

has developed to wonderful proportions, that of Canada remains small and insignificant? There can be but the one answer: that the policy of the United States is to encourage and build up her inland commercial marine, while the Canadian policy is one of discouragement and repression. No foreign ship can carry either freight or passengers between domestic ports in the United States, and American ships do the business. British ships are allowed to do this trade between Canadian ports, but they do not do it, and the Canadian trade is in a condition of collapse. The American papers are full of accounts of the new ships being built in American lake ports, some of them as fine specimens of marine architecture as ever floated; but when it has been decided to build a ship in a Canadian lake port, the event is heralded with the blare of trumpets because of its rare occurrence. And, alas, when the building of any ships is decided upon, it can only be consummated by and through some special favor of the Dominion Government which enables the timorous projectors to import from foreign countries such articles of iron or steel which are of a class or kind not manufactured in Canada necessary in the construction of such ships.

This is no encouragement to Canadian shipbuilding; and the offering of such so-called favors is a delusion. The ship building industry does not consist merely in assembling plates and angles and bars, already fashioned and shaped to templates, and riveting them together, and in locating and securing machinery, steering gear, hoisting apparatus, etc., as seems to be the prevailing idea in some directions. Does any one suppose that the immense American tonnage that now navigates the Great Lakes would be in existence to-day if American shipbuilders were forced to send abroad to obtain the different parts of their ships already shaped and fashioned to order, because such could not be had in their own country? The initial point of their industry is in their iron mines; and by progressive stages it advances to the furnace, the melting pot and the converter, the rolling mill and the machine shop, to the stocks upon which the ship is built. The industry in the United States possesses these progressive integers; but how is it in Canada? In the United States the Government stands forth boldly and avowedly in favor of a system that makes the existence of these integers to their shipbuilding industry possible. The mining of iron ore is protected. The blast furnace is protected. The steel works are protected. The rolling mill is protected. The machine shop is protected. The ship-yard is protected. The ægis of Protection covers them all. Protection is not offered in a timorous and half-hearted manner, but cordially, cheerfully and willingly; and any man who wants to invest his capital in that or any other mechanical industry in that country is beforehand assured of a protection that protects. There are growlers and objectors there just as there are growlers and objectors to our Canadian National Policy; but the growling don't hurt, and the objections are overruled.

We want that hearty support to Protection in Canada, and unless we get it—unless the policy of the Canadian Government includes protection to all the different integers involved, there can never be a successful shipbuilding industry in Canada.

Is Canada's National Policy to be shaped in this direction?

CANADIAN IRON MINING.

IN our issue of March 7th we made reference to an article in the *Toronto Globe* in which this statement was made: "Each million tons (of iron ore) exported (to the United States) would represent the employment of about 4,500 able-bodied miners in Ontario at high wages." We inferred the meaning of the *Globe* to be that these 4,500 miners would be employed one year in the production of each million tons of iron ore exported from Canada to the United States. The *Globe's* article from which we made the above quotation was discussing a letter from Mr. T. D. Ledyard, published by it at that time; and the reference was to an iron mine in Canada in which Mr. Ledyard was financially interested. The suggestion was made that if there was Unrestricted Reciprocity between Canada and the United States, this Canadian iron mine of Mr. Ledyard's could or would export at least 2,000,000 tons of ore annually to the United States, and that this business, giving employment to twice 4,500 miners, "would give subsistence to 63,000 people, besides the 9,000 men engaged in mining;" and that "the removal of the United States duty would hugely increase our exports of iron ore." The *Globe* in the same article also said: "If it be said that the ores for (some visionary) Toronto blast furnaces cannot be mined so cheaply now as they could be if the United States duty on our iron ore were abolished, we cheerfully admit it." We had previously shown that Mr. Ledyard, speaking of the richness of his Canadian ores, and the cheapness of mining them, had said that they could be mined at a profit to the mine owners at a cost of one dollar per ton; and we had estimated this "profit to the mine owners" at twenty-five cents per ton, leaving but seventy-five cents per ton to the miner for mining. According to the *Globe* 4,500 men would be required to mine a million tons; and this means that one man might mine one thousand tons in four and a half years, and for which he would receive from Mr. Ledyard the munificent remuneration of \$750, which would be about \$167 a year, or fifty cents a day. These figures were based upon what Mr. Ledyard and the *Globe* had themselves stated.

We had also shown that Mr. Ledyard had stated that these Canadian ores of his were equal in value to any produced in the Lake Superior region, and that they could be laid down in Cleveland, Ohio, duty paid, at \$3.90 per ton; and we had also shown that such ores in that city were worth \$7 per ton.

In a more recent issue of this journal—that of March 21st—in discussing this subject we disclosed the fact that the "high wages" that the *Globe* said Canadian miners would be paid for working in Mr. Ledyard's mine if the American duty were removed, would be even lower than what we had previously estimated it. We showed that, according to Hon. George H. Ely, President of the Western Iron Ore Association, the average daily wages paid to miners in Lake Superior mines during the past eight years was \$2.10 per day; that the average total cost per ton of ore mined in that time was \$2.32, and that the labor cost per ton was \$1.60, the explanation being made that the difference between the "labor cost" and the "total cost" per ton was the expense for tools, explosives, timber, etc., the figures not including cost of general administration of the business, but only the cost of production at the