

# FIELD & FACTORY IN CANADA

A SUPPLEMENT to the OTTAWA CITIZEN.

Entered according to Act of Parliament, by C. H. Mackintosh, in the Office of the Minister of Agriculture, Ottawa, Canada, in the year 1888.

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OTTAWA, ONT., SEPTEMBER, 1888.

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## Field and Factory in Canada.

ISSUED BY THE CITIZEN PRINTING & PUBLISHING CO.  
OTTAWA, CANADA.

FIRST ANNUAL PUBLICATION.

The CITIZEN (Established 1844) is the oldest newspaper in Eastern Ontario, and the only Morning Daily published at the Capital.

C. H. MACKINTOSH,  
President C. P. & P. Co.

### Initial Number.

We to-day present the initial number of FIELD AND FACTORY IN CANADA. It will hereafter be published annually, with such improvements as the patronage extended to the first venture fully justifies us in promising. The present publication deals with the cities and towns of the Dominion, in brief, while considerable space is devoted to the Dominion's magnificent heritage in the North-West and British Columbia. A large amount of valuable statistical information is also included, while the trade announcements, made by leading firms, is a fair indication of the commercial and general industrial progress of Canada.

We are pleased to be able to state that FIELD AND FACTORY IN CANADA, will be circulated throughout the Dominion, as well as the leading centres of Europe. Those coming to, as well as those living in, this country, will have an opportunity of gauging the resources and becoming conversant with the interests, of every province. No expense has been spared, in making FIELD AND FACTORY equal in paper, ink and typography, to any similarly priced publication yet issued from the Canadian press.

### The Progress of Canada.

Twenty-one years ago the scattered provinces of British North America began to unite, four joining their fortunes together on the 1st July, 1867. The North-West Territories were purchased from the Hudson Bay Company in 1869, and the Province of Manitoba, with its 60,520 square miles of most fertile land, was made a province of the Confederacy in 1870. British Columbia, with an area of 341,305 square miles, was added in 1871. Prince Edward Island, the gem of the Gulf

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Lawrence, came into the Union in 1873. Since then a part of the North-West Territories has been divided into four provisional districts—Alberta, Assiniboia, Athabaska, and Saskatchewan. The development of these has been such that they have obtained representation in the Parliament and Cabinet of Canada. The increase in population of Manitoba in five years, 1881-86, was 74 per cent. The surveyors of the Dominion were sent into the North-West Territories soon after the purchase, and now there are nearly 71 million acres of land surveyed and set off for settlement.

Researches have been yearly made, and gradually knowledge of this vast domain is being acquired. Every year adds to the stock of good things in possession of the people of Canada as owners of the country. The mineral wealth, the agricultural capabilities, the cattle-ranching facilities, are but partially known. Still, already, thousands of cattle are roaming in the region set aside for ranches, where a few years ago it was believed an impossibility to winter stock on account of severe cold; and large shipments have been made to Great Britain. It is the testimony of experts that the cattle raised on the Canadian ranches are better than the Illinois cattle, which a few years ago were thought to be the best that could be produced on earth.

The agricultural possibilities of the country are evidenced by the experience of last season, when in Manitoba the 16,000 farmers of that young province raised 14 million bushels of wheat; being an average of 875 bushels each. This quantity was grown on 432,000 acres, showing an average yield of over 32 bushels to the acre.

Gold, salt, petroleum, coal and iron abound.

The lumber wealth of British Columbia has attracted the attention of the world.

In the provinces east of Lake Superior, as well as in the Pacific Ocean slope, pears, peaches, grapes, and apples grow and mature. The extent to which these fruits are grown may be judged from the fact that one man in Western Ontario planted this spring over 30 acres of grapes.

The valleys of British Columbia and the far-famed Annapolis Valley in Nova Scotia vie with each other in the production of apples, whose market value, like that of all parts of Canada, is equal to the best in the world.

One contract was made in August by the President of the Ontario Fruit Growers' Association with the Montreal Steamship Companies for the transport during the present autumn of 750,000 barrels of apples to Great Britain.

In the waters of the Pacific and the Atlantic Coasts are supplies of fish, which, for variety, excellence, and abundance, rival the fish-food supplies of the German Ocean.

The capabilities of Canada for development in this direction may be judged from the fact that the fisheries of Canada, which in 1876

yielded, according to the export returns and the returns of the public markets, 11 million dollars' worth, were valued in 1887 at over 18 million dollars. Taking the quantities caught and not sent to market into consideration, the annual yield of Canadian fisheries is not less than \$35,000,000.

The exports of apples to Great Britain has risen from \$44,400 in 1868 to \$649,182 in 1887.

The cattle trade with Great Britain began in 1868, with a modest amount considerably under half a million dollars. It reached in 1887 the respectable sum of 5½ million dollars. The exports of Canadian cheese to all countries during 20 years has amounted to \$80,952,000, yet, in 1868, the export of this article was valued at only \$620,000. In 1887 it was over \$7,000,000.

During 20 years Canada has exported of products of the mines 71½ million dollars, an average of 3½ millions a year. In the first year of the Union the export was under 1½ million.

Of products of the forest Canada has exported \$449,000,000 since the Union—an average of 22½ million a year. In 1868 the export was 18¼ million dollars.

Of agricultural products, in 20 years, the export amounted to \$348,000,000—an average of \$17,400,000 a year. In 1868 the export was \$12,800,000.

Of animals and their products, in 20 years, the export was \$325,000,000—an annual average of \$16,250,000. In the first year of the Union the export was \$6,900,000, and in 1887 it was \$24,200,000.

The progress of Canada may be noted in many other ways.

For instance, the statistics of transport show that the total tons of freight moved to and from and through Canada, by water and by rail, amounted in 1878 to 22 million tons, and in 1887 to 35,800,000 tons—an increase of over 60 per cent. in ten years. Of this increase over 8,000,000 is increase in internal transport, and over 5,000,000 is increase in external trade.

Take bank discounts; in 1868 the business of the country required 50½ million dollars, in 1887, 169½ million dollars.

The business of Canada required, for the daily exchange of goods in 1868, 12 million dollars, and in 1887, 45½ million dollars.

The operations of the money order system in 1868 amounted to 3½ million dollars, and in 1887 to 10½ million dollars.

The post offices of Canada in 1868 were 3,638, and in 1887 they were 7,534 in number.

The letters and post cards carried in 1868 were 18,100,000, and in 1887, 99,600,000.

The deposits in Savings Banks under Government control, were, in

1868, 4½ million dollars, and in 1887, nearly 51 million dollars. In Savings Branches of Building Societies, reporting to the Federal Government, the deposits in 1868 were under a million dollars, and in 1887 they were \$18,200,000. The deposits in chartered banks cannot be separated into savings and ordinary business deposits, the returns demanded by the Government not requiring the division. But the general deposits in these banks have increased from 32½ million dollars in 1868 to 107½ million dollars in 1887.

The shipping employed in 1876 amounted to 20½ million tons, and in 1887 to 31½ million tons, registered.

The production of coal in 1868 was 623,000 tons, and in 1887 2,387,000 tons. The consumption of coal in 1868 was 714,893 tons, and in 1887 it was 4,110,778. Production was four times and consumption six times greater in 1887 than in 1868.

Fire and Life Insurance companies are allowed to do business either under Federal control through the Dominion, or under Provincial authority, limiting operations to a single province.

The companies under Federal jurisdiction did a business of \$224,000,000 in 1868 and of \$825,000,000 in 1887.

In the Province of Ontario, notwithstanding the attractions of the North-West and Manitoba, the value of farm buildings increased from 132¼ million dollars in 1882 to 184¼ million dollars in 1887; and that of farm implements from 37 million dollars in 1882 to 49¼ million dollars in 1887. Live stock, in spite of the greatly increased export, increased from 80½ million dollars in value to 104¼ in the same period.

These instances show how rapid is the development of the country, and taken, as they are, from the statistics of population, of accumulation, of production and of interchange, are good indications of the growth of Canada during the time the Confederacy has existed.

### Financial Position of Canada.

During the period of the confederated life of Canada the debt of the country has increased from 93 million dollars to 273 million: In 1868 the assets against that debt were \$17,300,000, and in 1887 they were \$45,800,000. The debt increased 193 per cent., and the assets 165 per cent. The increases of the debt are due to a variety of causes; 1st, the admission of new Provinces. The original Confederacy consisted of Ontario, Quebec, Nova Scotia, and New Brunswick. To these have since been added Manitoba, British Columbia, and Prince Edward Island, whose debts, at the times of their union, were assumed by the Federal Government; 2nd, the re-adjustment of provincial debts. Ontario and Quebec were admitted into the union on an agreement that their joint debts, to be assumed by the Federal Government, should not exceed \$62,500,000.

This left an amount of debt to be divided between the two, for which they alone were responsible. It was afterwards deemed advisable that the Federal authorities should assume these debts. This could only be done by a general re-adjustment, by which the other Provinces were

allowed to appear on the books of the Dominion as creditors for such sums as would be their proportion on the basis of population as compared with the two Provinces whose actual debts were to be assumed. The result of the arrangement was that the Federal Government became responsible for the actual debt of Ontario and Quebec, and agreed to pay to the other Provinces a yearly interest on the supposed added debt, though not the principal itself. This re-arrangement of the terms of Confederation added to the Federal debt 30¼ million dollars, part of which is nominal.

Then in 1887 over 10 million dollars were added to the debt by the purchase of somewhat over 6½ million acres of land from the Canadian Pacific Railway Company.

Taken in the lump Canada's actual gross debt on 1st July, 1868, if all the Provinces had then joined, and all the subsequent re-adjustments had been included in the original contract of union, would have been 127½ million, leaving the increase of debt 146 million. Of this amount, including the sum paid for lands, the Canadian Pacific Railway absorbed 72 millions, leaving 84 millions for other capital expenditures. Of this nearly 34 millions went to the Intercolonial Railway and its connections and extensions. Upon the Canal system has been expended over 31 million dollars, leaving 9 or 10 millions to be represented by the expenditure on other public works, which have cost in the neighbourhood of 25 million dollars, showing that the total expenditure on capital account, in excess of the increase of the public debt, has been 17 or 18 million dollars. The people of Canada have contributed, out of their own resources, about a million dollars a year to enable the Government to provide the country with a complete equipment of all that modern civilization demands to bring a country up to the plane of existence upon which the most developed nations stand.

One word concerning the assets mentioned. The Government of Canada does not count as assets the public buildings, the railways and canals owned by it, nor does it include the millions of acres of land in the North-West and in all the Provinces belonging to it. The only assets set off against the public liabilities are Sinking Funds; issue account and specie reserve; loans to provinces, cities, trusts and railways; banking accounts, &c. Out of the \$45,800,000 of assets, nearly 20 millions consists of investments made by the Federal Government year by year in accordance with agreements made with the purchasers of Canada's bonds.

From these statements it is clear that Canada has kept well within her borrowing capacity, and has been so cautious in her arrangements that her debentures deserve to be the favourites they are with the money lenders and with investors generally. The history of the prices at which her bonds have been quoted shows the general appreciation of her con-

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### The Seaports of Canada.

Canada has more islands and more seaports than any other country. She is not a sea-girt isle, but an island-girt Dominion, and a magnificent girdle her hundreds of thousands of islands form. Her seaports are equally wonderful in the profusion with which they are scattered. They are not, in the greatness of their traffic, Liverpools or New Yorks. Nor are they Glasgows, although Montreal has made herself an ocean port somewhat after the fashion of the great Scotch city; since, when Cartier three and a half centuries essayed to explore the River St. Lawrence he found that his little vessel, under 100 tons burthen, was too large to be taken over the sandbars of Lake St. Peter, while at the present time, by the removal of about 16,000,000 cubic yards of dredged matter, Montreal, 1,000 miles inland from the Atlantic, and 250 miles above salt water, is easily reached by the largest class of ocean merchant steamers.

Dropping, for the present, consideration of the island wealth of Canada, whether in the St. Lawrence River and Gulf, or in the Hudson Bay region; along the coasts of Nova Scotia or the coasts of British Columbia, let us see what there is to be said about our seaports. The latest addition to the actively employed seaports of Canada is Vancouver City. A long wharf about half a mile wide, with English Bay and False Creek on one side and the splendid waters of Burrard Inlet on the other, Vancouver City is probably the most natural shipping place in the world. The navies of Europe could ride at anchor side by side in Burrard Inlet, and have plenty of room for naval evolutions. Here the teaships supplying the continent of America can at all times of the year and at all hours of the day discharge their cargoes alongside of the Canadian Pacific Railway; and if the demands of Europe come this way there is ample room for them all alongside the great natural wharf of Vancouver City. The navigation returns for Vancouver City for 1885 are nil. It was not in existence. Those for 1887 show nearly 100,000 tons of registered shipping arrived and departed.

Turn to the older ports of the eastern coasts of Canada. Montreal in 1878 had a total seagoing tonnage of 678,186 tons arrived and departed