

ish legislation will soon be removed. The United States trade returns for ten months ending October 31st, credit American sole leather tanners with having sold in the Dominion, 633,120 pounds, and in the same period of last year, 556,947 pounds, and in the previous year, 360,501 pounds of leather. Our imports of other leathers than sole, such as buff, grain, splits, upper and patent, are naturally more important than those of sole leather. since in some grades of the latter article Canadian tanners are in a position to compete with Americans in neutral markets. Of leathers other than sole, we bought in ten months of 1898 to the value of \$603,090; in 1897, say \$557,539, and in 1895, \$464,845. These amounts are far too large, and their growth is not what might have been expected. Within several past years great improvements have been made by Canadian tanners, and manufacturers of leather products have little excuse—save in a few special lines—to pass them by. There are in the Dominion several boot and shoe manufacturers who have shown a preference for the United States product that is justified by neither value nor quality. When there is merit in domestic productions, it is certainly injurious to all allied industries if it is not acknowledged. Canadians both buy and sell hides in the United States, although this trade is now somewhat restricted by the tax of which we have made mention. The 1898 exports have been 11,168,708 pounds valued at \$257,232 to date; a year ago they were 17,550,234 pounds, valued at \$1,314,090. The imports in ten months for three years past were: 1898, 3,219,241 pounds; 1897, 7,917,418 pounds, and in 1896, 12,399,154 pounds. The operation of the import tax in advancing prices in the taxing country is well shown in these tables. An unexpected feature of the trade is the increased purchases of American shoes by Canadians; this year to the end of October they amounted to \$286,823 in value, which, although not large, places Canada within a few dollars of being the best customer of American footwear manufacturers. In 1897 to date, our imports of boots and shoes from the United States were valued at \$187,021, and in 1896, \$180,305.

#### WORLD'S OUTPUT OF PIG IRON AND STEEL.

In 1856 for the first time an attempt was made to estimate the world's production of pig iron. The total production in 1855, 43 years ago, was placed at, in round numbers, 7,000,000 long tons. Great Britain's percentage of the total production approximated 50 per cent., while that of the United States was less than 15 per cent. Later, in 1878, statistics showed that Great Britain made 44.74 per cent. of the world's production of pig iron, and that the United States made 16.13 per cent. Great Britain retaining her leadership of 1855 and almost retaining her large percentage of production in that year, while the percentage of the United States in 1878 was almost the same as in 1855. Henry M. Swank, in *The Iron Trade Review*, presents a statement of the world's production of pig iron and steel in 1897, or in the most recent years for which statistics are available. The figures show that the world's production of pig iron more than doubled from 1878 to 1897, and that the world's production of steel increased more than seven-fold in the same period:

THE WORLD'S PRODUCTION OF PIG IRON AND STEEL IN 1897.

Countries.	—Pig Iron.—		—Steel.—	
	Production. Tons.	Percentage.	Production. Tons.	Percentage.
United States .....	9,652,680	29.30	7,156,957	34.58
Great Britain .....	8,780,455	26.69	4,585,961	22.16
Germany .....	6,879,541	20.89	4,796,226	23.17
France .....	2,472,143	7.51	1,312,000	6.34
Belgium .....	1,034,732	3.14	616,604	2.98
Austria .....	1,217,782	3.70	880,696	4.25
Russia .....	1,863,671	5.67	879,075	4.25
Sweden .....	538,197	1.63	275,128	1.33
Spain .....	297,100	0.90	101,800	0.49
Italy .....	8,393	0.03	63,940	0.31
Canada .....	53,796	0.16	18,400	0.09
Other countries .....	125,000	0.38	10,000	0.05
Total .....	32,937,490	100.00	20,696,787	100.00

The table shows that in 1897 the United States produced 29.30 per cent of the world's production of pig iron and 34.58

per cent. of its production of steel, while Great Britain's share of the total production of pig iron was 26.69 per cent., and its share of the total production of steel was 22.16 per cent.—the United States having passed since 1878 to the front as a producer of both pig iron and steel, Great Britain taking second place in the production of pig iron and third place in the production of steel, Germany and Luxemburg being second in steel production. The only satisfaction, so far as Canada is concerned, is that the Dominion has not been included among "other countries." The iron and steel industry has been long in taking root in Canada. A beginning having been made, however, there is good reason to hope that the next decade will see the Dominion forge slowly to the front.

#### CANADIAN RAILWAY WAR.

While the Canadian public were enjoying the delights of cheap travelling during the autumn and winter months of 1898 consequent upon a temporary quarrel between the Grand Trunk and the Canadian Pacific railways, shareholders in both roads, especially those in the Old Country, were troubled in spirit as to the effect upon traffic receipts and dividends. The managers of the two great Canadian roads were competing with one another, each standing upon what he considered a right. But the distant shareholder was apprehensive of the effect upon his purse. The *London Economist* thus warningly says:

"Throughout the long-continued period of the war of rates the shareholders of both companies have been treated as practically negligible quantities. In the half-yearly report of the Grand Trunk Company, and at the meeting at which the report was presented, it was announced that the Canadian Pacific had accepted the ruling of the Inter-State Commission in regard to the 'differentials' it had been receiving upon transcontinental traffic, and the hope was expressed that the local trouble between the two Canadian companies would shortly be adjusted; but neither then nor at any other time have the shareholders been informed even roughly of the amount which the struggle was costing them. They saw their securities steadily depreciating in the market as they saw them appreciating on the strength of buying from Montreal, for days before the restoration of rates was announced; but they have been left completely in the dark as to the result either of the cutting of rates or the probable result of the intended advance in them. The Canadian Pacific is, of course, just as much to blame as the Grand Trunk in this policy of concealment, for though the former has its headquarters in the Dominion, its capital is mainly held on this side. The policy is a regrettable one, and the shareholders would only be acting in a proper, self-respecting manner if they insisted upon being kept 'au courant' with matters which are of real importance to their interests."

#### TIN PLATE COMBINATION.

The most important industrial feature in the United States at present is the consolidation of tin plate interests, which is taking place. This combination will include thirty-nine plants, owned by thirty-eight separate concerns, and containing two hundred and sixty-eight mills. Several of the plants have not been in operation for some time and others have only been run spasmodically. The *Iron Trade Review*, Cleveland, of the 15th inst., says: The secrecy which has characterized the movements of the promoters of this enterprise continues, and but little information as to the policy or the make up of the new organization can be secured. Lists have been published of the mills taken into the combine, which contain several errors. It should be noted that at a number of plants enlargements were in progress when the options were given, and as soon as the thing assumed definite shape, agreements were entered into with these manufacturers to stop at once all work of enlargement, so that plants which have been credited with a certain number of mills, built or being built, will never have the number given. This materially scales down the number of mills taken into the consolidation, though of course it does not increase the number left outside, the most important of which are the Canonsburg Iron & Steel Co., Pittsburg, with five completed mills and three under construction, the Lalance & Grosjean Mfg. Co., Harrisburg, Pa., four mills completed, and the St. Louis Stamp- ing Co., St. Louis, Mo., with eight completed mills. The two