

Many of these goods can be made as economically in Canada as anywhere on earth, and it is obvious that if they were made here, Canada would reap the benefits that would arise out of having industrial centres set up all over the country, from the increased demand for farm products in markets near at hand, from lower cost of production resulting from smaller transportation charges and no duty. All of these benefits are now dealt out to the people of other countries because Canada has failed, thus far, to take full advantage of her opportunities to supply her home people with home-made goods.

Canada's Products Deserve First Favor

When His Honor D. C. Cameron, Lieutenant-Governor of the Province of Manitoba, on the occasion of laying the cornerstone of Winnipeg's new Hall of Industry, on Dec 30th, made reference to the importance of Canadian cities developing a patriotic spirit in purchasing the products of their own industries he sounded a national note of most vital importance to the industrial development of Western cities as a whole, who are striving to build up their manufacturing interests.

His Honor even went further in saying that if Canadians are to receive their rightful share in the national prosperity, it is essential that the products of Canadian muscle and material be given first consideration.

The West is peculiarly weak in this respect. It is true that Winnipeg has made much progress along industrial lines, but the great market created by the enormous influx of new people is only supplied in very small part by the product of Winnipeg factories and the industries of other Western cities are not at all comparable with those of cities of same size in Eastern Canada in their capacity to supply the needs of the local market—the market that lies between the Great Lakes and the Pacific Ocean. It is not possible to find out exactly the total amount and value of manufactured goods that are brought into the West, but railroad receipts at Winnipeg of some of the heaviest lines of imports will give a fairly accurate idea of how great is the flow of industrial products into Western Canada through the Western country's chief gateway—Winnipeg. Records show that as many as 25,000 carloads of manufactured goods were received with bills of lading in 1910 reading—Winnipeg; of these 800 solid train-loads of commodities there could be at least 75 per cent., or 18,000 car-loads, made in the country.

In iron and the products of steel and iron, including structural steel, wire nails, hardware, machinery, iron pipe, stoves, furnaces and tinware as many as 6,535 car-loads figure in the total. Agricultural implements, automobiles, furniture, carriages, barrels, wagons, paints, organs and pianos were represented by 4,748 car-loads. Paper, sugar, brick, sewer pipe, glass products, crockery, paints, canned goods all figure largely in the table and range in quantities from 250 to 700 cars each in their respective columns. The dry goods imports are enormous, and the figures for bacon, butter, and dairy products are astounding when it is considered that Manitoba holds out special advantages for the production of these farm products.