



Published on the First and Third Fridays of each Month

BY THE

Canadian Manufacturer Publishing Co.

(LIMITED.)

63 FRONT STREET WEST, TORONTO.

FREDERIC NICHOLLS, *Managing Director.* J. J. CASSIDEY, *Editor.*

SUBSCRIPTION, - - - - \$1.00 per year.

ADVERTISING RATES SENT ON APPLICATION.

MR. FREDERIC NICHOLLS is Secretary of
The Canadian Manufacturers' Association,
The Woolen Manufacturers' Association, and
The Tanners' Association.
His Office is at the Publication Office of the
CANADIAN MANUFACTURER,
63 Front Street West, Toronto.

THE NATION THAT MANUFACTURES FOR ITSELF PROSPERS.

FOLLOWING is the text of a proposition made to Sir John A. Macdonald by Mr. S. J. Ritchie, President of the Central Ontario Railway, and a large proprietor in nickel and iron mines in the Sudbury district. The proposition explains itself. It involves a matter of the utmost importance to Canada, for should it be accepted by the Dominion Government, and the works suggested by Mr. Ritchie be put in operation, it would at once elevate this country into one of the greatest importance among nations, and give it control in the production of certain materials that all other progressive nations must have and cannot possibly do without.

Of late years vast iron and nickel deposits have been found in the neighborhood of Sudbury, and the great problem is how best to utilize them. Mr. Ritchie thinks the interests of the country would be served were they smelted on the spot, and exported in the form of nickel steel instead of in their crude state. He maintains, however, that the vast business of smelting cannot be undertaken unless assistance be given towards the establishment of a steel plant, and the extension of a line of communication between the mines and the outside world. His proposal is, first, that the Government aid in the completion of the Central Ontario road from Coe Hill to Sudbury, the bonus to be of the usual amount, \$6,000 a mile; and, secondly, that a guarantee of three per cent. be given on the stock of the steel plant. Of the Central Ontario road 110 miles is already built. It will be necessary to add 210 miles, and to build thirty miles additional to connect the various mines with the smelting plant. Thus, the subsidy asked approaches \$1,500,000. The capital necessary for the operation of the mines, and the purchase and setting up of the plant, which is to be of the capacity of ten furnaces, is \$5,000,000. The guarantee at three per cent. will therefore involve an outlay of \$150,000 a year. Mr.

Ritchie's figures show that these subsidies will lead to the investment of \$16,000,000 in the country beyond the two and a half millions already spent in the building of the Central Ontario road so far as it has gone.

MR. RITCHIE'S PROPOSITION.

OTTAWA, NOVEMBER 10, 1890.

To the Right Honorable Sir John A. Macdonald, G.C.B.,
Minister of Railways, Ottawa.

DEAR SIR,—On numerous occasions during the last six years I have asked the Government to aid the Central Ontario railway in extending its line from Coe Hill to Sudbury. During the greater portion of the period there were many questions in connection with the metal interests of the country to be traversed and to be reached by the completion of this line which were only partially solved, and the success of the line when built thus rendered somewhat problematical; and to this cause I have attributed the failure of the Government thus far to comply with my request. Happily now, all these obstacles have been overcome and mastered, and the development and manufacture of these minerals in Canada has become a question second in importance to no other commercial question in the Dominion.

By cheap and simple processes even very low grades of magnetic iron ores can be converted into the highest and purest grade of ores which are offered in any of the markets of the country, and they are thus well adapted to the manufacture of the very best quality of steel. In addition to this you doubtless are well aware of the great revolution in metallurgy recently made known to the public by the alloying of nickel with steel, the product being known as nickel steel.

Nothing in the manipulation of metals since the discovery of Sir Henry Bessemer has created such widespread interest among the steel manufacturers of the world as the results obtained from this nickel steel. Wherever it will be possible to obtain this material the war vessels of the world, together with their armament, will doubtless be made from it. This statement I have from the highest officials having these matters in charge.

Its extensive use for commercial purposes where a metal of superior excellence is required is equally well assured. Canada possesses probably five sixths of the world's supply of nickel. Such being the case, she can control the markets of the world and the uses to which this metal shall be applied. She also has inexhaustible supplies of iron ore, which, until the invention above referred to, were neither available for manufacture at home nor saleable abroad.

The comparative close proximity of these iron ores to these nickel deposits, both of which are in inexhaustible and almost incomputable supply, would seem to render any argument unnecessary as to the proper use to which they should be put. That they should be manufactured in Canada, and the manufactured material shipped to the markets of the world, instead of only the crude materials being produced in the country and shipped to foreign markets, would seem to be a question susceptible of only one answer.

After having mastered a solution of all these metallurgical questions and processes, after their importance has been acknowledged and passed upon by the highest authorities in the world, including, among hundreds of others, the owners and managers of the great steel works of Schneider & Company, of Le Creusot, France; the great works of the Steel Company of Scotland; of the world-wide known works of William Jessop & Sons, of Sheffield; of the results obtained by experiments and tests made in the interests of the French, German, Austrian, British and American Governments, I again come to you and ask your aid, not only for the completing of this line of railway, but also for the building up of a great steel plant which shall produce an article which can be shipped to and find a purchaser in every market in Europe. It may be said that the natural advantages here should be sufficient inducement for either investors or