

their action be justified? How would the rule work if applied the other way? There are parts of the British Empire from which the Chinese are excluded. If Chinamen went there, if they even come to Canada in contravention of our restrictive law, they would have to answer for their temerity. The fact that the foreign visitors to China are missionaries makes no difference in the eye of international law. But the outrages to which they have been subjected will have to be atoned for. At the same time, it is matter of regret that the complication should have arisen.

AN ONTARIO IRON INDUSTRY.

A Toronto civic holiday was well spent, the present writer considers, in a visit to Hamilton, and especially to the works of the Hamilton Iron and Steel Company, whose tall chimney, and whose three hot-blast "stoves" rear their heads proudly on the east side of Burlington Bay. This enterprise, whose principal projector is Mr. Moorehouse, a practical iron maker of New York and Connecticut, had at first largely an American complexion, but the unhappy financial upheaval of 1893 and 1894 disjointed the arrangements of the American members. The result is a rearrangement, by which, owing to the public spirit of Canadians, the company is now virtually a Hamilton enterprise, with the gentleman mentioned as its general manager.

These works, as was impressed on us by the gentleman in charge, are not smelting works as commonly understood. "This," said he, "is to be a hot-blast furnace, in all respects up to date, with an equipment of the most modern character, capable of producing 200 tons of pig iron per day. The works will be suited to the most rapid production of foundry iron from rich Canadian ores—for the intention and aim is to use native ores entirely, as soon as these can be obtained. The company is satisfied, after careful enquiry, that Canadian ores can be assembled on the shores of Hamilton Bay at reasonable cost, to produce a character of foundry pig to suit the foundrymen of the Dominion.

The situation of the furnace is a favorable one. The city of Hamilton, from the number of industrial works within her borders, is a large consumer of pig iron. She is, besides, within 100 miles of most of the places in Ontario which afford a market for this commodity. This furnace, therefore, has an advantage over the coke furnaces of Nova Scotia and the United States; and as to Scotch iron, it has for several years been practically excluded from the markets of the province by American competition. The local product will have for provincial consumption also an advantage in freight charges over its American rivals, and Ferona or Londonderry iron will be at a disadvantage of probably \$4 to \$5 per ton. Furthermore, the Canadian duty and bounty of \$4 and \$2 respectively, which, as the report of the Bureau of Mines points out, almost equals the whole cost of making pig iron in some parts of the United States to-day, represents a margin which should place the present enterprise reasonably beyond the prospect of miscarriage.

Hamilton has dealt liberally with the enterprise, granting it a site of 75 acres in the township of Barton, at a cost of \$35,000, and a bonus of \$40,000 in city debentures payable on completion of the furnace. It would be taking but a narrow view to regard the works themselves alone as a local industry. They bring other activities in their train. Manufacturers to whom pig iron is a prime necessity will naturally cluster as closely as they can, other things being equal, around the place where they get their raw material cheapest. And the area over which the influence of this furnace will be felt is not a narrow one.

Suppose that, instead of 200 tons iron per day, which is to be the full capacity, these works produce only 100 tons, they will require to feed the capacious maw of this 75-foot stack, 175 tons ore, 100 tons coke from Connellsville (both ore and coke are, at present, free of Customs duty), and about 50 tons limestone every day, which, added to the weight of the product represents 450 tons material to be handled daily by Canadian railways. Should the works be run to their full capacity, these figures will need to be doubled, with a resulting increase of both inward and outward rail traffic. At \$18 per ton, the Canadian price of soft southern, the pig iron product of these works will reach, at their full output, \$1,125,000 yearly, which has hitherto gone out of the country. And the disbursement for freight, for labor, for supplies will mean millions annually to Hamilton and her neighborhood.

The prospect is that the furnace will be ready for blowing in by the close of the present year, and we feel assured that there can be in the breasts of true lovers of Canada none but the best wishes for the success of a work that ranks among the most important enterprises undertaken in this province of recent years. Hamilton is exceptionally well situated by her position on Lake Ontario and by her network of railways, as a point from which distribution can readily be made. Enjoying already the widespread system of the Grand Trunk Railway proper, and having the immediate prospect of connection by the T., H. & B. Railway with two other systems over which to reach every point of Ontario with not only pig iron but its various products, she has assurance of increased industrial activity. May she flourish.

IS CO-OPERATIVE LABOR A SUCCESS?

About a year ago we made mention in these columns of an industry that began in Kingston on a co-operative basis. The promoter of the scheme is, like all co-operators, an enthusiastic believer that in co-operation lies the cure for all strikes, lock-outs, and other labor troubles. A year's trial has proved to him that his plan has been successful. The men employed in the factory in question were, we believe, allowed the ordinary wages of mechanics engaged in the same industry in the City of Kingston. In addition "they were to share the profits of the business, in the following manner: From the gross receipts, the running expenses of the factory and a sum equal to 6 per cent. of the capital invested, were to be deducted. The balance was to be equally divided between the mill and the men. In dividing the profits, each man was to receive a share corresponding to the amount of wages earned by him during the year." Trade at the factory during the year is described as having been "highly satisfactory," and the profits of each man for the year over and above running expenses and interest on capital, amounted to four per cent. of his wages. Thus if a man earned four hundred dollars in wages—and this would probably be a good average—he would be entitled to sixteen dollars profits. There must have been good management to bring about a profit to each man of even this small sum. The aggregate profits of the concern were not large, since the industry was a small one, but might not the same result be attained, other things being equal, in a larger concern, with greater profits and more claimants for a share in their division? We cannot pretend to say. It seems to us that sixteen dollars a year is not a sufficient inducement to entice the average mechanic to give up his right to leave his employment when he desires, or go on strike when he thinks himself wronged.