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## The C.M.A. in 1913

THE 1913 convention of the Canadian Manufacturers' Association, in sporting parlance known as the C.M.A., will be held at Halifax on Sept. 16, 17—but not 18th, as originally intended. At the present time the offices of this billion-dollar-investment concern on the top floor of the Traders Bank, Toronto, are in an upheaval. Like most of the big businesses represented in the organization, the C.M.A. has grown bigger than its room. It is now doubling its floor space, taking in most of an entire flat.

The secretary is supposed to admire industry. His mammoth organization, whose president till September 16 is R. S. Gourlay, depends upon the industry of other people. But plasterers and carpenters are not popular with the secretary. They are right at his elbow. He is not used to such close familiarity with labour. Neither is the head of the transportation department, or the insurance department, or the editor of Industrial Canada, or the advertising manager thereof.

The C.M.A. will convene in Halifax for the second time, representing a total capital investment of a billion and a quarter and a yearly production of about \$100,000,000, less ninety per cent. of that capital, rather less of the output and about 75 per cent. of all Canadian employers outside of railways are represented in the C.M.A. The railways do not belong. There are times when the C.M.A. has its opinion about railways. But at the convention there will be nothing startling about the freight rates in the West; no bombshells over tight money—though the manufacturers have more practical opinions about that than anybody else; no onslaughts upon the banks—since a large number of members are bank directors anyway; no assaults upon government and no excitement over whatever

tariff revisions may be expected next session.

In fact, the convention promises to be one of the most peaceful on record, and the members will spend several



J. S. McKINNON, TORONTO,  
Chairman Technical Education Committee,  
C.M.A.

days at the close of it picking harvest apples in the Annapolis Valley. The retiring president, Mr. R. S. Gourlay, has had a successful year, and has put himself on record as one of the most constructive and genial presidents the association ever had. The present vice, Mr. C. B. Gordon, who is certain to succeed to the presidency, is a younger man and may prefer a more strenuous programme.

## At the Switchboard

OTTAWA was an industrial city long before any attempt was made to hitch up the horsepower of Chaudiere Falls. The first electric heater in the world from a central heating plant was in Ottawa. That was in 1892. It was built in Ottawa by Ahearn and Soper for the foreman's office at the waterworks. Three of the new electric cars were equipped each with a 500-volt stove that year. In the same year an electric banquet was held at the Windsor Hotel, Ottawa, and upon this occasion, for the first time in the history of mankind, an entire meal was cooked from electricity in an oven designed by Mr. Ahearn. On November 9, 1893, the first electric mail-car ever used in Canada was used to distribute mail from the Ottawa postoffice to the railway stations. Just ten years earlier the first arc lights were lighted in Ottawa.

Toronto, however, has some claim

to electric distinction. The year that Ottawa got its first arc lights Toronto ran the first electric car that the world ever saw. That was at the Industrial Exhibition in 1883, when a strange contraption such as William Mackenzie never saw or dreamed of before or since, ran itself up and down on a short bit of track for the amusement of visitors. Next year the track was lengthened and the motor power improved by inserting copper slips in boxes between the rails. In 1885 the first real trolley came into use with the overhead wire and the trolley arm. The first machines ever driven by individual motors were the linotypes at the Toronto Globe, and they were installed by A. M. Wickens, then the Globe engineer. But the first newspaper in Canada to use electricity for motive power was the St. Catharines News.

The first arc lights ever used in Montreal were installed by the Harbour Commissioners in 1877. In 1885 Montreal streets were first lighted by arcs, and two years later the first incandescent lights were used in Montreal. That city had also the third waterworks system in Canada, 1853; St. John being first, in 1837; Halifax second, in 1846; Hamilton fourth, in 1859; Newmarket, Ont., 1867; St. Johns, P.Q., Kingston, Ont., Toronto, and Windsor, 1872. Cote des Neiges, near Montreal, had the first clock factory, in 1835, driven by water.

## COAL AT NANAIMO.

PROBABLY very few of the miners who have lately been kicking up such a ruction at Nanaimo, B.C., knew how coal was first discovered on Vancouver Island. It was in December, 1849, when an old Nanaimo Indian chief stalked into the fort blacksmith shop, and after gazing in silence over his drawn-up blanket at the glowing forge, where the smithy was forging a horse-shoe, said mysteriously in his own language:

"I know where on this island there is the same kind of stuff that



THOMAS FINDLEY, TORONTO,  
Chairman Parliamentary Committee, C.M.A.