

The members of the House have doubtless had an opportunity of reading the very interesting and instructive address on the Canadian Iron Industry recently delivered by the Vice-President of the Quebec Mining Association, Mr. Geo. E. Drummond. It is particularly interesting to note from it the great number of persons who are employed directly with this industry. Not only are they not confined to the comparatively small number engaged in smelting the ore at the furnaces; there are the farmers, who mine the ore on their farms; the wood cutters, who prepare the wood in the forests for the making of charcoal; the large number of teams and men who haul this wood and ore to the furnaces and charcoal kilns, and the many others who are connected in one way or another with preparing the material necessary for smelting the ore. It is certainly a benefit to any country to have varied interests, and this is one which has been a boon to the farmer in these days of cheap grain.

The pig iron smelted in Canada is at present used for two purposes only. The larger quantity is of course used by the various foundries throughout the country for the manufacture of iron castings, and the balance is used in the manufacture of mild steel, by the Nova Scotia Steel Co. It has still to find a further and much larger outlet in the manufacture of all the other descriptions of iron and steel used throughout the country.

The pig iron stage has reached a wonderful development during the past few years. Let us hope that the Government will still encourage it to such an extent that in a few years more nearly all the heavy iron and steel used in the country will be rolled from Canadian material.

Cape Breton Coal Trade.

It is pretty safe to predict a season of great activity for the coal trade of Cape Breton, greater probably than this district has heretofore enjoyed. The Dominion Coal Co., who, in addition to the collieries they operated last year, now control the Victoria mine on Sydney Harbor, have been busily engaged all winter in preparing for enlarged output, and more rapid and larger shipments. A magnificent shipping wharf in Sydney Harbor, erected upon the site of the old "International" wharf, will be completed by 1st May, in readiness for the opening of navigation. This wharf, which is built of Georgia pine upon crescent piles imported from Perth Amboy, will possess labor-saving features and facilities for rapid, and, at the same time, careful shipping, which have been hitherto unknown in Cape Breton. The new wharf is considerably higher than the old one, and the water on both sides was dredged last autumn to admit of large steamers completing their cargoes alongside. A crane is being erected upon the wharf to lift and lower cars into vessels' holds, thus avoiding the breaking up of the coal which has hitherto been a necessary result of the old methods of shipment by drops and chutes.

At the mines themselves work has been correspondingly brisk. It is true that the Gardiner and Emery pits have been closed down, it having been found by experience that they were costly and difficult to work, while the coal from neither pit was good enough to counteract these disadvantages, but, on the other hand, a new shaft (Dominion No. 1), has been sunk at Old Bridgeport, to the Phalen seam, which will in a very short time be putting out three or four times the combined output of the pits that have been abandoned. In addition to the sinking of this shaft, which is the largest in Nova Scotia, the Old Bridgeport and Caledonia shafts and heapsteads have been enlarged and improved to admit of largely increased outputs. In the case of the Caledonia mine the Dominion Bridge Co. have erected an iron heapstead, which is another new departure in this section of the mining world. The International, Reserve, Glace Bay, Gowrie and Victoria collieries, while they have not received the special attention devoted to Caledonia and Old Bridgeport, have all been put in good shape, and at the present time are busy banking out coal. Mr. David McKeen, M.P., has now associated with him as assistant manager Mr. W. Blakemore, late of Cardiff, England, a gentleman standing high in the ranks of mining experts in the old country. Mr. Blakemore, whom many of our subscribers will remember meeting at the last two gatherings of the Mining Society in Halifax, will, no doubt, find full scope for his abilities in developing the immense resources at the command of his employers. In addition to work upon the new shipping wharf and at the James, the Dominion Coal Co., or rather the firms under contract to them, have been actively pushing on their railway to Louisburg during the winter. The new line from Bridgeport to Glace Bay was opened for traffic on January 1st, and the extension to Cow Bay will be ready for operation early in August. The remaining distance to Louisburg will be finished with as little delay as possible, one section of it being already well on the way to completion. Over and above the large amount of work done under contract, the company themselves have had from 400 to 500 men employed all winter upon the railway approaches to their new wharf, so that it can be seen that the winter of 1893-4 has been a busy one for the laboring classes in Cape Breton. The new company, about which there have been so many "Mother Shipton" prophecies in the local press, has so far done nothing to merit the abuse so freely hurled at it, but, on the other hand, has brought prosperity to very many who could not have looked to the old companies under the former regime for work during the winter months.

In a review of the Cape Breton coal trade the Dominion Coal Co. naturally monopolizes the chief notice, but it must not be overlooked that the General Mining Association, whose "Old Sydney" colliery was not acquired by the syndicate, will still be doing business at their old stand at North Sydney, where they are making considerable additions to their shipping facilities.

They are sure to hold their own, especially as sellers of house coal, and will probably roll off a shipment during the coming season which will eclipse any of their previous efforts. And finally, the Messrs. Burchell will also be doing business at their "multum in parvo" colliery at New Campbellton, upon an independent basis, and are justified in hoping, from the success their coal met with during the short time their mine was in operation last year, that they will secure as many crumbs from the richer men's tables as they will be able to digest. With freights still low everything points to the probability of Cape Breton coal not only holding its own during the coming season, but pushing farther afield than ever before, and we trust that our predictions of an active and lucrative season will be amply verified.

The Importation of Free Mining Machinery into Canada in '93.

During the fiscal year ended 30th June 1893, the value of the mining machinery imported duty free into Canada under the provisions of the law admitting mining machinery of a class or kind not manufactured in Canada, amounted to \$87,208 of which \$72,478 came from the United States and \$14,730 from Great Britain. The distribution by provinces shows the importations as follows:—

To Ontario	\$27,889
" Quebec	18,519
" Nova Scotia	22,019
" New Brunswick	30
" Manitoba	9,166
" British Columbia	9,585
Total	\$87,208

Asbestos Shipments 1893.

The quantities of Canadian asbestos shipped by the Quebec Central Railway from the Eastern Townships mines during the year ended 31st December last were:

From Coleraine	20 1/2
" Black Lake	1,551 1/2
" Thetford mines	5,338 1/2

To this must be added the quantities shipped from the Ottawa and Elzevir districts, Ontario, figures of which are not obtainable at date.

Gold Production of British Columbia in 1893.

The Annual Report of the Hon. the Commissioner of Mines is to hand, and as usual contains a mass of valuable and interesting information respecting the mineral developments of that Province during the past year. The export of gold dust as reported by the Banks in Victoria was of a value of \$316,279, and the estimated yield \$353,355. In explanation of the decrease from the export in 1892 (\$332,938) it is stated that a large portion of the product of