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English Versus American Manufactures.

In confirmation of what was recently said in this journal in regard to the inferior quality of American manufactures as compared with British, it is reported on authority that the steam engines sent out to Burmah from the States have turned out far inferior to those built in England. We have particular satisfaction in this fact because a number of quite elaborate articles were published some time ago in the leading trade journals and magazines of the States, and a lengthy one even in the "London Times," written by mechanical experts who explained why it was that American locomotives were being successful in competition with those made in England. British enterprise, British skill, British industry were belittled in those dissertations as being so inferior to American that the once unrivalled manufacturing reputation of the old land was declared to be passing away before the advance of Uncle Sam. The writers of those articles assumed this to be indisputable, and their efforts were simply explanatory of the situation. The points chiefly dwelt upon were the alleged superior intelligence of American artisans; the higher technical skill of American designers and the greater alertness of American manufacturers in adopting improved methods and machinery. All these ingenious explanations were wasted, as they explained a situation which did not exist. The American locomotives are cheaper; they have more novel features; they look better, for a short time; they even work better than British ones; but, they break down oftener, they are more difficult to repair, they are sooner worn out, they do not work as steadily; in a word, the American engine is inferior to the British one in the most important features requisite for a sound, reliable locomotive. So with other Ameri-

can manufactures, they are made to look well, while the British ones are made to work well. Good looks, high finish, novel features and cheapness secure popularity for a time, but, in the long run, the plainer qualities produced by thorough workmanship, sound knowledge of mechanical principles, and conscientiousness will command and retain the market.

Iron and Steel Outlook in Great Britain.

A distinguished American economist, Mr. Atkinson, has been airing his prophecies regarding the future of the iron and steel and coal production of this continent and Great Britain in the next ten years. His boldness none will question however much his reading of the future may be discounted. He bases his forecasts on the average consumption, but, neither he nor any man can tell whether the average of any past period will be maintained in the future. "The Canadian Mining Review" points out that, in 1890 the consumption of iron in the States was 350 pounds per head. At the present rate of increase it will reach 400 pounds by 1902. "In Great Britain France, Germany, and Belgium it amounts to 175 pounds, while for the rest of the world, estimating the iron consuming population at 1,200,000,000, it is only 11 pounds per capita. The consumption in the United States from 1880 to 1890 increased 10 pounds per capita per annum, so that it is evident that the increment is a decreasing one. On the other hand the rate is increasing in Russia and in other parts of the world where rapid growth, out of what may be called pioneer conditions, is taking place. These factors, however, are neglected in Mr. Atkinson's estimate, which is made on the basis of present consumption, increased by growth of population. Accordingly Mr. Atkinson puts the probable consumption of pig iron in 1910 at 60,000,000 tons."