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**AS TO ROLLED IRON.**

RECENT articles in this journal re the manufacture of rolled iron in Canada have excited considerable comment, a part of which is embodied in a communication to be found in another page. The writer, who is interested in an iron industry, agrees with us that Sir Charles Tupper made a mistake when he imposed a duty of only \$2 per ton on wrought scrap iron, our correspondent's opinion being that to make the iron schedule harmonious the duty on that article should be considerably increased.

He is mistaken, however, in supposing that really excellent rolled iron cannot be made entirely of scrap. We are informed by experts that most excellent iron can be made from scrap alone; and that even in making puddled iron it is desirable to incorporate a certain proportion of good scrap. Thus in the manufacture of heavy forgings, such as locomotive frames, etc., the general practice is to use only the best selected scrap, and whatever impurities there may be in the article are expelled to a large extent in the process of hammering.

What we have heretofore said regarding the inferior quality of iron made in Canada had reference not to hammered iron, but to bars and rods—merchant iron—entering into general consumption. As our correspondent points out, in the manufacture of such iron it is practically impossible to prevent the presence among the scrap of such foreign substances as small pieces of brass, steel, etc., and it is such things worked up with the iron scrap that causes an inferior product very unreliable for many purposes. Under any circumstances it is not economy to use an inferior article, and this fact is as pointed out important in the use of iron as in anything else. Common cut nails, for instance, is as cheap a form of iron as enters into general use, but it is not economical to use nails made of very poor iron, simply because they are unreliable and in many instances valueless, or worse. It is not economy to use inferior iron in the manufacture of a trace chain or a knag bolt to a wagon. It will probably fail to serve its purpose just at a time when strength is required. If, then, poor iron is so objectionable for such minor purposes, how much more important is it that it should be of the very best quality when required for railroad work, building bridges, etc., where the lives of human beings are at stake. The breaking of a coupling pin, or link, or brake rod, because of imperfections of the iron, has frequently been the cause of the death or mutilation of many people and the destruction of valuable property.

Regarding the rolled iron made in Canada, we know that for the more important uses to which such iron is put the home-made article is not utilized. The makers of it cannot claim that it is equal to similar iron made of muck or puddled iron; and no railroads in Canada when having bridges built but what specify for a quality of iron which Canadian mills do not make.

In our last issue we showed that our imports of wrought scrap in 1892 amounted to 56,543 tons, and of bar iron 7,500 tons. The former indicates but a portion of the demand of the country for bar iron, the product of Canadian rolling mills, the balance of that quality being made from scrap found in the country. The latter indicates the demand for a quality of iron which is not made here, but which is essential in railroad work—bridge building, architectural work, etc., where only the best quality of iron must be used. The capacity of our rolling mills is sufficient to supply the entire demand, and the entire demand would undoubtedly be supplied from them if they produced a really first-class iron.

Why do they not produce a really first-class iron? Simply because the tariff, as it now stands, encourages them not to do so, and because they can make much more money by producing an inferior quality.

It was the desire of Sir John Macdonald and Sir Charles Tupper, and Sir Leonard Tilley, and the other framers of the National Policy, to give Canada an iron industry, by which we mean that it was the desire and intention to stimulate to completion the building of iron furnaces, so that we might become commercially independent of the world in the matter of pig iron. The duty on pig iron might have been made higher, say six or seven dollars per ton, and that would have obviated the necessity of bestowing a bonus upon the home production, but even the lower duty we now have would not very greatly have retarded the development of the industry, if