

jection may be taken to a number of the items in the table above given. The cost of timber should be no greater in Canada than in the United States. It is difficult to understand, too, why supplies and repairs are more costly in our workings. The difference in the taxation is probably accounted for by including in the Canadian account the royalty paid to the Government. The returns, so far as Canada is concerned, were based, we believe, upon the Nova Scotia mines alone.

In the far West coal mining is being vigorously carried on. Floods in the McNeil mines at Anthracite, near Calgary, last spring, as a result of the mountain freshets, caused serious damage. Pumping was kept up continuously for four months, from June 15th to the middle of October, and in that period 30,000,000 gallons of water were drawn out, a tonnage equal to the total of coal, rock and slate taken out of the mine during the previous six years. Mining operations have been resumed, and are now running to full capacity. The Canmore mines are turning out 10,000 tons per month, and the capacity of the Anthracite mines is about 3,000 tons per month. Nearly 500 men are at work, and the monthly expenditure for provisions, clothing, and other articles, which aggregates from \$15,000 to \$20,000 a month, is a factor in maintaining the prices of farm products in the West. Shipments of anthracite coal are being made, not only as far east as Winnipeg, but also to Victoria in the West.

The British Columbia mines are actively at work, and large foreign shipments are being made, principally to San Francisco. The exports during the past three months have been distributed as follows:

|                           | Aug.   | Sept.  | Oct.   |
|---------------------------|--------|--------|--------|
| New Vancouver C. Co. .... | 12,270 | 11,794 | 13,716 |
| Wellington .....          | 11,090 | 10,675 | 20,575 |
| Union.....                | 2,524  | 15,277 | 16,616 |
| Total tons.....           | 25,884 | 37,696 | 50,907 |

#### HEMLOCK TIMBER.

Canadians have become so accustomed to the use of pine wood, and use it in such quantities for house-building, fencing, paving, wharfing, street sidewalks, and a further variety of purposes, that they seem to have forgotten that the supply of pine on this continent will not last for ever. We are guilty as a people, too, of a contemptuous neglect of the valuable qualities of minor woods, which are quite as serviceable as pine for many uses; and in this we are extravagant, for these minor woods are cheaper, and yet of equal relative utility in many ways. Take hemlock as an example. This wood is plentiful enough, and forests of it are accessible enough. It combines the qualities of strength and durability with toughness and comparative lightness; and for purposes of construction, such as framing, joisting, sheeting, wharf-building, and intents which do not require color and grain to be the first consideration in a wood, is held in esteem by architects, as well as contractors. It is some years since hemlock began to come into use in the Middle States of the Union as a substitute for pine in cheaper jobs. In Pennsylvania this wood was used ten years ago, and is now being used for bill-stuff, and later in Illinois for paving. It is no longer a despised material. The forests of Pennsylvania and western New York have turned out, we are told, as high as a billion feet of hemlock annually, which has found consumption in those States, New Jersey, New England, and to some extent in Ohio. The *Timberman* tells us that in these States it is put to many uses which require a good quality of lumber. In Ohio the same condition of things is coming to pass; it is already the chief piece-stuff wood of the State. The journal mentioned says that:

Michigan lumber producers long ago began to utilize their hemlock timber resources, and in the markets which are reached by rail from Michigan, hemlock has a large place. Indiana also has to some extent used hemlock, but west of that it is a comparatively new material as part of the retail dealer's stock. Hundreds of miles of Chicago streets are paved with cedar blocks resting upon a stratum of hemlock. It has been used for bridge planking, and to a certain extent for timbers, etc., for a good while, but it is only within a few years that retail dealers, generally, have come to look upon it with favor, and have asked their customers to buy it. But that condition of things is changing, and while Wisconsin hemlock will probably never fill the place that the hemlock of Pennsylvania does, inasmuch as its quality is not so good, it will grow in favor as white pine becomes more scarce and as its own merits become familiar to the consumers through the west.

Three or four years ago Mr. Gibson, the well-known New Brunswick lumberman, urged the people in the Miramichi region of that province to utilize more largely this wood, which is so plentiful in their forests. In 1894 or 1895, indeed, some American gentlemen proposed the erection of a 4,000,000 feet mill on the Canada Eastern Railway to saw hemlock logs into boards, which should be planed and dried, and shipped to the United States market. In that province, as in Ontario, doubtless, has been noticed the wastefulness with which the hemlock trees on acre after acre of forest have been hewn down for the sake of the bark, so useful for tanning purposes. But what becomes of the trunks of these trees from which the bark has been stripped? With shameful prodigality they are left mostly to rot. In Ontario we hear of hemlock logs being offered lately to saw-mills at \$1.50 to \$2 per thousand feet, but the mills cannot use it even at such a price because builders prefer coarse pine. Hemlock boards can be had at the mills up north to-day at \$5 to \$5.50 per M, which means perhaps \$7.50 per M in Toronto. It does not pay to saw hemlock at such prices, say the operators. The price in Toronto a few years ago was \$11 per M. It is not a sufficient reason for this waste of wood to say that carpenters or joiners find hemlock harder to work than pine and more apt to splinter. It is a coarser wood, to be sure, but can we afford to waste it and to go on using pine for all purposes? Shall we persist in national extravagance and the denudation of our forests because our carpenters and builders have a prejudice in favor of pine for purposes that another wood fits equally well? As well say that all classes of our householders are justified in the extravagance of using fine linen for sheets, and their wives and daughters in wearing silk underclothes, because of an old country prejudice which affirms that these, and not cotton, are the proper thing for such purposes.

#### A NATION'S MERCANTILE MARINE.

It would appear that the American people, or at least some of their observers and writers, are becoming aroused to the influence of sea power upon national commerce, industry and finance, and to the enormous disadvantage under which the United States suffers in being so little represented by shipping on the ocean. The current number of the *North American Review* contains an article entitled, "The Commercial Value of the Shipyard," in which the author, Mr. Lewis Nixon, shows that for sixty years England fought the nations for sea domination, and she gained it. The result has been the control of the carrying trade; that "every one who has anything to sell or buy, pays toll to her;" hers is "a master-voice in every international question or controversy, a dictatorship of values, and an arbitership of exchanges the world over." To the earnings of England's commercial fleet, the United States contributes roundly \$300,000,000 per annum, and for thirty years she has paid from \$112,000,000 to \$300,000,000 a year. He urges, therefore, that the maritime spirit must be revived among Americans, and that "the