

problems of growth are more likely to trouble our neighbours.

The analogies of the aftermath of the Civil War would apply with greater accuracy to the future of Germany, or France. In these countries reconstruction is an actual and dire problem that will tax the courage and patriotism of all the citizens of these countries to the utmost.

All that has been remarked herein regarding the outlook of the United States applies to Canada. While the population of Canada offered, in proportion to their numbers, a much greater sacrifice to maintain the rights of man than did the United States, yet economically speaking Canada is a nation just as virile, and with more virgin potentialities than even our extremely numerous and wealthy neighbours.

There are scars in Canadian hearts that only time can heal, and memories and regrets that will out-last this generation, but, from the mere viewpoint of commercial prosperity and industrial permanence, Canada has no more a "re-construction" problem than has the United States.

Not a foot of Canadian soil—except the Ridge at Vimy—has suffered violence at the hands of our foes, and we have prospered materially. Perhaps the distribution of the material gains of war has been unfair, but industrially, commercially, financially, and politically, Canada never was so eminent as she stands to-day. Morally also, and in the springs of nationhood, has Canada been tested, and we are citizens of no mean country.

Let us, therefore, also cease lamenting the problems of "re-construction," and get down to work. It is growing pains this country has, nothing worse, and many of our troubles are nothing but a state of mind.

EUROPE'S DIMINISHED COAL PRODUCTION.

By the actual physical destruction of coal mines, by death in war and from war-diseases and war-caused famine; by the removal of miners to other occupation through conscription and personal preference, by deliberate reduction of production through shorter working hours, and by the unbalanced and unefficient character of the colliery working organizations—which is another aftermath of war—the coal-mining industry of Great Britain and Europe has become reduced to terrible straits.

While the suicidal tendency of coal-mining events have been long foreseen by those engaged in the commercial direction of the industry, it has apparently required the voice of a mining engineer from the United States to crystallise the situation, and it is to be hoped that no international jealousies will be allowed to lessen the weight of Mr. Hoover's utterances, which are made out of his technical knowledge of mining, aided by his unique knowledge of the internal conditions of Europe and his detached and disinterested viewpoint as a citizen of the United States.

Mr. Hoover points out that the coal production of Europe is reduced thirty-five per cent from the normal, that the problem is domestic to Europe and cannot be alleviated by coal shipments from this side the water because of the shipping shortage. Mr. Hoover is specific when he characterises the coal shortage as "the greatest menace to the stability of life in Europe," but we are certain that Mr. Hoover did not, as reported, state "the fate of European civilization now rests in the hands of the coal-mine owners of Europe," because the colliery owners have little or nothing to do with their mines nowadays.

The territorial adjustments have been largely influenced by considerations of coal, and the relatively smaller extent of coal-bearing territory now held by Germany, together with the larger areas now held by France and Poland will in due time exert weighty influences on the industrial progress and material wealth of these nations, but today the problem that faces all Europe alike is that of destroyed mines, dissipated working organizations, wrecked transportation systems, and highly organized groups of miners who know exactly what they want and precisely how to get it, but are careless of the effect upon the rest of mankind.

A further consideration is that a reduction in European coal production was approaching, whether there had been war or not. What is true of the British mines is true of all European mines, namely, that the best picking is gone, and what remains has to be won by increased effort, at increased depths, from thinner and inferior seams, and under conditions of cost which have to bear a large proportion of expenditures that should have been amortized and charged into the selling price of coal years ago. In one sense it may be said that coal is not so much dear to-day, as it has been sold at deceptively cheap figures in former years.

United States papers, and many English papers also, make a great deal of the greater percentage of machine-mined coal in the United States, and intimate that the small production per man in British mines, and the greater cost of mining in Britain is largely due to the unprogressive attitude of the British coal-owner who will not use mining machines to the fullest possible extent.

If a comparison were to be made between the physical characteristics of the seams from which coal is to-day won in Britain, and the seams from which coal is now being taken in the United States, the comparison would remove a good deal of misunderstanding. Coal is being mined in Britain, and in Continental Europe to-day, under conditions of great depth, inclination of seams, faulting, inferior quality of coal, distance from the pit-mouth, drainage, ventilation, gas emission, thinness of seams, and drastic government regulations, of which United States miners have no conception.

Britain and Europe also is in the second stage of coal-mining to-day, a stage that has not been entered upon in the United States, unless it be in the anthracite mines.