2,811,127	2,107,180
1922.....	6,943,972	15,438,481	24,952	34,304	810,448	578,474
1923.....	7,543,589	15,064,661	112,610	90,849	1,544,254	719,882
1924.....	7,498,624	13,898,411	61,466	75,758	1,663,685	790,249
1925.....	8,116,597	14,046,704	95,225	64,323	519,328	200,859
1926.....	8,707,021	13,613,283	95,051	71,826	3,491,875	1,498,583
1927.....	10,085,865	14,391,937	62,725	81,715	1,022,819	370,935
1928.....	11,023,928	16,739,163	73,952	90,613	900,202	310,730
1929.....	12,284,081	19,337,235	121,209	149,436	834,949	339,267
1930 <sup>3</sup> .....	11,032,539	17,818,451	246,085	247,709	837,269	258,552

<sup>1</sup> The barrel of cement=350 lb. or 3½ cwt.   <sup>2</sup> "Production" as used here means quantity and value of sales.   <sup>3</sup> Preliminary figures.

**Stone, Sand and Gravel.**—While the Mineral Branch of the Dominion Bureau of Statistics presents details of the production and industrial organization of the stone industry separately from that of sand and gravel, for the sake of brevity they are here discussed together. Production of these materials has increased greatly in recent years, and the expansion in the stone industry has been chiefly in crushed stone. Thus a production of crushed stone in 1922 of 3,044,399 tons had increased in 1929 to 7,615,636 tons, while during the same period the production of sand and gravel increased from 11,666,374 tons to 27,846,945 tons, used chiefly for railway ballast, concrete and road work and building sand. The preliminary figures for 1930 show a further increase for stone to 9,878,106 tons and for sand and gravel to 29,006,338 tons. Among the developments in Canada which appear to have resulted in the increased production of these materials may be mentioned:—(1) the tendency in construction work for brick to be replaced by reinforced concrete, cement blocks, etc., as indicated above by a decline in brick production and an increase in that of cement; (2) the vast improvement during the past decade in the mileage and character of roads and highways in Canada; and (3) the improvement of railway road-beds, since, in addition to the ordinary requirements of gravel for mere maintenance of railways, lines are being better constructed to provide for heavier traffic and many of the most important stretches of railway are being re-ballasted with crushed stone.