



THE CANADIAN MANUFACTURERS IN GREAT BRITAIN IN 1905.

vessel sailing between the two countries. Here, for example, is an editorial paragraph which appeared in the London "Daily Telegraph" at that time:

"For this is no ordinary or insignificant pilgrimage to the Old Country. Canada has long been in the forefront of the self-governing colonies in this matter, and her commercial development has within the last few years become the most remarkable feature of the newly-stirred activities of the Empire."

There is no doubt that the visit of the C. M. A. to Great Britain increased the British attention and the British capital directed towards this country. The party proved that manufacturing was being done at a profit, and the Britisher admires nothing in this world, except his Sovereign, with so much affection as that self-same "profit." Similarly, it has been impressed upon the United States manufacturers that here is a field for exploitation. That the smart business man from the South has grasped this chance is proved by a

very little use of foreign labels; the prejudice against Canadian-made goods has disappeared. There has been a revolution, due partly to an awakening national spirit, and partly to genuine merit in the home-manufactured article. Canada will always import a great deal, but the comparative quantities of imported and home-made manufactures will continue to change gradually in favour of the latter.

The influence of the Canadian manufacturer on legislation is a rapidly increasing force. There can be no denial that the creation of a Canadian Railway Commission was the result of continued agitation by the C. M. A. The Lords of the Factory felt that the Lords of Transportation needed advice of an official character as to uniformity and equality in transportation charges, and the Dominion Government saw wisdom in the suggestion. The influence of the C. M. A. in tariff-making, in labour legislation and in the public attitude towards commercial and technical education is also noteworthy. The movement in Ontario for governmental control of natural water-powers is mainly the work of the manufacturers; the Hon. Mr. Beck and the Hon. Mr. Hendrie, members of the Power Commission, are themselves manufacturers.

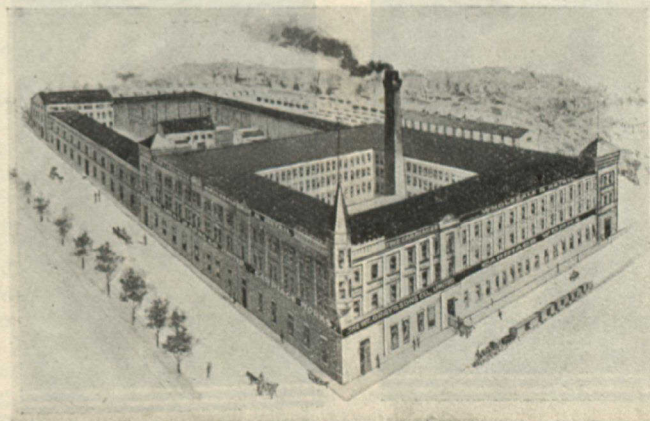
Finally, the Lords of the Factory are not confined to one province, or two. Manufacturing in Canada is becoming general, and among the 2,200 members of the C. M. A. almost every province is represented. At present the majority are from Ontario and Quebec, but in the far East and in the West the number of factories is steadily increasing. Nova Scotia, Manitoba and British Columbia show considerable progress in this direction.



A Carriage Factory at Brockville.

great harvester factory in Hamilton, a great sewing-machine factory in St. John's, P.Q., and numerous other structures of a similar kind. It is curious that of the recent presidents of the C. M. A., three are practically branch managers in Canada of United States concerns. However, no one can emphasise that point and be popular.

Again, the influence of the C. M. A. on the imagination of the Canadian people is worthy of more discussion. It is not yet fifteen years since Canadian-made felt hats for men were labelled "American," when all Canadian-made woollens and tweeds were labelled "Scotch." The Canadian manufacturers had no brands of their own and were getting their goods into wholesale houses by the underground route. At that time, the people who sold Canadian goods to Canadian consumers were about as whole-souled a set of prevaricators as ever existed. The temper of the people made them so. How St. Peter will be able to let some commercial travellers of that date through the Pearly Gates is a mystery of the deepest dye. To-day, there is



A Carriage Factory at Chatham.