

year. Construction was active on many undertakings throughout the country, several of which were of outstanding importance, and it was anticipated that more than 1,500,000 h.p. would be added to the total in the next two or three years. New construction involved an expenditure of \$80,000,000 in 1930, and a further expenditure of \$300,000,000 was forecast for the next two or three years.

The larger central electric stations reported a total output of 17,856,122,000 k.w.h. compared with 17,632,876,000 k.w.h. in the preceding year. The depression in general industry was thus reflected in a declining rate of increase in the output of electric energy rather than in an absolute decline. The long-term expansion in the power industry is so rapid that a cyclical recession in the Dominion, such as that in evidence during 1930, did not entirely counterbalance the normal growth.

Mineral Production.—Reflecting the drop in metal prices and the reduced output of coal, asbestos, gypsum and structural materials, the net value of mineral production at \$276,865,000 was considerably below the record of \$310,850,000 established in 1929. More copper and zinc were produced than in any previous year in the history of Canada, but the average prices for these metals were so reduced that the total values were lower than in 1929. New high records in the quantity and value of gold tended to offset the declines in other lines. A considerable number of mining properties of proven value were, at the beginning of 1930, undergoing development with expectations of commencing or increasing production during the year. In some cases these plans were not realized owing to the fall in market values, particularly of copper, lead, zinc and silver.

Construction.—The decline in construction during 1930 coincided with the recurrence of a major depression. The value of contracts awarded during the year was nearly \$457,000,000 compared with \$576,700,000 in 1929, a decrease of 20.7 p.c. The value of building permits issued by 61 cities was \$166,400,000 compared with \$234,900,000 in the preceding year, a decline of 29.2 p.c.

Automobile Production.—The fluctuations in the automobile industry are known to correspond in general with the ups and downs of construction. Prosperous conditions and a high level of purchasing power lead to expansion in both lines, while the lack of effective demand occurring in times of depression results in drastic curtailment. Production of automobiles during 1930 at 154,192 cars and trucks was 41.3 p.c. under the record of 262,625 cars in the preceding year.

Pulp and Paper.—The rapid expansion of the last five years had resulted in obvious over-capacity, and marketing conditions were further complicated by the decline in newspaper advertising caused by business depression. The total production of newsprint was 2,499,631 tons in 1930, a decline of 8.4 p.c. from the level of 1929. In the ten years from 1920 to 1930, the productive capacity of newsprint mills in Canada increased from 2,630 tons per day to 12,105 tons per day, a development made possible only by reason of Canada's immense resources in forests and water-powers.

Railway Transportation.—The chief transportation agencies in Canada—the two great railway systems—were inevitably affected by the sharp decline in production of the principal crops in the preceding year, and the consequent reduction in the volume of commodities transported at fixed rates. The loadings of revenue freight on all Canadian railways during the year were 3,144,500 cars, a decline of 10.7 p.c. from the total of 3,524,000 cars loaded in 1929. The decline