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J. J. CASSIDY, Editor and Manager.

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THE TORONTO FIRE.

Fire was discovered in the building occupied by the E. & S. Currie Co., manufacturers of neckwear in Wellington street, west, Toronto, at eight o'clock in the evening of April 19, and before it was subdued it had destroyed buildings and contents to the value of from \$13,000,000 to \$15,000,000. The fire became under control at about four o'clock of the morning of April 20, having raged uncontrolled about eight hours. 123 buildings were totally destroyed, and a large number more or less seriously damaged. In another page is mentioned the names of the different concerns who suffered, and their locations, about 40 per cent. of the losers being manufacturers. A very large proportion of the buildings destroyed were not owned by the tenants, and it is probable that in the reconstruction that is now going on, there will be many changes of occupants. Most of the sufferers, however, who own the land upon which their buildings were, or hold long time leases thereon, are already clearing away the debris and accumulating materials preparatory to rebuilding. It is estimated that about 5,000 persons were thrown out of work, a large proportion of whom were employees in the factories destroyed, mostly women, girls and boys, a great many of whom are being absorbed into other occupations. Insurance experts place the loss of their companies at, approximately, \$8,885,000. Some few manufacturers will possibly re-establish their works elsewhere than in Toronto, and fewer still may drop out of business, but there are others who will quickly fill their places, appreciating the advantages possessed by this city as a manufacturing centre. The area burned over was only about fourteen acres, which, no doubt in an incredibly short time, will be occupied with first-class factories, warehouses, and office buildings which will make Toronto more beautiful and attractive than ever.

THE NATIONAL TRANSCONTINENTAL RAILWAY.

The building of the National Transcontinental Railway, otherwise known as the Grand Trunk Pacific Railway, seems to be an assured fact. In July, 1903, a contract was entered into between the Government of Canada and the Grand Trunk Pacific Railway Company, subject to ratification by the Dominion Parliament, and the discussion of the matter and some preliminary votes in the House of Commons, therein gives

THE CANADIAN MANUFACTURER

Reaches all the Blast Furnaces, Iron and Steel Works, Rolling Mills, Manufacturers of Iron and Wood-working Machinery, Steam Engines and Boilers, Pumping and Mining Machinery, Electric Machinery, Textile, Pulp and Paper Mill Machinery, Water Power Plants, Cement, Sewer Pipe and Terra Cotta Works, Dealers in Steam Fitters' and Plumbers' Supplies, and all Hardware Merchants in Canada.

promise that at an early day the Act of incorporation will become law.

There are many who do not fully comprehend what the building of this road means to Canada. The entire length of the main line will be about 3,800 miles, in which is not included hundreds of miles of laterals that will be extended from the main stem in due time; and it is estimated that the cost of the road and its equipment will be at the rate of about \$30,000 per mile. The cost of the Canadian Pacific Railway, which was completed in 1885, was at the rate of \$48,000 per mile, cheaper materials and improvements in methods and machinery for construction accounting largely for the difference. A hundred million dollars will go into the building of the new road; and other millions will go into subsidiary enterprises. Millions of new capital will be brought into the country. Tens of thousands of workmen who are now otherwise engaged, or are not now in Canada, will find employment on the works; and thousand of other people will find remuneration in supplying their needs; and it is safe to assert that the hundred millions to be invested in the road itself will be the measure of many other millions to be invested in other enterprises growing from it. Two hundred million dollars spent in Canada within the next decade cannot but give a wonderful impetus to all productive enterprises. It is said that the construction of the road will be begun simultaneously at a dozen or more points, and that work is to be driven as expeditiously as possible. Passing through the wonderfully rich grain-growing sections of Manitoba and the North-Western Territories, every section of the road, as it is built, will call for saw mills, flour and grist mills, grain elevators, churches, school houses, residences, barns, wire fencing, pumping machinery, and all the other evidences of civilization. The vista is most alluring. Canada has great power of absorption and enormous digestive capacity. The transition from building to operating, and from capital expenditure to the earning of revenue will be easy and rapid.

How much of the requirements of the country under the coming order of things will be "made in Canada" is a matter for the consideration of our manufacturers and producers. How much will be produced in our own manufacturing establishments—how much from abroad. It cannot be expected or even hoped that Great Britain will cut any more of a figure in our imports than she does now. The new sections will, of