

Turning to the detailed statistics of a decade of the Dominion's mineral production printed on page 1197 it will be observed that there has been a very great shrinkage in the production of Canadian gold within the period. In 1900, the production was of the value of \$27,908,153; in 1909 it was \$9,790,000. In point of fact the 1908 output of \$9,842,105 was the first increase in gold production in the Dominion for nine years, the figures having been down to \$8,382,780 in 1907, while the slight rise of 1908 has not been sustained in the following year. To the 1908 total, the Yukon district contributed \$3,600,000; British Columbia, \$5,929,880; Nova Scotia, \$244,799. In 1909 the Yukon shows a further increase, the value of the gold being estimated at \$3,960,000. From British Columbia there was a reduced output, while the production in Nova Scotia does not differ much from that of the previous year.

The production of silver, on the other hand, continues to show very rapid growth. So recently as 1903, the value of the silver produced in the Dominion was but \$1,709,642, while in 1908 it reached \$11,686,239 and in 1909, \$14,358,310. For 1909 increased production is reported from both British Columbia and Ontario—it being, in the case of the latter province, practically all from the Cobalt district. The total production of recoverable silver in Canada is estimated at 27,878,590 ounces valued at \$14,358,310, the average price of silver for the year being 51.503 cents. The exports of silver in 1909, for the whole of Canada, as reported by the Customs Department, were 31,126,504 ounces valued at \$15,719,909. While the production from the Cobalt district again shows a considerable advance over the previous year, the advance was not so large as was made in 1908 over 1907. According to returns received from 31 shipping mines, there were shipped during 1909 about 28,042 tons of ore and 2,967 tons of concentrates, a total tonnage of 31,009. The silver content of ore shipped is returned as 23,581,788 ounces, or an average of 805.284 ounces per ton, and for the concentrates shipped 3,639,475 ounces or an average of 1226.651 ounces per ton. Bullion shipped from the mines contained 143,440 fine ounces of silver. The Cobalt silver recovery for 1909 is estimated at 25,128,590 ounces and valued at \$12,941,978.

Of copper, the total production contained in blister and matte produced, and estimated as recoverable from ores exported, was in 1909 approximately 54,061,106 pounds. In 1908 the production, estimated on the same basis, was 52,928,386 pounds, an increased production of about 2 p.c. being therefore shown in 1909. Of the 1909 production, Ontario is credited with 15,746,609 pounds, and British Columbia with 37,314,407 pounds.

The production of lead was again confined to the Province of British Columbia. The nickel industry was particularly active during 1909. The Sudbury district of Ontario continues to be the chief source of nickel production, although important quantities of nickel are contained in the Cobalt silver ores of Coleman township. The value of production advanced from \$8,231,538 in 1908 to \$9,461,877 in 1909, while from the customs' returns it appears that the exports of nickel contained in ore, matte, etc., were in 1909, 25,616,-

398 pounds, a decided advance of some 5,000,000 pounds upon the annual record of the previous three years.

Regarding pig iron, an increase of 20 per cent. is shown in production in Canada in 1909 as compared with 1908, despite the fact that the Londonderry furnace was out of commission during the whole year. Coal and coke, on the other hand, showed a slightly smaller production than in either of the two preceding years, although the total may be slightly increased when more complete returns are received. The western provinces each show an increased production of coal in 1909, but not sufficient to counteract the reduced output in Nova Scotia, resulting from the strike. The aggregate decrease for the whole of Canada was about 474,356 tons or 4.36 p.c.; while Nova Scotia alone showed a falling off of 968,789 short tons or 14.56 p.c. The aggregate increase in the western provinces was 505,404 tons or 12.11 p.c. Of the total production, Nova Scotia contributed 54.5 p.c.; Saskatchewan and Alberta, 20.5 p.c., and British Columbia, 24.3 p.c.

Among the structural materials, attention may be called to the large increase in the figures for Portland cement. The total quantity of Canadian Portland cement sold during the year was 4,010,180 barrels as compared with 2,665,280 barrels in 1908, an increase of 1,344,891 barrels or 50 p.c. and a rise in value of from \$3,709,139 in 1908 to \$5,266,008 in 1909 or over 42 p.c.

A table showing the annual mineral production in Canada since 1886 is appended. The rapid strides which development has made during recent years will be appreciated when it is seen that since 1893, the annual production has increased in value 450 p.c., and since 1898, towards 250 p.c.

ANNUAL MINERAL PRODUCTION IN CANADA SINCE 1886.

1886.. .. .	\$10,221,255	1898.. .. .	\$38,412,431
1887.. .. .	10,321,331	1899.. .. .	49,234,005
1888.. .. .	12,518,894	1900.. .. .	64,420,983
1889.. .. .	14,013,113	1901.. .. .	65,894,611
1890.. .. .	16,763,353	1902.. .. .	62,211,634
1891.. .. .	18,976,616	1903.. .. .	61,740,513
1892.. .. .	16,623,415	1904.. .. .	60,073,897
1893.. .. .	20,035,982	1905.. .. .	69,525,170
1894.. .. .	19,931,158	1906.. .. .	79,057,308
1895.. .. .	20,505,917	1907.. .. .	86,865,202
1896.. .. .	22,474,256	1908.. .. .	85,927,802
1897.. .. .	28,485,023	1909*.. .. .	90,440,394

* Subject to revision.

RAILWAYS AND THE STATE.

When passing through Montreal the other day Mr. William Mackenzie was asked what the Canadian Northern are doing in Eastern Canada. The reply, *inter alia*, was that the Canadian Northern wants the Intercolonial, as being the natural outlet of the third of Canada's transcontinentals to the Atlantic coast. Whereupon one of our contemporaries was moved to remark, "If Mr. Mackenzie will promise not to give the elephant back to the people when he gets it the people should see that he gets it, and quick."

Doubtless, our contemporary had in mind the long and far from cheerful record of annual deficits that marks the history of Government railways in Canada. The record is certainly