

but it will also tend to rouse public interest. It must not be forgotten that the public, even the mining public for whom geology was made, always shies at ponderous and paralyzing polysyllables. Is it not practicable for the geologist to smite his fellow with a 12-inch concatenation of sounds, without neglecting the lay mind?

We remember well Dr. Kemp's address before the Canadian Mining Institute, an address remarkable for its simplicity and its practical meaning, in which he showed how the geologist had saved the Corporation of the City of New York hundreds of thousands of dollars by controlling the tunnelling, the excavating, and the general course for the city's new water supply. Material of this kind is needed by all of us. Let us have more of it.

THE WORLD'S PRODUCTION OF IRON AND STEEL.

While the world's total output of iron ore in the year 1909 was about 130,000,000 tons, an amount 2½ per cent. below that of the year 1907, all available returns indicate that the output in 1910 was considerably higher than that of 1907.

The world's production of pig iron during 1910 amounted to about 65,000,000 tons, the United States contributing 27,300,000 tons; Germany, 14,556,000; Great Britain, 10,000,000 tons; and France, 3,970,000 tons.

By far the greater part of all the pig-iron produced is manufactured into steel. From the records of the last five years it is learned that Great Britain converts 56 per cent. of her pig-iron into steel; the United States, 74 per cent.; Germany, 76 per cent.; France, 64 per cent.; and industrious Belgium, about 83 per cent.

A rough estimate of the world's steel production places it at 59,000,000 tons. Of this quantity, Great Britain, Germany, and the United States account for about 46,000,000 tons, or 78 per cent.

Of all iron ore producing countries, Sweden has considerably the largest per capita annual output, returns showing that nearly one ton of ore is mined per head of the population. Comparing this with other countries, we find that in the United States the corresponding figure is about three-fifths of a ton per head; in Germany, above two-fifths; and in Great Britain about one-third of a ton.

It is worthy of note that Great Britain has not only dropped behind in the race, but that her annual tonnage of iron ore has fallen from a maximum of over 18,000,000 tons in the year 1882, to about 15,000,000 tons for 1910. Germany has outstripped her; but the United States output continues to exceed that of both Great Britain and Germany combined.

Another feature of importance is the fact that Great Britain exports more pig iron than all other countries combined. Her average yearly exports during the last

five years were 1,443,000 tons, or 15 per cent. of the total British production. Unquestionably this heavy export trade has been built up partly because of the conservatism of the British in adopting modern methods of steel-making; and partly because of the high quality of Scotch and English foundry pig-irons. It seems to imply, however, an avoidable industrial loss.

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In reviewing figures and facts like those above, the curious mind will begin speculating upon Canada's future. How long will our iron industries require artificial stimulants? Is not a tariff wall a wiser and safer expedient? Why are not our railroad magnates and our iron-masters conspiring to exploit domestic ore deposits? Why is the whole industry at the mercy of politicians? Other questions rise. When will they all be answered?

Our iron and steel industries are the product of private enterprise, sometimes aided and often crippled by governmental interference. Official help, to be effective, should be definite, carefully applied, and not dependent upon the vagaries of Ottawa. Canada has all the essentials that go to make up the basic industries of iron and steel making. So far the mountain has brought forth only a sickly mouse.

EDITORIAL NOTES.

Two years ago the Western Branch of the Canadian Mining Institute requested the Dominion Government to admit free of duty all mine-rescue apparatus. This request was not complied with. At present these devices are dutiable. They are classed as mining machinery. To obtain a refund of the duty, a long process of red tape is necessary. Why rescue apparatus cannot be classified properly and put on the free list is not apparent, which is more than can be said of the stupidity of the authorities at Ottawa.

The White Pass and Yukon Railway Company is one of the large factors in the development of northern British Columbia, southern Alaska, and Yukon territory. At the annual meeting of the company, held last month in London, Mr. O. L. Dickeson, the general manager, alluded to the intention of the company to supply Yukon dredging companies with fuel oil to take the place of the diminishing and costly wood supply. Mr. Dickeson also referred to certain promising quartz veins that are being opened up in the Taku Arm district, between Caribou and Atlin, and informed the meeting that the White Pass and Yukon Company had assisted the citizens of Skaguay in the promotion of a sampling mill. Low freight rates are charged for handling sample shipments, and the charges at the mill are brought down to actual cost. In these and in other ways the Company is doing much to encourage the prospector and the miner.