

# THE CANADIAN MANUFACTURER

DEVOTED TO \*  
THE  
MANUFACTURING & MINING INDUSTRIES,  
OF THE  
DOMINION. \* AND INDUSTRIAL WORLD.

VOL. XIII.

TORONTO, ONT., NOVEMBER 18, 1887.

No. 19.

## THE TORONTO ROLLING MILL COMPANY.

IN our issue of Nov. 4, we mentioned the fact that a meeting had been held in this city on the previous day to take action in the matter of establishing iron rolling mills in Toronto. At the hour of going to press it was impossible to give a report of the meeting, but we predicted that the result would be that an extensive rolling mill plant would soon be added to the industries of Toronto. We now take great pleasure in stating that the project is in process of realization. It is thought by the promoters of the enterprise that the establishment of a first-class rolling mill and forge works here, would be a remunerative investment, and of great benefit to the business interests of the city. They find that the tariff protection is ample, the demand by large consumers most encouraging, and the facilities for receiving, manufacturing, and shipping, equal, if not superior, to any other place in the Dominion. No change in our trade relations with the United States would materially affect the results, as in any case the vantage ground would be held, the extra cost of coal being more than offset by the cost of transportation of finished iron, and cheaper raw material. The fact that Canadian-made iron is now sold 10 to 15 per cent. under American prices proves this. Confining the output of the mills to hammered and rolled iron, using chiefly bituminous coal, or charcoal, the projectors of the enterprise feel that there can be no fear of unequal competition. The comparative cheapness of charcoal to other fuel will make the cost of the production of charcoal iron very little, if any, greater than common iron, and its introduction into this market would, no doubt, displace a large portion of the quantity now imported. The making of shafting and special forgings for machinists, engine, steamboat, car and bridge builders, and other works, will, it is believed, prove a very profitable part of the business, as there is but very little done in these lines in the Dominion. The Ontario Bolt Company have offered to give a suitable site of ground, with a fine and sufficient frontage on Lake Ontario, quite near this city. This is already connected by a siding from the Grand Trunk Road, and the Canadian Pacific give a positive assurance that they will build a branch to reach the works as soon as it is required. The proposed works will make from the smallest to the largest sizes of round, square, flat, oval and other shapes of bar iron, and about one-half of the product will be rolled from hammered scrap blooms, most of which will be produced by charcoal knobbling process. It is estimated that the buildings for the works will cost \$6,000 and the machinery, including three trains of rolls, etc., for an output of 60 tons of finished iron per day, will cost about \$60,000. The provisional directors of the company are Messrs. James Worthington, president; I. M. Loeser, secretary; F. B. Polson, J. F. Risley, and Peter McIntyre.

## UNFAIR COMPARISONS.

THE public debt of the United States on November 1st, as shown by the statement of the Treasury Department was, less cash in the treasury, \$1,238,692,701, against \$2,508,151,211 in 1867—twenty years ago. At that time the public debt was \$69.26 per capita, while now it is less than \$22. Then the interest charge was \$3.84 per head, while now it is only 84 cents. The receipts during October were, from the customs, \$18,708,688, internal revenue, \$10,467,515; miscellaneous sources, \$2,626,769. The customs receipts were from duties upon imports, and those from internal revenue from excise taxes upon whisky and tobacco.

Regarding these facts the *Hamilton Times* asks: "Can there be any doubt that the tariff of a country with the financial position of the United States must come down? When the United States is lightly taxed, can Canada hope to compete under heavy taxation?" and holds to the opinion that the very best thing Canadians can do is to abolish their customs duties, accept the advantages of untaxed imports, and let the exports take care of themselves.

That other ultra free trade advocate, the *Toronto Globe*, speaking of the marvellous advances the Southern States of the American Union have recently been making in manufacturing industries, says that "those manufactures would not have grown so amazingly if each of those States had had a monopoly of the markets in which they exist, all others being excluded, or even if they had had only the markets of the Southern States free to them, and were 'protected' in those markets. They have succeeded because the markets of the whole United States were open to them; because they were free to compete in the north, south, east and west, with the long established manufactures of New England and other Northern States," and asks, "Why should not free admission to these markets have a similar effect on our Canadian manufactures?"

It is strange that the causes which have conspired to produce the conditions in the United States above alluded to, and which could never under any combination of circumstances prevail in Canada, are not considered in drawing comparisons between the two countries. The United States never had a distinctive protective tariff policy until the accession of the Republican party to the control of the government, and that country was never remarkable for its rapid growth, large accumulation of wealth and great importance as a nation until these were achieved under the management of that party. Even the Northern States of the Union never displayed any remarkable energy in the directions indicated until the blight of human slavery was removed from them, and after that event