

KINGSTON'S PROSPEROUS INDUSTRIAL PLANTS

Canadian Locomotive Company. The Canadian Locomotive Company has been described as the pride of Kingston, but it is much more than that. Employing over fourteen hundred men, and in the days before the strike paying out in wages about \$7,000 weekly, it maintains nearly twenty per cent. of the population of Kingston, if the families of the employees are taken into account. Its success should be blazoned in every issue of the local press which seeks to advertise the city, because it is an object lesson of what can be done in Kingston. The story of how the company was founded in 1856, and how, after various vicissitudes it has finally reached the pinnacle of success, is one of the trade epics of Canada.

for quality. The reports received in regard to the quality and performance of both the Russian and British government engines were most flattering and proved that Kingston could build engines as good as any produced in America. The company recently incurred a great loss by the death of J. J. Hart, the president, to whom much of the success of the organization was due. His successor, Frank Wallace, is a keen, energetic business man, with the necessary foresight and acumen to make the success permanent. In spite of the labour troubles which have caused a temporary cessation of activity at the plant, the future prospects of the company are very bright, and it is, as the full-page advertisement on another page of this edition states, "One of Kingston's Biggest Supporters."

The fact is that success in Kingston appears to be gained or lost in much the same way as in any other part of Canada. There are firms which fall to the wayside, and there are others which prosper in a desert. Collingwood Shipbuilding Company. The Collingwood Shipbuilding Company cannot lay the same claim to longevity as some of Kingston's other industries, but its record in activity is nevertheless a splendid one. It was organized in 1910 to take over the government dry dock at Kingston and to establish a shipbuilding and ship-repairing plant. The company has gradually built up a business which ranks high amongst the city's industrial concerns. In its early stages nine years ago, it had only fifty employees on the payroll, but the periodical increases in the business have made it necessary to enlarge the staff until at present more than three hundred men are employed, the majority of them skilled labourers who earn the highest rates of wages. The plant and equipment built up during the first five years of its existence enabled the company to undertake during the year its share of the work due to the scarcity of tonnage and the need of war vessels. Of the latter eight were constructed at the Kingston yard, and it speaks well for the management that their work was considered by the authorities to be equal to the best.

An Old Shipbuilding Establishment. One of the oldest and possibly the best known boat-building concerns in Canada is located in Kingston and doing business under the name of the Davis Dry Dock Company. The business was established in 1865 by Capt. Robert Davis, at Clayton, N.Y., and in 1870 he moved to Westport, Ont., where several boats were built. He then moved to Wolfe Island and there built the steamers "Princess Louise," "Varuna," and "Ontario," and several small craft during the years 1878-79. In 1880 Capt. Davis, who was in Kingston, built a floating dry dock and, in addition to the regular dry dock and repair work, a line of boat-building was carried on. In 1884 the firm name was changed to that of R. Davis & Son, Mr. R. Davis joining with his father, John Davis, and carrying on near the water works, but owing to limited space, they were obliged to move to their present location and there established in 1888 when the present dry dock was built. The business was carried on until about 1898 when the junior member of the firm found new opportunities, and, of several, chose the one at which he is at present engaged, as steamship inspector of this district. In 1898, John H. Davis, the present proprietor and manager, assumed the duties of superintendent and the present firm name of the Davis Dry Dock Company was adopted and under this name business has been carried on up to the present time.

This concern, while not large, has adopted the rule of "keeping going and seldom have an idle day," and a number of the employees have been engaged with the firm for about twenty-five years. The senior member, Capt. R. Davis, retired from active service about four years ago, but still takes great interest in the work and visits the plant often. The present proprietor is thoroughly practical in all lines of work carried on by the firm and personally oversees the greater part of the work and has the reputation of always being on the job. The Davis Dry Dock Company has been very successful in business, having had very few accidents, due largely to using every precaution to guard against such. They have built and put into Muskequa waters 118 steam and motor launches during the period from 1895 up to 1916, and have built about 438 commercial and pleasure boats in thirty years. Since 1915 their time has been devoted largely to dry docking and general repair work and building government transportation wooden and metallic life-boats.

W. J. Crothers Biscuit & Confectionery Co. In 1869 H. and W. J. Crothers came to Kingston as strangers and opened up a business as manufacturers of biscuits and confectionery. They began in a very humble manner with only hand power in their plant. The business soon developed to such an extent that steam power was introduced, and for thirty-seven years the business grew and prospered under the management of W. J. Crothers, while in order to increase its dimensions and its output it was turned into a company, with W. J. Crothers as president. This company has been responsible for a great extension in the plant and the business done. The output has increased six times over and Crothers' biscuits are now well known all over Canada. The factory, which in 1906 was a three-story building with twenty-five thousand square feet of floor space, has been considerably enlarged on various occasions at a cost of over \$100,000. The number of employees is large, and Crothers' is one of the local industries which is continually going ahead. The founder, W. J. Crothers, is still at the head of affairs, and is ably assisted by his sons, one of whom is sales manager while another looks after the manufacturing end of the business.

The Bailey Broom Company. The Bailey Broom Company was formed in the year 1857 by the late William Bailey, in a factory on Queen Street. He carried on the business for over forty years, and in 1903 it was taken over by S. R. Bailey and J. M. Hughes. In the same year the premises were removed to the present site on Rideau street, where a factory, consisting of one-story buildings, the most suitable for a modern broom factory, was erected. Six years later S. R. Bailey disposed of his interest in the business to his partner, J. M. Hughes. Since then it has been operated by himself and his son, Harold. Since its inception the firm has gone ahead and its business has grown to very large proportions. Its sales territory now extends from coast to coast, and a large stock is carried in a warehouse in Winnipeg to cater to the needs of the Western Canadian trade. The manager of the business, J. M. Hughes, served for a number of years as alderman, and had the honour of being Mayor of Kingston for two successive years. It is mild praise to say that he was one of the most progressive and successful mayors the city has ever had. His son is a progressive young man, and between them they have built up a splendid business.

The Donnelly Salvage & Wrecking Company, Ltd. The Donnelly Salvage & Wrecking Company, Limited, has been established in Kingston since the year 1850, and has been connected with the wrecking and salvage business ever since that time. In all these years it has the proud record of never having had a failure in any task attempted, and these include many very difficult pieces of work. The equipment of the firm is of the most complete and up-to-date pattern, consisting of tugs, lighters, divers, steam pumps, in addition to the fleet of wrecking vessels. These include the steamer Cornwall, a powerful light draft steel steamer; the lighter Harriet D.; the screw tug Frontenac, and the screw tug William Johnston. The energies of the company are not devoted exclusively to salvage work, many notable feats of this kind of work having been performed in recent years. A complete salvage outfit is kept on board each of the above-named steamers, and they are all kept in readiness to go a moment's notice in any vessel requiring assistance, either by day or night. The present manager and president is Captain John Donnelly, a well-known figure in local marine circles. James Richardson & Sons. The firm of James Richardson & Sons, Grain Merchants, which operates and is well known all over Canada, was established in Kingston in the year 1857 by the late James Richardson. Later his two sons, H. W. Richardson and George A. Richardson, which was carried on as a partnership. On the death of George A. Richardson, his two sons, George T. Richardson and James A. Richardson went into the business, which was incorporated as a limited liability company in the year 1906. The present president is James A. Richardson, and George T. Richardson is secretary. The business during all these years grew in a phenomenal manner and various other interests were added until it grew to a concern of great magnitude. When the call of war came, George T. Richardson volunteered at the start, and his promising career was cut short by his gallant death on the field in the spring of 1918. In October, 1918, the company suffered another great loss by the death of its president, Senator Richardson, and his nephew, James A. Richardson, came from the Winnipeg office to be the president of the company.

Canada's Mercantile Marine Automobile Trip To Toronto

The statement representing the Allied peoples have concluded their work. Premier Borden and ministers of the Canadian Cabinet, in connection with the accredited delegates from other nations, have pledged Canada to certain definite responsibilities—responsibilities earned, and in keeping with the valour of Canadians in Europe during the days of the Great War. Canada must rise to the occasion. The turmoil through which the people are passing cannot alter or eliminate the facts of the situation. The country is entering a serious era. There must be—if the interest charges and principal payments of the national debt are to be met as they fall due—production in Canada, such as our forefathers would have deemed impossible for Canada for yet another fifty years. The Dominion is but a little over fifty years old. We have a debt suitable to a country twice the age of our own, and that would be a stable land for a population twice as large as that constituting the nation today.

Whig's Advertising Columns Show Many Still in Business. In looking over the files of the Whig for twenty-five years ago, to the copies for July, 1894, it is interesting to note how many of the merchants of that period are still doing a thriving business in Kingston. Amongst the advertisers who used space liberally in these days quite a large number still advertise in the Whig to a very large extent. For instance, in the clothing and dry goods advertisements of 1894 are found the names of Livingston & Bro., R. Waldron, Laidlaw & Son, Steacy & Steacy, Lambert & Walsh (now Crawford & Walsh), and J. Swedell, all of whom are still active in business, and have made great strides during the last quarter of a century.

Two years ago a Whig representative motored from Kingston to Toronto, and the wonderful change that the Provincial Highway Commission has brought over the road makes one think that the previous trip was through an entirely different part of the country—or through the streets of Kingston. The party made the trip in ten hours which is by no means a time record, but a conservative time for a conservative rate of speed. The average motorist will find that he can leave Kingston at 7.30 a.m., and, with-out having to push his car, arrive in Ottawa in time for dinner at 1.30 p.m.—and that he will not have been so fast as to be tiring, even on an inexperienced driver.

Automobile Trip To Toronto. The beautiful big homes set in spacious grounds really put this place on the map. We know of no other place of its size that is able to combine such a beautiful landscape, so complete with the finest landscape. Oshawa strikes one as being selfish. Perhaps this is not true, but the impression seems to be widespread. The first greeting is "Oshawa fifteen miles an hour," and then "No more allowed along the highway roads." While we did not all want to be gypsies, the spirit of prohibition does not make the stranger feel at home. One also feels as if in by-gone days some enterprising councillor was able to obtain a conservator's road for the highway. It was laid and then through the country spread the word that ten miles an hour would not prevent a stranger from being arrested and charged with speeding. Many Kingstonians testify to the truth of this story.