

is given approximately below, full reports or careful estimates having been received by us from all the manufacturers in the Dominion.

The production of Bessemer and of basic and acid open-hearth steel ingots and castings in 1898 was 21,540 gross tons, against 18,400 tons in 1897, 16,000 tons in 1896, and 17,000 tons in 1895. Of the total production of open hearth steel in 1898 a little more than one half was made by the acid process. The production of open-hearth steel rails in 1898 amounted to 600 tons, against 500 tons in 1897; structural shapes, 1,565 tons, against 4,300 tons in 1897; cut nails made by rolling mills and steel works having cut-nail factories connected with their plants, 152,688 kegs of 100 pounds, against 202,939 kegs in 1897; plates and sheets, about 1,000 tons, against about 2,000 in 1897; all other rolled products, excluding muck and scrap bar, blooms, billets, sheet bars, etc., 80,322 tons, against 61,161 tons in 1897. Changing the cut nail production from kegs of 100 pounds to gross tons of 2,240 pounds the total quantity of all kinds of iron and steel rolled into finished products in the Dominion in 1898, excluding muck and scrap bar, billets, and other intermediate products, amounted to 90,303 tons, against 77,021 tons in 1897, 75,043 tons in 1896, and 66,402 tons in 1895.

The total number of rolling mills and steel works in Canada on December 31, 1898, was 18. Of this number at least four were idle during the whole of 1898. Canada has only one steel casting plant, which is equipped with a 3,000-pound modified acid Bessemer converter. Its first castings were produced in 1897. Canada also has one open-hearth steel plant, which makes steel by both the acid and basic processes.

Canada has nine completed blast furnaces, 17 rolling mills, one Bessemer plant, and one open-hearth steel plant. A new charcoal furnace was virtually completed at Deseronto, Ontario, late in 1898 and blown in on January 25, 1899.

The imports of pig iron into Canada in the fiscal year ending June 30, 1898, amounted to 35,812 tons, of which 2,099 tons were charcoal pig iron and 33,803 tons were other grades. In 1897 the imports of pig iron amounted to 25,650 tons, of which 2,622 tons were charcoal and 23,028 tons were other grades.

Reading in the light of Mr. Swank's statement we would like our intelligent contemporary to express an opinion as to whether the Canadian iron industry has yet attained to any position of importance. To our view the iron manufacturing industry of Canada, under the system of bounties that have been bestowed upon it, has been going ahead in a most gratifying manner. As Mr. Swank shows, our production of pig iron increased from 37,829 gross tons in 1895 to 68,755 gross tons in 1898, an increase of more than fifty-three per cent. in three years.

The Monetary Times expresses the opinion that the opening up of new and abundant sources of iron ore in Canada will be of more assistance to the industry than Government bounties, but it does not say why. If our production of pig iron increased more than 53 per cent. in three years under the bounty system, why would that production be accelerated by the withdrawal of the bounty? It is gratifying to learn, however, that new and abundant supplies of iron ores are to be opened up, concerning which our contemporary says:

In the west the districts of Western Ontario are most promising. In the Mattawan Iron Range, there is a deposit

of a hematite ore averaging fifty per cent. to sixty per cent. metallic iron. These deposits have been tested with diamond drills, the ore has been uncovered by stripping and shafts have been sunk to a considerable depth, and all operations have gone to prove the superior quality and permanent character of the ore. For twenty miles this range is skirted and crossed by the Ontario and Rainy River Railway now under construction. The same road at its 100th mile taps the Atik-Okan Range. The ore here runs from sixty to seventy per cent. metallic iron. A close examination has been made of many deposits in this district, borings of several hundred feet deep have been made with diamond drills. The ore body is found to be from 100 to 125 feet in width, rising to a height of 200 feet above the surrounding country. It is stated that in the two ranges there are 359 million tons of ore in sight. From the Maritime Provinces comes the news of the discovery of an immense deposit of magnetic iron at George's River mountain, a few miles from North Sydney. The location of this iron deposit is at the western end of Long Island, on the Little Bras d'Or, and comprises three ranges of mountains, running northeast and southwest, parallel with one another. The area containing the iron is said to embrace two square miles. If investigation confirms the reported richness of this deposit the importance of the discovery can scarcely be overestimated. In the meantime, Nova Scotia with cheap coal and situated within short vessel distance from the proven rich ore deposits of Newfoundland should steadily come to the front as a producer of iron and steel.

ANGLO-AMERICAN-CANADIAN TRADE.

The Manufacturer, of Philadelphia, analyzes the three sided trade of Britain, United States and Canada, and relates some facts about the commercial relations of the countries indicated as follows:—

The following statement appears in the London Economist, in a recent summary of and comment on the annual Budget of Ottawa, submitted to Parliament not long ago by Hon. W. S. Fielding, Dominion Minister of Finance:

"In regard to the effect of the preferential tariff accorded to the mother country, it was pointed out that at first sight it appeared a little disappointing, the increase in imports from Great Britain being very small, while there was a substantial expansion in the volume of produce received from the United States. As the Minister of Finance stated, the comparison means but little, as a large proportion of the imports from the United States consists of articles which the United Kingdom does not produce, and in regard to which consequently the question of competition does not arise. It might have been added that a considerable portion of the goods entering Canada from the United States are not properly imports at all, but are simply goods in transit, the bulk of them on their way to this country."

There is, in the Canadian foreign trade statistics for the past ten years, much that should be a source of gratification to American exporters. There have been, however, during the past two years,—since the introduction of the system of preferentials in favor of British products—several changes in the United States exports to Canada which indicate that this market may not always be in our control, notwithstanding the fact that our total exports to the country continue to increase.

The closing statement added to Mr. Fielding's comments by the Economist, as to "a considerable portion" of the imports from the United States being goods in transit to European countries and particularly to England, is, if not altogether incorrect, at least misleading. The figures upon which this statement is based are those for the fiscal year ending June 30th, 1898. That the impression conveyed by it is false may be seen from the following tables taken from the recently issued report of the Department of Trade and Commerce of Canada for the year in question.