

spending a year or so practising law after the turn-down of 1873 and the ascendancy of Liberalism. When he came out of his Toronto shell the "father of Confederation" had the N. P. up his sleeve; though it was very well understood that if he had not become sponsor for the movement George Brown would have made it the main plank of his platform in the election of 1878. Most of the agitation for increase of tariffs has come from Toronto; this from Grits and Tories alike—for the C. M. A. is now as much one party as the other, and the tariff is no longer a Tory machine.

Next in contiguity and importance comes Hamilton, which for the past fifteen years has been going ahead faster than any other city in the Province in the acquisition of new and bigger industries. Hamilton is now acclaimed as the "chief electrical and manufacturing city in Canada." This of course is a good-natured jibe at Toronto—in view of the fact that the present President of the C. M. A., Mr. Thos. Hobson, is head of one of the most modern and important industries there, the Hamilton Iron and Steel Works.

Hamilton has nearly one hundred and fifty factories, making as great a variety of things as can be found in any city in Canada except Toronto. This is a recent development. Twenty years ago Hamilton was never spoken of as an industrial centre. A month ago a publicity expert from the United States gave Hamilton a new phrase—"The City of Opportunity." This is no mere phrase. Hamilton has a favourable situation in its comparative nearness to coal supplies and to Niagara and to other water powers nearer home; also to limestone necessary in blast furnaces. She has the advantage of shipping on one of the great lakes; still better the leverage of a united people and an aggressive Board of Trade. The real emergence of Hamilton began in a big way with the establishment there of some big branches of United States factories, two or three of which made the nucleus of a new industrial city with many thousands of workmen; an epoch of advancement not surpassed by any other city in Canada. The population of Hamilton has nearly doubled within the past fifteen years; and most of the increase has been industrial. It was once a good-natured jibe, in the days when Toronto was the only big town in Ontario, to call Hamilton the "Ambitious City." But there never was a title better justified by progress. Hamilton is very ambitious. If she were not so the story of progress in the factories of that city would have been far other than it is.

In the matter of electrical manufactures Peterborough ranks ahead of either Hamilton or Toronto. Here are the works of the Canadian General Electric Co., which employ nearly two thousand hands and manufacture everything used in the generation, transmission and application of electricity on the biggest possible scale—except the copper wires and the round glass bulbs for incandescent lights. Peterborough is also the home of the American Cereal Co., the largest works of its kind in Canada; a large pork-packing industry, a shovel company, the finest canoes in the world, woollens and other important industries.

London, Ont., ranks next to Hamilton in variety of output—not forgetting that it is the home of Hon. Adam Beck, Minister of Power. Two of the largest biscuit and candy and confectionery works in Canada are in London; the names McCormick and Perrin being known for generations all over Canada. Carling and Labatt are names almost more famous; companies that own two of the finest breweries in America. London also manufactures boilers and engines, agricultural implements, machinery of many kinds, railway cars, breakfast foods, wire fence, electrical appliances, office furniture, hardware, stoves, baking powder, barrels, flour, iron works, organs, shoes and pop.

Brantford comes next; population of something more than twenty thousand—but the busiest twenty thousand people in the country. Here is the home of the Harris Co., absorbed by the Massey Co. several years ago. Waggon and windmills; bicycles and engines; plows and stores; glue and starch; carriages, cordage and cement; binder twine, screens and roofing; and the very best of wine—all are made in Brantford, which, like Hamilton and London, has one of the finest markets in Ontario.

Another rare market town which is a veritable hive of industry is "Busy Berlin" on the Spree. Berlin is a city in all but name. There are more smokestacks in Berlin according to population than in any city in Canada. Some of the largest concerns in the country are located there. From beet sugar to boots is about the range; and there are four or five leather boot and shoe factories, while the beet sugar plant lately acquired and modernised by Mr. D. A. Gordon of Wallaceburg is one of the

best in the land. There are rubber goods and clothing, shirts and store fixtures, gloves and beer,

A few miles distant is Galt, the Glasgow of Ontario, famous for engines and machinery, art metal and malleable iron, knitted goods and saws, grate bars and hats.

In the same belt of industry lies Guelph, which has lately added to its industrial fame the record of the first city in Canada to exploit to the full the possibilities of public ownership of utilities, making the city by reason of lower taxation and comparatively cheap living a very desirable and likely place for the settlement of workmen. Guelph is noted for flour and beer, carriages, organs and pianos, carpets and clothing, axles and stoves, lawn mowers and radiators, sewing machines and iron manufactures.

Not far away is Stratford, which during the past ten years has forged to the front with factories, the first of which in point of magnitude has long been the repair shops of the Grand Trunk railway, employing more than 1,000 hands. Stratford shares with Berlin the distinction of being one of the furniture centres of the Dominion, having three large factories in that line, besides a large implement works, a big biscuit factory, with already one or two other enterprises nibbling for sites, exemptions and guarantee of bonds. Woodstock is one of the most important furniture cities of Canada, besides being the home of one of the largest organ and piano works in the country. Along with Ingersoll this city is recognised as one of the hubs of the cheese trade. Chatham, which has for generations been celebrated for its market, has developed one of the largest carriage works in the Dominion, an important wagon works, an automobile factory, several lumber companies, foundries, a large fanning-mill industry and several flour mills. Chatham is now metropolis of the Tilbury oil fields, from which she gets natural gas for lighting, heating and power.

Walkerville, on the edge of that peninsula, long ago attained pre-eminence as the home of the greatest distillery in Canada; besides having several branch factories from the United States and being the centre of the tobacco industry. Here are several fence manufactures, a large drug company, an engine works, an automobile factory and a bridge works.

Following along the northward lake line it is easy to find the busy shipyards of Collingwood, most celebrated on the Canadian side of the great lakes, where recently the biggest combination passenger and freight boat on the great lakes was built and launched; the manufacturing towns of Goderich and Clinton and Walkerton—reaching up to the lumber belt, where Parry Sound and Key Harbour and all the ring of lumber towns carries the movement on into the transcontinental belt, of which Sudbury, the nickel centre of the world and the home of copper unlimited, is the chief; up to the iron ore quarries of Moose Mountain at Selkirk; then east to North Bay, and we come to the New Ontario cycle of industries which culminate at Sault Ste. Marie, the home of the steel rail and the blast furnace; recently reorganised after Port Arthur and Fort William, which are now the "spout" of the big grain "hopper" and with abundant water-power in the Nipigon region thirty miles above, will soon become a great manufacturing centre, combined with great shipping. The

Kingston, one of the oldest and most historic cities in Canada, has become a hive of industry; locomotives and cereals, brooms and hosiery, pianos and powder. St. Thomas, most noted for its large repair shops of the Michigan Central railway, has also several important local industries. Windsor, which has with the advantage and the disadvantage of being almost in Detroit, managed to corral a large number of industries—salt works, brewing, tobacco manufactures, boilers, steam injectors, rules, paint and varnish;

No story, even the most casual as this must be of Ontario manufactures in the cities, is complete without the industries of Ottawa, whose main business for Canada may be to make laws, but which for many years has been busy developing factories, and has lately entered into an agitation for more factories because of the abundance of water-power.

This quick-sketch list does not include the scores of small towns, each of which has one or more important industries that put it in touch with the

MANUFACTURES IN QUEBEC.

NEAREST of all Quebec manufacturing centres to the Capital of Canada is Hull, across the river, which after a great fire, has managed to retain a supremacy for wood manufactures, of which the famous Eddy matches are the chief. But right

at the gateway of the Province is Canada's greatest commercial city and seaport, Montreal, which has more commerce than manufactures and almost as many manufactures as Toronto. Most of the manufactures of the second industrial Province in Canada, recently aggregating \$220,000,000 in a single year, originate in Montreal. A description of the industries that keep hundreds of factories busy in this big busy city would be impossible in an outline article. A close examination of the industries of Montreal would show that they are very similar and closely related to those of Toronto. But there are local conditions of a cosmopolitan character that make Montreal largely distinctive in manufactures. Here are headquartered two transcontinental railways. Any city which is the railway centre of a country with nearly twenty-five thousand miles of railway, carrying in one year 63,000,000 tons of freight, must of necessity be industrial in the last analysis. The works of the C. P. R. and the Grand Trunk alone employ many thousands of hands. The aggregate output of these two huge works exceeds in value that of any two private corporation concerns in the country.

But there is a big cycle of representative industries centred in Montreal which has no parallel in Canada. The cycle involves locomotives, cars, rubber, cotton, sugar, woollens, leather, wholesale clothing and flour-milling. Montreal is the home of the Canadian sugar refinery. This is due directly to the fact that Montreal is a seaport city. Long before the sugar beet was known in Canada the sugar consumed by Canadians was refined in Montreal from raw sugar brought in from the West Indies by shipload without breaking bulk. The output of the sugar refineries of Canada, practically centred at Montreal, aggregate in the neighbourhood of \$15,000,000, with a capitalisation of about the same amount. The establishment of beet sugar factories at Berlin, Wallaceburg and Raymond, Alberta, has not interfered with the refineries, and the grading of even beet sugar is determined by the standard of cane sugar set in Montreal. Rubber has become one of the fundamental articles of consumption, and Montreal is the centre of Canadian rubber as well as of leather belting. Of the tobacco and cigars manufactured in Canada Montreal has the majority in bulk. The largest flour-milling concern in Canada has one of its three largest mills in Montreal. Here also is the centre of the cotton industry, which has had so uphill a fight in Canada to attain dimensions which on a basis of consumption by population compares much more than favourably with Great Britain—even to the extent of large shipments abroad; this in spite of the fact that in cotton manufactures Canada has been sandwiched between the greatest raw cotton producing country in the world to the south and the greatest cotton industries of the world in Lancashire. Montreal has sixty-one wholesale clothing establishments. Here is the centre of the factory-made suit and the workman's overalls and shirts, as well as of whitewear and women's wear and woollen wear of all descriptions. In all these lines the mills and factories of Montreal have contributed largely to the export trade of the country, besides taking care of an abnormally increasing market at home. In fur manufactures also Montreal has the lead in bulk.

Quebec city has never been quoted as an industrial centre. The ancient city has always been rather content to let these busy hurlyburlies go to Montreal, conscious that for natural scenery and for the glory of history the citadel city has no parallel in Canada. She saw the merchant marine go by—and largely let them go to the place where commerce and business and industry were at the height in Canada; while good old lovely semi-indolent Quebec furnished forth the quaintness and the lore, the hand-made goods of the habitants and the archaic market and the cramped old street, the caleche and the jumper. But even Quebec has begun to edge into the whirlpool of industry. Twenty-five boot and shoe factories alone are to be found there, and twice as many other factories making a great variety of goods second only in quantity and diversity to Montreal. Most of the firm names of these industries are French. Industrially the French are one of the busiest and thriftiest folk in the world. The background of many of Quebec's industries is to be found in the hand-made fabrics and implements of the habitant.

After these two—the small town; busy little hives dotted here and there along the great rivers, some of the loveliest in the world; the Granbys and the Sherbrookes, the Batiscons and the St. Meres, the Shawinigans and the Chicoutimis, Coaticook, St. Hyacinthe and Shawinigan Falls, St. Johns, Three River and Valleyfield. Here to find the pulp and the paper mills; the boots and shoes and the cottons; the woollens and the canning factories.