



A Busy Scene in one of the large Iron Works of Toronto.

THE CANADIAN FACTORY

By AUGUSTUS BRIDLE

CANADIAN manufacturers take them "by and large" are the equal of any in the world. There are some things of course that Canada is not able to make nearly so well as some other countries. We shall be many millions of population before we make woollens and cutlery as well as England, iron and steel manufactures the equal of Germany's, or milling machinery as fine as one or two concerns in the United States. Neither do we excel in point lace, toys and bric-a-brac.

But there is no country of seven millions of people in the world where so great a variety of useful and needful things are made of such average good quality and under such conditions of general well-being to employees as in Canada. It is interesting to know that the number of factories, large, middle-sized and small in Canada, is in the neighbourhood of twenty-five thousand; that the aggregate of Canadian manufactures in a single year runs well up towards a billion of dollars; that most of the things used in Canada are capable of being made in Canada; and it is of very great importance to both producer and consumer that the goods we make are for the most part well made, and that there is a national pride in the quality of our manufactures.

It is now about seventy-five years since Canada had any factories except a few saw and grist mills run by water and wind. Some of the old wooden windmills may still be seen ponderously and leisurely grinding away and waving wooden arms down in the Province of Quebec. They are just about the last living relic of the industrial regime that made it possible for the first decade of the twentieth century to see nearly a billion dollars worth of goods annually produced from twenty-five thousand factories some of them going to half the countries of the world.

It is doubtful if a similar story of progress has ever been known in the world before. The words of Earl Grey at the Dominion Day dinner in London this year are aptly eloquent along this line. He said: "I am continually amazed as I go through Canada at what a population equivalent to that of Greater London has achieved in a continent the size of Europe. The Canadian Pacific railway, which was only finished a little more than twenty-five years ago, was made out of a contribution of public money amounting to one hundred million dollars. Who is there that can say that that money put into ten Dreadnoughts would have been of equal value to imperial defence? There are two more transcontinental railways under construction, and my hope is that we may see Canada advance in population, in strength, in prosperity, and in spirit."

Of course it is part of a Governor-General's business to put the best complexion on the country he is supposed to govern. But there is mighty little buncombe in Earl Grey's encomium. He alludes of course to all sorts of development; to farm and forest, railway and mine, fishery and factory—but when the census is all taken it will be found that the manufacturers of Canada have made more rapid progress than any of the others, unless it be the builders of railways.

Most instructive and hopeful of all facts is that most of the building up of Canadian industries has been achieved within the last thirty years. Up till the framing of the National Policy most of Canada's progress had been in the woods and the farms and the fisheries. It is some days and years since there were Free Traders in Canada. They are mostly protectionists now. It was once counted Imperialistic to preach Free Trade. It is now regarded as the best sort of Imperialism in Canada to build up Canadian industries, to increase the capital investment of Canada, to enlarge the markets of Canada and to increase the army of labourers in a country which has so long been regarded as merely a huge forest, fishery and farm, with a fur preserve thrown in—for the supply of raw materials to the manufacturing countries elsewhere. So we are learning that our vast areas of raw material and of power are better utilised upon Canadian soil. We have learned that if Germany and the United States are protectionist countries, we also must be protectionist in order to work out our real development among the nations. We are not yet a nation. Neither are we merely a self-governing colony. We are still dependent upon other countries for some manufactures and a few treaties and a large number of ideas. But the day that Canada becomes a nation will be the day that she has achieved something like industrial autonomy. No country with great storehouses of raw material and power ever became a nation without exploiting its own resources by means of capital from any possible source. There may be those in Canada who expect a "baptism of blood." There are far more who anticipate a battle of tariffs and of markets. Canadians are a busy people. We have the hereditary example of the world's best workers in the bushmen and the farmers who cleared Canadian land and made habitation possible—when on almost every farm could be found a cycle of crude industries turning out home-made things. We have the advantage of a fine admixture of industrial populations from the old world, and the stimulus of a climate that breeds energy from coast to coast. Drones are few in Canada. The number is lessening every year. Industry, whether on the farm, or in the forest, or afloat in the fish-

eries or among the factories, is the keystone of Canadian progress.

Ten years ago the combined product of farm, forests, dairying, mines and fisheries was one hundred millions less than the aggregate from the factories.

Ontario of course stands easily first in manufactures—at the rate of just about 400 million dollars' worth in a year. This is partly due to people; in part to the proximity of Ontario to coal supplies and to railways—latterly to water power from Niagara. Toronto alone is responsible for more output of factories than any other three cities in Ontario put together. But the development of Toronto as an industrial centre has been made possible by the growth of scores of smaller industrial communities in the province.

Toronto has several natural assets that make it the manufacturing centre of Canada—for the present at least. One of the best railway centres in Canada; situated on a fine natural harbour for shipping; convenient to coal and to Niagara; the natural resort of the workingman immigrant and the labour market of the country; capital of the chief province; best of all Toronto has an industrious population imbued with commercial energy, and is headquarters of the Canadian Manufacturers' Association, with its membership of between two and three thousand manufacturers spread all over Canadian settlements, besides being the home of the greatest annual fair in the world, the Canadian National Exhibition.

The number of factories in Toronto is upwards of five hundred. The value of the output of these in 1906 was nearly ninety million dollars, and must now be easily one hundred millions, which is almost a quarter of the entire output of the chief industrial province a few years ago. This huge production entails the annual expenditure of upwards of thirty million dollars, employing about seventy thousand hands.

Many of the industries of the Provincial Capital are among the largest in the country. Especially is this true of iron and steel, agricultural implements, stoves and hardware, malted liquors, musical instruments—by far the greater majority of the total Canadian trade—printing and publishing and stationery, pork packing—more than a quarter of the entire Canadian trade—beef and leather, furniture and fixtures, electric cars, drugs and chemicals, clocks and watches, oil, clothing and textiles, boxes and brooms, boilers and engines and iron-work, metallic roofing and paints, office systems, confectionery, knitted goods, leather belting and harness, bearings and motor boats, automobiles and hats, type and engravings—in fact almost everything conceivable except sugar, needles and razors.

Every day several miles of drays line up at the two big freight warehouses of Toronto loaded with goods destined to all parts of Canada. It was in Toronto indeed that the late Sir John Macdonald dreamed out his theory of the N. P. He was