

## CHAPTER XIV.—MANUFACTURES.\*

### Section 1.—The Evolution of Canadian Manufacturing Industries.

**Early Manufactures.**—The type of manufactures established in a community will, in the beginning, be largely determined, more especially where transportation charges are high, by the raw materials available in that community. For example, probably the first agricultural process to be carried on by Europeans in what is now the Dominion of Canada was the raising of a crop of grain at Port Royal, Nova Scotia, in 1605; the first corresponding manufacturing process was the grinding of the grain in the autumn of that year. Other early manufactures were also necessarily connected with the satisfaction of the primary needs of human beings for food, clothing and shelter, and with the other primary need for protection. At a census of occupations taken in 1681, we find enumerated a comparatively large number of tailors and shoemakers, masons and carpenters, gunsmiths and edge-tool makers.

The earlier manufactures were necessarily of a rather crude and primitive type, concerned with the production of commodities which were too bulky to bear the heavy transportation charges of those days, when only one round trip per year could be made between France and Quebec, and vessels were constantly subject to the storms of 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. From these humble beginnings arose the important textile industries of to-day which are able to produce the finest fabrics of cotton, wool or silk.

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 total tonnage of 59,333, were registered. 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

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