

the North Atlantic and very frequently to the attacks of the English. Indeed, although the colonial policy of France under the old *régime* aimed at preventing the manufacture in Canada of any article which could be imported from the mother country, the uncertainties of transportation due to the colonial wars of the period—France and England were at war for 34 years out of the 74 years between 1689 and 1763—led to a necessary relaxation of restrictions. On the occasion of the English capture of a convoy in 1705, the colonists were driven to manufacture rough cloth out of whatever fibres they could obtain, such as the Canadian nettle and the inner bark of the basswood. Such events led to the introduction of sheep raising and the manufacturing of homespun woollens. The number of sheep in the colony increased from 1,820 in 1706 to 12,175 in 1720, 28,022 in 1765, 84,696 in 1784 and 829,122 in Lower Canada alone in 1827. This increase in sheep approximately measures the growth of the manufacture of home-spun woollens. In the same year, according to census records, there were in Lower Canada 13,243 spinning-wheels, while 1,153,673 French ells of home-made cloth, 808,240 French ells of home-made flannel and 1,058,696 French ells of home-made linen were produced. In 1842 Upper Canada produced 433,527 yards of home-made cloth, 166,881 yards of home-made linen and 727,286 yards of home-made flannel and, in 1848, 624,971 yards of fulled cloth, 71,715 yards linen and 1,298,172 yards flannel. Nova Scotia in 1851 produced 119,698 yards fulled cloth, 790,104 yards non-fulled cloth and 219,352 yards flannel. Such production of homespun goods did not materially interfere with the market for the more elaborate factory-made goods imported from the United Kingdom, but supplied the daughters of pioneer families with useful work in their own homes.

In the days when ships were built of wood, Canada was advantageously situated with respect to their production. Pont-Gravé built two small vessels at Port Royal in 1606 and one at Tadoussac in 1608. Talon, in 1666, built on his private account a ship of 120 tons, and in 1672 a vessel of over 400 tons was on the stocks at Quebec. Ships were built for the French navy and for the West India trade. Under the British *régime* shipbuilding was conducted on a large scale in Quebec and New Brunswick, the industry reaching its climax of prosperity about 1865, when 105 Quebec-built ships with a tonnage of 59,333 were placed on the register. Thereafter iron and steel ships gradually supplanted the wooden vessels, but the forests of Canada have since provided the raw material for the pulp and paper and other important industries.

The manufacture of mineral products has been of comparatively recent date. Iron deposits in the St. Maurice region were worked as early as 1733, and furnaces set up there for smelting in 1737 were in fairly constant operation until 1883. The iron and steel used in manufacturing in Canada, as well as the coal which has supplied the manufacturing industries with power, has in the main been imported from the United States, chiefly because the principal manufacturing centres of this country in the St. Lawrence and Great Lakes region are fairly conveniently situated with regard to the coal and iron supplies of the United States and far away from the coal and iron supplies of the Maritime Provinces. In recent years the shortage of coal has been made up for by the increasing use of electric power, while the great bulk of the pig iron used in Canadian manufactures is now made in domestic blast-furnaces.

**The Introduction of the Factory System.**—In Canada, as in the United States and in Great Britain, it was inevitable that manufactures, carried on in the household or in small adjoining workshops, should be supplanted in the leading industries of the country by manufactures carried on in factories. A factory has