

This is a thematic guide to historical documents, both textual and graphical (photography, art, images of artifacts), available on the Internet. These excerpts are intended to acquaint history and library staff with the types and location of documentary material for curricular use. Suggestions for related activities are also included.

The theme for this issue is ...

EXPANSION IN CANADA - IMMIGRATION AND INDUSTRY, 1900-14

CONTENTS:

INTRODUCTION

INDUSTRIES - NEW AND RENEWED

[Starting a Canadian Aircraft Industry - Correspondence of Alexander Graham Bell and Associates \(1909-10\)](#)

- Letter from Alexander Graham Bell: Will visit Ottawa to solidify government interest in airplanes, and launch careers of his young experimental flight associates
- Baldwin and McCurdy (Bell's associates at Baddeck) to Militia Council: Will accept military's offer to facilitate airplane trials in Ontario
- McCurdy Memo re Militia's Offer: Should sell the two planes currently in development at Baddeck to Washington and London if Ottawa doesn't buy them
- Earl Grey to Bell: Governor General offers his vision of airplane's future
- Bell to Earl Grey: Is eager to see McCurdy and Baldwin supported to create aircraft industry in British Empire, while hinting he could sell their planes to U.S. government
- Baldwin and McCurdy to Militia Council: Offer two planes for sale to military
- Militia to Baldwin and McCurdy: Asks them to be patient while government decides

[Georgetown, Ontario: A Busy Manufacturing Community](#)

The Georgetown Herald (1913)

Activity: Georgetown had a lot of industry for a village of fewer than 2000 people, but on a very small scale. Draw a map, make up shipping records or use some other non-text way to represent the flow of goods produced and loaded onto freight trains stopping in Georgetown in a typical week in 1913.

IMMIGRANTS - INVITED AND EVICTED

[Attracting Women Workers to Canada \(1900\)](#)

[Doukhobors Prevented from Acquiring Land for Communal Farms \(1907\)](#)

Activity: Sources as different as Adelaide Hoodless and the Doukhobor Brotherhood a century ago supported the idea of cooperative farming in Canada. Hoodless thought women could pool their finances and energies, and traditional Doukhobors wanted to follow their spiritual doctrine of communal living. Write a persuasive essay (for instance, in the form of a letter to the editor or submission to a royal commission) supporting the right of alternative groups to work out their own way of managing a farm.

[Saskatchewan Promotes Immigration](#)

The Globe (1908)

INTRODUCTION

The first years of the twentieth century were a watershed for Canada as a society and an industrial nation. Heavy immigration set the country on the road to multiculturalism. Modern technology, backed by corporate and commercial organization, left the earthbound, steam-driven previous century further and further behind. Yet such progress was not easy, as social conservatism and outright prejudice hindered the settlement of some immigrant groups, and financial and organizational inertia slowed the establishment of cutting-edge industry in Canada.

The [correspondence of Alexander Graham Bell and his associates](#) McCurdy and Baldwin, as they try to set up a Canadian aviation industry, provides a case in point. They brought powered flight to Canada in 1909 despite problems of too little money and resources, then spent many suspenseful months influencing and pressuring the highest levels of the Ottawa government to underwrite their production of airplanes. By contrast, an article on long-established [industries in small-town Ontario \(Georgetown\)](#) shows them crossing the boundary from steam power to electricity, and from regional to wider distribution.

The surge of immigration that swept Canada at the time may appear from this distance as a single phenomenon. Yet it comprised many enticements to potential emigrants to leave their homes, and various reasons they found to decide to go. Among other writers of [a booklet inviting women to come to Canada](#), [Adelaide Hoodless \(the Women's Institutes founder\)](#) gives her assessment of the roles they can play in the industrialization of the young country. One of those roles is farming, which drew persecuted [Doukhobors, only to be refused their wish to live communally](#) because it did not fit into governments' one-family-one-farm settlement policies. [Their petition to be allowed to keep their traditional way of life](#) puts into perspective the [newspaper ads that sell the independence of Western living](#).

INDUSTRIES - NEW AND RENEWED

Starting a Canadian Aircraft Industry - Correspondence of Alexander Graham Bell and Associates, 1909-10

Letter from Alexander Graham Bell to Mabel Hubbard Bell (his wife):

Possible government interest in Baddeck airplanes

“Beinn Bhreagh,
near Baddeck, Nova Scotia
March 11, 1909.

Mrs. A. Graham Bell,
1331 Conn. Ave., Washington, D.C.

Dear Mabel:

Mr. Fred Cook, the special correspondent of the London Times at Ottawa, has sent me a telegram marked private [which] reads as follows:—

His Excellency officially called attention home Government success your experiments. How long do you propose to continue? etc.

This reads to me as though it might possibly be an unofficial enquiry from the Governor General, Earl Grey, to find out what we propose to do. On this assumption, and reading between the lines, I would translate the telegram to mean— ‘Are you open to any proposition from the British Government about flying-machines?’

To this[,] my reply is as follows:—

Thanks for telegram. The Aerial Experiment Association [(Bell's partnership with young flight pioneers at Baddeck; developed and flew first Canadian plane, Silver Dart)] will be dissolved March thirty-one as we feel that our researches have now gone beyond the experimental stage, and we are now discussing what to do commercially. This is private, not for publication. [...]

As Mr. Cook has specially telegraphed that his telegram is private I hope you will consider this as confidential until further developments occur.

A.G.B.”

Page image:

http://memory.loc.gov/cgi-bin/query/P?magbell:6:/temp/~ammem_lhOv::

Transcript:

[http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field\(DOCID+@lit\(magbell04300311\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field(DOCID+@lit(magbell04300311)))

Letter from Alexander Graham Bell to Mabel Hubbard Bell:

Bell moves to solidify government interest in airplanes and launch his associates' careers

“Houseboat, B. B.

March 21, 1909.

[...] At the present moment I hardly know whether I stand on my head or my feet — events have been happening with such startling rapidity. [S]uccessful flights, aggravating break-downs, Aero-club difficulties, Douglas' break-down from freezing, newspaper inquiries, and the interest in Gt Britain and Canada culminating in the invitation to address the Canadian Club in Ottawa and meet the Cabinet!

Big things are looming in the future. The British Empire will look to Douglas [McCurdy] and Casey [Baldwin (his associates in flight experiments at Baddeck)] for flying machines. I feel that I must[...]go to their assistance. Such a chance may never come to them again — it only comes once in a life-time, and must be seized and developed at once — or lost. Therefore I have dropped everything here, have accepted the Ottawa invitation, and will be off tomorrow — returning in time to preside at the closing meeting of the A.E.A. March 31. A critical moment in the lives of these boys has come, their whole future may depend upon my going to Ottawa now or staying here to complete my experiments while the ice still lasts.

My own preference is to remain, but I remember the Centennial Exhibition [(in Philadelphia in 1876, where Bell demonstrated the telephone)] and what it meant to me to go or stay in Boston. You were the prime mover then and you are now. I imagine you beside me pleading that you love these boys — as I do too — and that it is my duty to do what I can to help them start on a great career. You and the Centennial have prevailed and I go. What to do exactly I do not know but will think the matter up in the train.

This much is certain. The successful flights of Douglas at Baddeck have aroused a strong feeling of patriotic pride among Canadians. The Governor General has communicated with the British Government on the subject of the experiments — and the Canadian Government evidently desires to hold some private conference with me upon the subject. [I will] pay my respects to the Governor General, Earl Grey, and to the Premier, Sir Wilfrid Laurier and the members of his Cabinet. What is behind all this is a matter for conjecture. My translation is this. The British Government is becoming alarmed at the activity of foreign nations in developing the art of Aviation for war purposes, and at the non-success of efforts made under British auspices[, which] is bringing the British Government into contempt among foreign nations. British public opinion is much excited upon the subject, and the newspapers are urging the Government to worthier efforts. They seem to have been entering into negotiations with [Americans, including] the Wright Brothers, and the newspapers are asking — are there no British subjects at work upon Aviation to whom the Government could look in an emergency.

Now just at this time comes the news of Douglas McCurdy's flights at Baddeck certified to by the Canadian Government. Then questions are asked in the Canadian Parliament and the answer shows that the Government is alive to the fact that two Canadian engineers, Douglas and Casey, are involved. Everything goes to prove to my mind that [both governments are] willing and anxious to give aid to Casey and Douglas. They are anxious to have them go into the work of manufacturing aerodromes for the British Government. Their mode of approaching me also shows that they do not wish this to be known to the world.

This, according to my interpretation, is the position that confronts us.

[...]”

Page image:

http://memory.loc.gov/cgi-bin/query/P?magbell:3:./temp/~ammem_DVN7::

Transcript:

[http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field\(DOCID+@lit\(magbell04300321\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field(DOCID+@lit(magbell04300321)))

ALSO SEE:

Newly formed “Aeronautical Society of Canada” seeks Bell’s support

Page images:

http://memory.loc.gov/cgi-bin/query/P?magbell:1:/temp/~ammem_hBuy::

http://memory.loc.gov/cgi-bin/query/P?magbell:2:/temp/~ammem_hBuy::

Transcripts:

[http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field\(DOCID+@lit\(magbell13700215\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field(DOCID+@lit(magbell13700215)))

[http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field\(DOCID+@lit\(magbell13700216\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field(DOCID+@lit(magbell13700216)))

Letter from Alexander Graham Bell to Mabel Hubbard Bell:

Bell returns from Ottawa certain that government will support airplane development

“Beinn Bhreagh,
near Baddeck, Nova Scotia
April 2, 1909.

Dear Mabel:

[...]

Things look very hopeful for Douglas and Casey. After the conversation that I have held with His Excellency Earl Grey and with Mr. Fielding, Canadian Minister of Finance, there can be no doubt that both the Canadian Government and the British Government will afford encouragement and assistance to the manufacture of aerodromes within the British Empire or Canada by British subjects or Canadians.

Mr. Fielding, of course, cannot commit himself definitely but I hold it as practically certain that if Douglas and Casey manufacture aerodromes within the Dominion of Canada that the Canadian Government will assist them by purchasing an aerodrome from them, providing it does not involve an appropriation much exceeding \$10,000.

[...]

I feel so perfectly certain that the Canadian Government and the British Government will take this matter up in a practical way that I have suggested to Casey and Douglas the advisability of their forming a partnership for the manufacturing of aerodromes and going right ahead and making an aerodrome that they think would prove of value to the British Army. Then when they have completed it and made certain that it will fly and do all that they want it to do, offer it to the Canadian Government. I feel perfectly sure that the Canadian Government will purchase it, even if they don’t need it[....] They will understand that the purchase of this first machine will enable these Canadians to go ahead and make other machines in Canada and thus establish a Canadian industry. Whereas if they don’t purchase it they know it would be offered to the British Government with the likelihood that the infant industry would be transferred to Great Britain instead of remaining in Canada.

[...]”

Page image:

http://memory.loc.gov/cgi-bin/query/P?magbell:13:/temp/~ammem_lhOv::

Transcript:

[http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field\(DOCID+@lit\(magbell04300402\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field(DOCID+@lit(magbell04300402)))

Letter from Alexander Graham Bell to Mabel Hubbard Bell:

Bell suggests pressuring government with news that Russian government is interested

“Houseboat.
Sunday, April 4, 1909.

My darling:

[...]
Douglas came down to the houseboat today to let me know that he received last night a communication from St. Petersburg asking whether he could undertake to build aerodromes for the Russian Government and requesting a cable reply yes or no. [...] I have recommended Doug to write to Mr. Fielding, the Canadian Finance Minister, who knows him personally and all his family, to ascertain whether any of the officials in Ottawa know the man. It will do no harm to let him know — and through him the Canadian Cabinet, and the Representative of Great Britain — that inquiries have been received from Russia. Have also recommended him to reply by letter instead of cable that he is building aerodromes here and, if they are not taken up by the Canadian or British Governments, he would be glad to offer them to the Russian Government.
[...]"

Page image:

http://memory.loc.gov/cgi-bin/query/P?magbell:12:/temp/~ammem_lhOv::

Transcript:

[http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field\(DOCID+@lit\(magbell04300403\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field(DOCID+@lit(magbell04300403)))

Letter from Earl Grey to Alexander Graham Bell:
Governor General acknowledges Bell's contact with government

"Government House, Ottawa.
7th April 1909.

Dear Dr. Graham Bell,

I am much obliged to you for your letter, and for the welcome news it contains that the two young Canadians, Baldwin and McCurdy, are going right ahead to manufacture at their own expense such an aerodrome as they think would be of use for army purposes, and that when completed and tested they propose to offer it to the Canadian Government. I am sending a copy of your letter to Mr. Fielding and to Sir Frederick Borden [(Minister of Militia?)], and I hope that His Majesty's Canadian Government may see their way to give these young Canadians such support as will enable them to prove the superiority of their machine over all competitors.

Yours truly,
Grey"

Page image:

http://memory.loc.gov/cgi-bin/query/P?magbell:1:/temp/~ammem_lhOv::

Transcript:

[http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field\(DOCID+@lit\(magbell14410102\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field(DOCID+@lit(magbell14410102)))

Letter from M.L. Fielding to Alexander Graham Bell:
Minister of Finance acknowledges interest

"Ottawa, April 7th, 1909.

Dear Dr. Bell,

I beg to acknowledge receipt of your letter of the 3rd instant.

[...]
Owing to the pressure of many matters upon the attention of the Government, I have not been able to bring before my colleagues as fully as I desired the suggestions that have been offered as to the employment of the services of these young gentlemen in the building of an airship for the Canadian Government. I shall avail myself of the earliest

opportunity of having the matter fully considered.

Yours faithfully,
M.L. Fielding”

Page image:

http://memory.loc.gov/cgi-bin/query/P?magbell:8:/temp/~ammem_lhOv::

Transcript:

[http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field\(DOCID+@lit\(magbell14410103\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field(DOCID+@lit(magbell14410103)))

Excerpts of correspondence re aeronautical affairs of Bell and associates, May 1909 to April 1910

“Letter, Militia Council to Bell [(offering facilities and personnel, but no funds)]
Ottawa, 7th May 1909

Sir,

On the occasion of your addressing the Canadian Club of Ottawa on the subject of Aerial Navigation you were good enough to draw the attention of the Canadian Government to the work of Messrs. Douglas McCurdy and F. W. Baldwin in that line and to suggest that something should be done to secure their services for Canada and to assist them, if possible, in the pursuit of their studies of the art.

I am now directed by the Minister in Militia Council to say that the achievements of these gentlemen have engaged the attention of the Militia Department for some time past and that it has been the desire to assist them in any way possible, but that unfortunately no funds for airship investigation or construction have been provided by Parliament for the present year, and therefore it is regretted that the Department is not in a position to put forward any proposals involving expense at the present time.

I am, however, to inform you that the Department would be glad to place at the disposal of Messrs. McCurdy and Baldwin the use of the military grounds at Petawawa, as well as such men and equipment available, as might be of assistance to them, should they feel disposed to carry out trials there.

I am further to add that the Minister in Militia Council would be very pleased indeed, looking to the future, to hear from Messrs. McCurdy and Baldwin as to whether they would be disposed to give their services to the Department as specialists, and if so on what terms and conditions, and also their views as to what funds they consider should be provided, say next year, for the pursuit of aerial investigation, construction and navigation on the Government's behalf.

(Signed) ----- Fiset (?)

Colonel,

Deputy Minister of Militia & Defence.”

Baldwin and McCurdy to Militia Council [(accepting offer to conduct trials in Ontario)]

“Baddeck, N.S.,
May 14, 1909

Secretary Militia Council,
Ottawa, Canada.

Dear Sir:

[...] We appreciate the offer of the Minister in Militia Council in permitting us to make trials of our aerodromes at the Military grounds at Petawawa and will be glad to avail ourselves of the opportunity. If it would therefore be convenient we will ship the Silver-Dart within a week, direct to Petawawa where we will ourselves arrive early in June to conduct the trials. With regard to the future, our own plans are too vague to make any definite proposal but we would be glad

to be of service to the Department in any way we can, and any information we may have is at the disposal of the Government.

(Signed) Baldwin & McCurdy.”

Page image:

http://memory.loc.gov/cgi-bin/query/P?magbell:4:./temp/~ammem_lhOv::

Transcript:

[http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field\(DOCID+@lit\(magbell14410129\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field(DOCID+@lit(magbell14410129)))

McCurdy's Views Concerning the Reply to the Canadian Department of Militia and Defence:

Sell the two planes presently in development to Washington and London if Ottawa doesn't buy them

“July 6, 1909:—My idea would be something like this. The new machine here will be in Petawawa about the 20th of this month. By that time the Silver Dart will be making some flights and public attention will be more or less attracted to that direction. Then when the new machine comes along they will be ready for it and if she makes the flights as expected we will step down to Ottawa and say that here we have a brand new machine which flies and it does so and so; do you want to buy it? We would much prefer to sell our first machine to the Canadian Government. If they say they do want to buy it the arrangement after that will be very easy. If they say they don't want to buy it but they would like to make some other proposition I would suggest for us not consider that all for the time. Then go down to Washington and submit a proposition before General Allen. Do you want to buy it? If he buys it then we will sell it right off.

The second machine will be ready by that time. Then if the Canadian Government wants to buy it they can; and if they don't we will take this over to England as soon as we like. I think it is very important that we dispose of one machine as soon we as we can. Our plans for continued building will be very much simplified. We will have a guarantee then that we can sell machines and go right ahead and build more. We will have the money from the first machine to go right ahead.

Another thing, if we do dispose of a machine, the prestige we will get from disposing of one to the American Government or to the Canadian Government will make our services to the Canadian for more valuable than if we do not sell at all. J.A.D.McC.”

Page image:

http://memory.loc.gov/cgi-bin/query/P?magbell:3:./temp/~ammem_lhOv::

Transcript:

[http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field\(DOCID+@lit\(magbell14410106\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field(DOCID+@lit(magbell14410106)))

Excerpts of correspondence re aeronautical affairs of Bell and associates (continued)

“Militia Council to Dr. Bell [(stating desire to meet McCurdy and Baldwin, but inability to make decision)]

Ottawa, July 14, 1909.

Dear Sir,—

In reply to your letter of the 7th instant [regarding Messrs. McCurdy and Baldwin,] I beg to say that I shall be very glad indeed to meet these gentlemen at any time and discuss with them the whole question. I may add however that at the present moment little can be arranged definitely, owing to the absence in England of Sir Frederick Borden, whose return is expected about the middle of October next.

Yours very truly,

(Signed) ----- Fiset (?), D.M.

Letter, Earl Grey to Dr. Bell [(offering his vision of airplane's future)]

Government House, Ottawa,
13th December 1909.

Dear Dr. Bell:

I have just returned to Canada and my first letter must be one of thanks to you for the pleasure I derived from my visit to your beautiful home on Little Bras d'Or. [...] I was much attracted by the two young aviators[...] Although the weather conditions made it impossible for Baddeck No. 2 to show what she could do, she gave us a sufficient exhibition of her powers to enable me to realize more vividly than I have ever done before what a big part the flying machine is likely to take in the life of the future. The anticipation that the flying machine will make 'Dreadnoughts' as obsolete as bows and arrows, and will also abolish Custom Houses, thus bringing about the Parliament of Man and the Federation of the World, in accordance with Tennyson's prophecy, does not seem quite so extravagant as I have had formerly supposed.

[...]

Yours very sincerely,
(Signed) Grey.

Letter, Dr. Bell to Earl Grey [(eager to see McCurdy and Baldwin supported to create flying industry in British Empire, while hinting he could sell their planes to U.S. government)]

Washington, D.C.,
December 17, 1909

My dear Earl Grey:

Allow me to thank you for your kind telegram of the 9th inst., and for your note of the 13th just received.

[...]

Having met Messrs. Baldwin and McCurdy you will understand I am sure how it is that, having no sons of my own blood, I feel a great affection for these fine young men and wish to help them to the utmost of my ability. [...] Both boys are of the best blood of Canada, well educated and of high personal worth and character; and they will undoubtedly make their mark in the world.

[...]

I have advanced them sufficient money to enable them to build their first two aerodromes, 'Baddeck No. 1' and 'Baddeck No. 2.' They are now at the end of their resources; but I have told them that I will see them through to the end of March, 1910, after which they must stand upon their own feet and look out for themselves. [...] By the end of March they must find a purchaser for one of their machines or give up their aerodrome factory; for I cannot, of course, continue indefinitely to support their work, although I am ready to stand behind them to the best of my ability to give them a fair start. [...]

I do not think there are any better flying-machines in existence than those they now have; and all they need is practical experience in the control of the machines in the air. [...] I have no doubt that they will soon be able to demonstrate, beyond cavil, that they really have a practical aerodrome that would prove of use to some Government. Then will be the time when they may hopefully seek for a purchaser.

I happen to know that the War Department of the United States has an unexpended balance of an appropriation for the purchase of heavier-than-air machines[...] I believe that a little exertion upon my part here, on behalf of Baldwin and McCurdy, might lead to the purchase of one of their machines by the United States Government; and perhaps to their employment as experts in connection with the Aeronautical Department of our Army.

As an American, by adoption, I would of course be glad to have the United States obtain their services; but my interest in the boys themselves leads me to doubt whether it would be to their best interests to come here, or look to the United

States as a market for their machines. They are British subjects, and intensely patriotic. I not only respect this feeling, but believe that the British Empire affords the best field for their exertions. [...] When aerodromes are used in war Great Britain will certainly have to depend upon her own subjects for the supply of machines. Here then, it seems to me, is the opportunity for Baldwin and McCurdy.

By establishing in Canada a manufactory for aerodromes, they are benefiting their own country by the introduction of a new industry; and I have advised them to look to Great Britain for their market, believing that this would be of benefit to the British Government and to themselves. They have adopted this plan as their policy, and naturally look to me for advice and guidance, but[...] I have influence in America, but not in Great Britain. I could undoubtedly help them here, but they are unwilling to enter the United States if they can find a field of usefulness in their own country or in Great Britain; and I think they are right.

I do not know what to do to enable them to enter the British field, and I should be very glad of a word of suggestion from you as to the proper plan of procedure for them to adopt.

Letter, Dr. Bell to Earl Grey [(suggesting dollar amounts needed to launch Canadian flying industry)]

Washington, D. C.,
December 27, 1909.

Dear Earl Grey:

In reply to your note of the 20th inst., I may say that it will give me pleasure to give Messrs. Baldwin and McCurdy the free use of my Laboratory buildings, tools and machinery for one year, if they can manage to continue their aviation work at Baddeck. I cannot promise them any further financial aid as I have already contributed a larger sum than I can well afford. Their machines however will be their own, for I shall not seek a return. Upon the possibility of their finding purchasers for these machines will depend the continuation of their work.

If the Canadian Government should decide to foster the Art of Aviation in Canada as an adjunct to military defense, an appropriation of \$25,000 would in my opinion be sufficient to start a Department of Aviation in connection with your militia system. The appropriation could be used in the purchase of Canadian-built aerodromes; and in the instruction of a selected body of militiamen in the use of the machines. This would enable Canada at some future time to contribute to the Imperial Defense a supply of aerodromes and skilled aviators from the Canadian Militia.

The appropriation would be sufficient to enable the Aviation Department to purchase the two aerodromes Baddeck No. I and Baddeck No. II and to start Messrs. Baldwin and McCurdy on the construction of a third. It would also permit of their employment as experts to give instruction in the use of the machines. Such a plan would probably result in the permanent establishment of the Aerodrome Industry within the Dominion.

If the Canadian Government is not prepared to organize a Department of Aviation in connection with the militia system, it might perhaps be willing to give some aid to the establishment of a new Canadian Industry by granting a small appropriation, say of \$10,000 directly to Messrs. Baldwin and McCurdy as a recognition of the importance of their work, and to assist them in prosecuting their research in Aviation. Such an appropriation of course would not go far towards establishing their industry in Canada, but it would at all events tide them over a critical period in their career and enable them to keep their factory going while they are looking round for purchasers of their machines.

[...]

Telegram, Baldwin & McCurdy to Major Maunsell [(inviting military representative to see Baddeck flights)]

Baddeck, N.S., Mar. 3, 1910:— Have wired Militia Council officially concerning flights which we are now making here over the ice. Would be glad if you could see your way clear to spend a week or so with us at Baddeck to see what is being done. The weather is uncertain and we should like to take advantage of the ice while we have it.

(Signed) Baldwin and McCurdy

EXPANSION IN CANADA - IMMIGRATION AND INDUSTRY, 1900-14

Telegram, Maunsell to McCurdy & Baldwin [(accepting invitation)]

Ottawa, Mar. 4, 1910:— I shall leave Montreal on Maritime Express Sunday noon. Please have everything in readiness for flight early next week.

(Signed) Major Maunsell

Letter, Baldwin & McCurdy to Militia Council [(offering two planes for sale)]

Baddeck, N.S., March 10, 1910.

The Secretary,
Militia Council,
Headquarters Ottawa, Canada.

Dear Sir:

[W]e feel that we are now in a position to make a definite proposal and respectfully submit that the Canadian Government purchase our two aerodromes, Baddeck No. 1 and Baddeck No. 2, for the sum of \$10,000 delivered at our factory here. After the delivery of the machines we shall be glad, without further expense to the Government, to give such instruction to one or two officers as will enable them to use the machines, provided that such instruction is given here where we have every facility for the work.

The receipt of \$10,000 will enable us to continue our aerial investigations here and develop improvements in our machines.

Yours respfully,
(Signed) Baldwin & McCurdy

Letter, Dr. Bell to Earl Grey [(supporting McCurdy and Baldwin's offer of planes)]

Baddeck, N.S., March 10, 1910.

Dear Earl Grey:

I enclose for your information a copy of a letter addressed to the Secretary of the Militia Council by Messrs. Baldwin and McCurdy (March 10, 1910), containing a proposal to sell their two aerodromes, Baddeck No. 1 and Baddeck No. 2, to the Canadian Government for the sum of \$10,000. [...] Messrs. Baldwin and McCurdy had intended to [make] a somewhat similar offer last year in the event of their making successful flights at Petawawa. On account however of the mishap to their drome at Petawawa, they felt it inadvisable to approach the Canadian Government upon the subject until they had successfully demonstrated the capabilities of their dromes to fly.

[...]

It may seem strange that Messrs. Baldwin and McCurdy should ask the Government to purchase two dromes instead of one but the reasons will be obvious to you. They estimate that they will be unable to carry on their factory here without a capital of at least \$10,000; and they prefer to raise this amount by the sale of their two machines. They realize that it might be considered an imposition upon the Government to ask \$10,000 for one machine and therefore offer two as, in their opinion, a fair equivalent for the money, as a charge of \$5000 per machine will yield them only a reasonable profit upon the cost of construction. [They believe] \$5000 would not suffice to support their factory but \$10,000 would probably be sufficient to enable it at least to exist; because they are saved the expense of acquiring buildings and workshops of their own for one year, as I have placed the facilities of my Laboratory at their disposal for that period of time without charge.

They are much elated over the fact that they have already received their first order for an aerodrome. This is a monoplane for Mr. Gardiner G. Hubbard of Boston, Mass. It is now practically completed, and they hope to try it out here in a few days if the ice holds out. They are encouraged to believe that during the course of their next year

they may receive other orders for aerodromes from private individuals and from foreign Governments, and that the profits from the sale of these machines may enable them to acquire buildings and machinery of their own, and place the new Canadian industry upon a self-supporting basis.

[...]

PS:— I would emphasize the fact that in purchasing these aerodromes the Government will receive much more than the mere money value of the machine — it will secure the establishment of an aerodrome industry within the Dominion of Canada. This will be of as much advantage to the Canadian Government as to Messrs. Baldwin and McCurdy.

A.G.B.

Letter, Major Maunsell to Baldwin & McCurdy [(asking them to be patient while government decides)]

Ottawa, April 6, 1910.

My dear Baldwin & McCurdy,

I was delighted to get your telegram of the 5th inst., reporting nine successful flights of the 'Mike Monoplane.' This was very good news, and I must congratulate Mr. Hubbard and yourselves on the satisfactory construction and design of your first monoplane[....]

I have been waiting patiently for the Militia Council to take up your question generally, which they did yesterday (Of course the reports were prepared long ago, but the question had to await its turn on the agenda of Militia Council papers). The decision, I am told privately, was that Privy Council was to be asked to concur in the recommendation of the Militia Council, that a grant be given to you upon certain conditions, which are to be subsequently drawn up. I hope this will be an annual grant.

This, I am sure, will be satisfactory to you, but you must be patient for a week or so yet, as no definite decision can be given you until Privy Council deals with it, and they of course have the right to refuse it. I shall let you know when anything more definite is decided.

Very sincerely yours,

(Signed) G.G. Maunsell"

Page image:

http://memory.loc.gov/cgi-bin/query/P?magbell:4:./temp/~ammem_lhOv::

Transcript:

[http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field\(DOCID+@lit\(magbell14410129\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/magbell:@field(DOCID+@lit(magbell14410129)))

Georgetown, Ontario: A Busy Manufacturing Community

The Georgetown Herald, December 17, 1913

"[...] There is probably not another village in Canada possessing so many manufacturing concerns as does Georgetown. Indeed, the number and quality of our industries would be the boast of towns four times the size of this [(population: 1,885)], if they possessed them. We may therefore be excused if we point to the manufactories of the village and surrounding vicinity with pride and satisfaction. [...]

The factor of location has been an important item also in contributing to our growth. Georgetown is admirably situated as a distribution point, being in the center of a vast productive area with consuming and distributing points all around. [...] Georgetown is situated in the County of Halton, 29 miles from Toronto, 31 miles from Hamilton, 22 miles from Guelph, and 50 miles from Barrie. It will be seen therefore how its location makes it a convenient shipping point for its numerous manufactured products. [...]

Let us enumerate here the names of the splendid industries in and close to Georgetown:

- The Barber Paper Mills.
- The Barber Coated Paper Mills.
- The Georgetown Coated Paper Mills.

- The H.T. Arnold Glove Factory.
- The Georgetown Foundry Co.
- Creelman Bros. Knitting Machinery
- Harley-Kay Knitting Machine factory.
- C.B. Dayfoot & Co., shoe factory.
- J.B. Mackenzies Planing Mill.
- Glen Woollen Mills.
- Jos. Beaumont's Woollen and Glove Mill.
- Fleming Quarries.
- Logan Quarries.
- Terra Cotta Brick Co.
- Halton Brick Co.
- Speight's Machine Shop.

[...]

TERRA COTTA PRESSED BRICK CO.

The village of Terra Cotta is situated in the County of Halton, about five miles from Georgetown. [...] The plant was established ten years ago, and has been turning out millions of bricks yearly ever since. The company owns 175 acres of good clay land, and have built up a large and modern plant. The clay or shale is dug from the earth and hauled to the pressing plant in cars operated by hydro power. The clay goes through a crusher, then through screens, then into the press, from whence it emerges moulded into bricks. The bricks are loaded on to a wheelbarrow and conveyed to the burning kilns, where they are stacked up ready for the turning on of the heat. [...] Coal is used for firing, and it takes about a month to fill and burn and cool and empty a kiln. [...] The company has a power plant on the Credit River nearby, where it generates the power to drive the machinery and the current to illuminate its yards and buildings. [...]

[...]

A.E. MOORE FLORAL CO.

[...] The firm owns nine acres of land, one and a half acres being under glass. Each year they plant about 25,000 asters, 50,000 gladiolas, and sweet peas and peonies in large quantities - this in the out-of-doors. Inside, 15,000 carnations, 25,000 chrysanthemums, 6,000 roses, and a lot of sweet peas and other flowers are grown. The firm buy about a carload of European bulbs each year for their own planting. The greenhouses are heated by steam supplied by a boiler of 160 h.p. capacity. The water used is secured from the town system.

Seven persons are employed at this busy place. And busy is the right word to use. For instance, last Easter week 150,000 blooms of various kinds were put on the market. A large portion of the output is shipped to Montreal, but Toronto and Hamilton also consume a large supply. This firm had a display of flowers at the recent Horticultural Show in Toronto, and were successful in winning four prizes.

The firm do an extensive business in funeral designs. [...] The greater portion of the orders [...] come from Northern Ontario, with which Georgetown is directly connected by the Hamilton and Northwestern branch to the G.T.R.

[(Grand Trunk Railway).]

A matter worthy of note in connection with the expansion of the business is that a large refrigerator has been purchased and is being installed for the chilling of flowers before shipment. By this process flowers are kept fresh till delivery, and when unpacked after shipment they open up beautifully in the warmer air into which they are taken.

[...]

GRAND TRUNK RAILWAY

It is a commonly expressed opinion that where a railway corporation has no competition an inadequate service is the invariable result. To prove the fallacy of such a sweeping assertion one need only go to Georgetown. No less than eighteen passenger trains stop regularly at the handsome stone station, seven west bound from Toronto, and seven in the opposite direction; two South to Hamilton and two north to Allandale and North Bay. It is a transfer point for freight to and from Western Canada for western Ontario points, and many thousand cars of freight pass through the yards each year. [...]

GEORGETOWN FOUNDRY COMPANY

This is one of the 'baby' industries of the town, [founded in September, 1912]. The building is 60 x 80 feet, stands on a lot more than an acre in size, and is most conveniently situated with the edge of the Grand Trunk Railway and close to the station. At the time the Business started[, the three founders] comprised the full staff and a half car of pig iron was sufficient for a month's castings. Now they have an average of from ten to fifteen employees and are using about fifty tons of iron a month, five times the quantity they used at first. They do a general casting business and have the facilities for turning out all kinds of foundry work. Among their products are castings for knitting machines, cash carriers, tailor's pressing machines, stable fittings, stove parts, etc. [...] At present their products are mostly shipped to Toronto, Fergus, Milton, etc. [...] They have recently installed Hydro-Electric power, and also have a gasoline engine for emergency use.

[...]

GEORGETOWN COATED PAPER MILLS

[T]he Georgetown Coated Paper Mills [came] into existence in May, 1910. Though young in years, the industry has behind it the experience of decades and the improved methods which practice and experimentation invariably produce in the process of time. The main building is a big one — 265 feet long by 66 feet wide, two stories and basement. [...] The steam plant which supplies the motive power and the heat has a capacity of 250 horse power. There are some monstrous machines to drive in this big factory, and a lot of steam heat is required to dry the paper after being coated. It is an interesting process, this coating of paper. Paper-making and paper-coating are two distinct operations. In this mill paper is not made; it is only coated. [...] Time was when coated paper was unknown, but the exigencies of modern printing have made necessary smooth and hard paper, hence the process of coating.

The coating material is procured from England. It is a white clay which is prepared in the form of putty or paste, and can be made any desired color by the addition of coloring substances. This paste or coating is reduced to the desired thinness and put into a trough or holder on the coating machine. The paper is passed over rollers covered with thin coating and then is passed along on carriers down a long room over steam heated pipes and back again, when it is perfectly dry and is wound onto another roll. The operation is repeated to cover the other side of the paper, after which the paper passes through a big machine with a number of smooth rollers, from which it emerges polished and glistening, and is then coated paper ready for cutting into desired lengths. [...]

The firm manufactures coated book and coated litho papers, coated card-boards, coated bristol boards, translucent and folding box boards, and blotting paper coated on one side. [...] About sixty employees are engaged here, and the output is very large during the year. The product of this mill[...]is made up into books, catalogues, pamphlets, etc., and gives complete satisfaction to printers, lithographers and readers.

[...]

HARLEY-KAY KNITTING MACHINE CO. LTD

[...] Last year there was a 68% increase in the business done, as compared with the year 1911, and eighteen skilled mechanics are now employed. New and expensive machinery has lately been added, and not less than \$20,000 has been invested in the mechanical outfit of the factory. Operating power is obtained from the Hydro-Electric service, this having been the first factory in town to use the new power.

From the first the Harley-Kay Co. set out to build only first class machines and to cater to the best class of the manufacturing trade. That they have succeeded in this aim is evident, for they now supply machines to the largest and most discriminating manufacturers in the country, and this in competition with American machines, which are delivered here, duty paid, for less money.

One of their machines, designed and perfected for the knitting of heavy wool half hose, is now generally recognized as the most efficient in the market for this class of work. One mill at Renfrew has forty-one of them. They have an extraordinary capacity for work. The largest recorded production in Canada in this line was by one of these machines, in Mr. John McMurtry's mill at Huttonville. Here one operator actually knit twelve dozen pairs of wool socks in one ten-hour day. [...]

[...]

EXPANSION IN CANADA - IMMIGRATION AND INDUSTRY, 1900-14

CREELMAN BROS. - Manufacturers of Knitting Machines

[...]

Home knitting is made quick and easy with any one of the six family knitting machines made by this firm. Socks and stockings, underwear, caps, gloves, mittens — plain or ribbed — can be produced on these machines in the home, and at a rapid rate of speed. Many women and children make a good living in their homes by operating one of these machines.

[...]"

<http://www.hhpl.on.ca/sigs/ehs/GH1913.html>

ALSO SEE:

Brampton, Georgetown and Acton - Commercial, Industrial and Progressive (1917)

“A descriptive review of a number of manufacturing and mercantile interests located in the above named live wire towns in Peel and Halton Counties”

<http://www.hhpl.on.ca/sigs/ehs/articles/review/review.htm>

ACTIVITY

Georgetown had a lot of industry for a village of fewer than 2000 people, and also a nice mixture of heavy industry (foundry, knitting machine factories) and light (greenhouses). This variety arose at least partly from Georgetown's location near Toronto, Hamilton and other regional centres. When you take the town's list of industries and add in some at-home production (such as the home knitters mentioned in the Creelman Bros. entry, above) and tradesmen in their workshops (such as harness makers), you do get the picture of a busy, productive community.

Yet it's important to recognize how small in scale this activity was. The writer describes the Georgetown Coated Paper building as big — and it is, compared to neighboring factories — but it's no larger than today's good-size elementary school and is powered by only a 250 horsepower plant (about the strength of an average modern automobile engine). Notice how small the workforce is at these businesses, and imagine how limited their output must have been.

Represent the flow of goods produced at these firms and loaded onto the freight trains stopping in Georgetown in a typical week in 1913. Present your idea of what would be coming from the factories, foundries and kilns to the railway yard using a non-text medium (i.e., without prose description). Draw a map of local industries, plus the roads and rail sidings connecting them with the railway, and show what is coming out of each firm (machines, shoes, bricks, flowers etc.) that week to go on the trains. Or play the role of the shipping agent at the Grand Trunk station, receiving each wagon and boxcar of material and issuing a receipt (called a “bill of lading”) listing what is in each load. Use either of these or another non-text means to give an impression, rather than an exact description, of the week's shipments. As a further exercise, represent the flow of material into the town's businesses (e.g., iron for the foundry, bulbs for the greenhouses, coal and gasoline for the power plants).

IMMIGRANTS - INVITED AND EVICTED

Attracting Women Workers to Canada

Women of Canada; their Life and Work (For Distribution at The Paris International Exhibition, 1900)

“Home Life in the West [(pp55-7)]

Jessie McEwen

[...]

Pioneer life on [prairie] farms has borne most heavily on the women, because of the difficulty in procuring reliable domestic help. [...] Home-making anywhere depends greatly upon the character of the mother, and the West has reason to be thankful that so many of her mothers are refined and educated women. That they are brave, intelligent and self-reliant to a degree is equally true, or they would scarcely have chosen to become pioneers in this country of ‘magnificent distances.’ [...]

[...] There is no better training for the highest type of citizenship than is afforded by the full, free life on our prairie farms. On them is to be found room for the exercise of every talent and scope for every energy. In the winter months there is ample time for music and companionship with the world's best writers. Although the work on these farms is hard and at times absorbing, yet there is opportunity found for picnics and fairs in summer, and for skating, hockey, curling and sleigh-riding in winter — our Manitoba being as truly 'Our Lady of the Sunshine' as she is 'Our Lady of the Snows.' Given a glorious land and a brave, self-reliant, hopeful people, may the West ever be a stronghold of Freedom, a happy home for millions."

SEE:

“Our Lady of the Snows’ - A Strictly Canadian Character” (1909 stereograph image)

http://www.archives.ca/05/0509_e.html

“The Industrial Possibilities of Canada [(pp115-9)]

Adelaide Hoodless

[...]

Up to the present time, little effort has been made towards developing a distinctly Canadian character in the various arts and crafts. Owing to the absence of special technical education, manufacturers have been dependent to a great extent upon the importation of skilled artisans and designers. This, with the introduction of machinery, has produced an army of unskilled laborers, tending towards reproduction rather than invention and individuality in design and workmanship. This is a condition inevitable in all new countries. Canada has passed the empirical stage and is in a position to adopt and develop industrial methods in keeping with modern scientific discoveries. Preparations are being made for the establishment of technical schools which with the prevailing system of education — acknowledged to be second to none in the world — must result in developing a distinctly Canadian character in the various arts and industries.

[...]

[...] In summing up the industrial possibilities of Canada in relation to women's work, from evidence submitted, the fact seems to be clearly proved that in the field of agriculture woman may find unlimited scope for her activities. [...] In order to meet some of the difficulties in the way of women agriculturists, the settlement or colony plan has been suggested, whereby women may secure greater co-operation in their efforts along these lines. The tendency in Canada has been towards the cultivation of large tracts of land, which has necessitated a greater expenditure in money and labor than would be possible for the average woman. These conditions together with their attendant social isolation have not proved sufficiently attractive to induce women to consider agriculture as a special vocation. The settlement plan has been proposed, which means that these large farms be divided into small holdings, thereby enabling women with limited capital to secure sufficient land for the purpose of carrying on the distinctly feminine agricultural pursuits already specified[- dairying, poultry and egg production, bee-keeping, fruit growing (which comprises jam making and preserving fruits), hot-house culture, and even stock-raising]. Co-operative principles with regard to farm labor, marketing etc. must prevail where women adopt agriculture as a means of livelihood.

Whatever the outcome of this suggestion may be eventually, it is difficult to predict; in many ways it seems to be the most feasible solution of some of the problems which have hitherto proved a barrier to women's progress in agriculture. When scientific training has been provided for women along these lines, and they have been brought to realize the value of these industries, then their native ingenuity may be trusted to evolve a plan whereby past difficulties may be overcome. The supply of female labor in shops, offices and factories exceeds the demand; therefore, as a result of existing conditions, the two great industries which offer an unflinching demand and unlimited possibilities for women are the household arts and agriculture.”

“Immigration [(pp421-2)]

Miss Proctor

[T]he welcome immigrant and the successful immigrant at present is the agricultural labourer and the domestic servant.

The prairie lands of Manitoba and the North-West are still sparsely settled and offer to the agriculturalist not only excellent soil but also well developed railways systems and water-ways to carry his produce to the great markets of the world. In speaking of the future of Canada as mainly agricultural, it is the immediate future that is here meant, the future with which immigration today is mainly concerned. No doubt after the further settlement of the country, the Dominion has to look forward to an immense development of its mining and manufacturing resources. In no other country that can be named is water power, available for easy conversion into mechanical force, so abundant everywhere. We may assume therefore that in a country of so vast an extent as ours, it is of the first importance to develop rapid and easy intercommunication between its varying regions, and to this effect to accumulate such a population within its borders as shall, in addition to foreign trade, make these means of communication self-supporting. [...]

[...]

There is at present a deplorable discrepancy in the immigration of the sexes, the number of men being double that of the women; this in spite of the fact that unemployed women are unknown, and from Vancouver to Halifax the same complaint is urged — that there are not enough women either to make wives for our settlers or to supply service in our homes. [...]

In regard to wages, the National Council of Women of Canada has collected the following details: The wages for general servants in Canadian cities are much higher than in England, and the demand is inexhaustible. [A] girl of sixteen, fresh from an Institution, earns \$5 to \$7 a month in Canadian cities, and if she have any knowledge of cooking, \$8. [...] Farm servants are highly paid, and the demand is very urgent, especially in Manitoba, British Columbia and the North-West Territories. The Galician women and the Doukhobors have lately helped to fill this crying need. [...] The majority of farm servants are expected to do the usual indoor work, and in addition bread-making and butter-making. Among the recommendations to some women is the social equality which often prevails on a farm among the different members of the household. The average wage is from \$10 to \$12 a month.

[...]"

<http://www.canadiana.org/cgi-bin/ECO/mtq?id=46431bd1bf&doc=11965>

ALSO SEE:

“Spinsters Want Homesteads - Edmonton Bulletin, May 21, 1893

A petition is in circulation which is addressed to the Hon. Frank Oliver, Minister of Interior, and is on behalf of the unmarried women of Canada who seek the right to enter for homestead. [Text of petition follows.]”

http://collections.ic.gc.ca/pasttopresent/opportunity/bulletin_spinster_petition.html

Doukhobors Prevented from Acquiring Land for Communal Farms (1907)

“[Department of the Interior] Circular which was printed in English and Russian and addressed to the Elders and People of each of 61 Doukhobor villages [in Saskatchewan] during the month of February, 1907

The government is glad to see that some of the Doukhobors are cultivating their own land, and have become or are becoming citizens of Canada and British subjects. But it is very sorry to see that after having been in Canada for seven years, the large majority of Doukhobors still cultivate their land in common and refuse to become citizens of the country. They have left large areas of land which the government has permitted them to hold in their names without cultivation and improvement. The law is that a man must cultivate his own land or he cannot hold it. The people who are not Doukhobors now demand that Doukhobors be not longer allowed to hold land without cultivating it and becoming citizens of the country.

The government of Canada is the majority of the people of Canada, and when the majority of the people say that the Doukhobors must not be allowed to hold land without cultivation any longer, the government must obey and must cancel the entries upon lands that are not properly held, so that they may be properly held by other people. The only Doukhobor lands that are properly held are those held by men who live either on their land or in a village within three

miles of it, and who cultivate their own land for their own use, and who have either already become or intend to become Canadian citizens or British subjects.

[...]"

<http://mercury.lib.sfu.ca/cgi-bin/edocs/Doukhobor-Collection?Display=84> (images 9 and 10)

"Petition to the Minister of the Interior and all people in Canada from the Christian Community of the Universal Brotherhood of the Doukhobors in Canada[, February, 1907]

[The government agent who brought us the circular firmly asserted to the Doukhobors that the land they have possessed for three years] will be distributed under new conditions:

1st. If a Doukhobor will take the oath of allegiance to become a British subject, he will receive 100 acres of land for every adult.

2nd. The Doukhobor who will not take the oath of allegiance and will not change his convictions in regard to community of agricultural land will get a reserve of 15 acres for every person; all the other lands are declared free for entry for whomsoever wants to apply.

[...]

It is said in the circular that we do not cultivate the land. This is quite untrue, as can be confirmed by the commission which passed last year through the lands and which surveyed the lands tilled and under cultivation. [...] Moreover we declare sincerely to the government and the people of Canada that we are agriculturalists, and we prefer this work as being the most regular, the most honest, the most lawful and most fundamental in our life, and that we have always tried and will always endeavour with all our strength to work in cultivating the soil.

When we arrived here, having no horses, no cattle, we and our wives harnessed ourselves to the plough, and thus we tilled the soil. [W]e could not act otherwise, as we consider this work honest and lawful, and think seriously about it, not only men but also women.

And if on the basis of such false reports the land will be taken from us, it will be illegal and inhuman. It is true that people who live nearest to us and who are not agriculturalists but merchants of the town of Yorkton[...]contemplate our life with hatred, and certainly try with all that is in their power to destroy it and to prompt others to do the same. But every sound-minded man who is not personally acquainted with our life should not be influenced by such suggestions, because such insinuations proceed from the evil spirit which detests the union and the community of men wherein rests the law of God and the doctrine of Christ. It is known to everybody that Christ in His teachings called and calls the whole of mankind up to such a union as children of the same Father[. In the Gospel,] those who followed with faith Christ's doctrine[...]brought their riches and all their material wealth to the apostles and called that common property. Our life in common is exclusively based on that principle. [...]

And as long as the Doukhobors addressed themselves [to the merchants] for all they needed, they were good people, and now since they have built their own stores and buy as much as they can of the necessary merchandise from those stores, and even from factories, the Doukhobors have become objectionable people.

Such men wish and endeavour to deprive the Doukhobors from their land, as if that could relieve them. But we hope that the majority of the Canadian people, with whom the government will side, will disagree therewith and will take into consideration that the earth is God's creation, created for the benefit of the human race and for all that live on it, that the earth is our common mother who feeds us, protects us, rejoices us and warms us with love from the moment of our birth until we go to take our eternal rest in her maternal bosom; and mankind has not come yet to understand by their reasoning that one can live and utilize the soil without any survey and division, but has found it convenient to survey the land and to award to every person 160 acres. [...]

[I]f one begins to take our land, if not totally, it is self-evident that here, too, Christ's doctrine is not taken into consideration, and we will be compelled to again prepare for the same sufferings and persecutions through which we had to go in Russia on account of our belief.

We say with a sincere feeling that we all are most thankful to the government and the whole people of Canada for having sheltered us and warmed us and for having exempted us from some general exigencies which we had considered

to be contrary to our convictions. We have been allowed to be exempted from the military service, we have been permitted to live in villages and cultivate the soil in common; for all of this we possess documents issued by the government.

If there had been no such concessions we would not have made so many efforts, especially during the last three or four years[...] We did the utmost we could[...] We had nothing and often we had to work more than was good.

We have now, thank God, if not much, anyhow something, and we can live more freely, according to everyone's wish as is known — is it not true? [A]nd here appear unforeseen misapprehensions like the circular [of the government], which may lead to persecutions[...] We beg you the government, as well as the whole Canadian people, to think most earnestly about all this and to act afterwards as your heart will advise you to do.

[...]"

<http://mercury.lib.sfu.ca/cgi-bin/edocs/Doukhobor-Collection?Display=84> (images 10, 11, 12 and 13)

Letter, Department of the Interior to Iwan Fofonoff, 23 November 1908

"Sir,

Referring to your homestead entry for [160 acres] formerly part of the Doukhobor Reserve, I beg to inform you that under the present Dominion Lands Act, which came into force on the 1st of September 1908, settlers are prohibited from performing their duties while living in hamlets; consequently, your entry having been made subsequent to the date mentioned, you cannot be permitted to perform your residence by living in a Doukhobor village within a distance of three miles[...]

You are required to go into occupation of your homestead within six months from the date of your entry, and should you fail to do so, your entry will be liable to cancellation[...]"

<http://mercury.lib.sfu.ca/cgi-bin/edocs/Doukhobor-Collection?Display=149>

ALSO SEE:

Report of the Royal Commission on Doukhobors in British Columbia (1912)

<http://mercury.lib.sfu.ca/cgi-bin/edocs/Doukhobor-Collection?Display=148>

Leo Tolstoy's letter encouraging Doukhobors to remember their faith as the leave for Canada (1900)

<http://mercury.lib.sfu.ca/cgi-bin/edocs/Doukhobor-Collection?Display=137>

Quam Aerumnosa; On Italian Immigrants (1888)

Pope Leo XIII

"[T]hey fall into the hands of the dishonest, and into the snares of those more powerful men to whom they enslave themselves. Even those who by their industry are able to provide the wherewithal of life — by continually mixing with men who value everything by profit and worldly advantage, they learn to toss aside by degrees the high aspirations of humanity and to live the life of those who place all their hopes and desires upon this world."

<http://www.newadvent.org/docs/le13qt.htm>

ACTIVITY

Sources as different as Adelaide Hoodless and the Doukhobor Brotherhood a century ago supported the idea of cooperative farming in Canada. Hoodless thought women could pool their finances and energies to handle the challenges of running a farm, while traditional Doukhobors wanted to be left to follow their spiritual doctrine of communal living. Normal government procedure was to give out large, 160-acre plots of land, usually to male farmers either alone or at the head of a household, and thus maintain the ideals of the independent operator and the single family. A farm run by a group of women or a cluster of families did not fit into this policy.

The policy lasted well into the twentieth century (search "Hutterite colony" for more recent versions of the attitude the Doukhobors faced). Today's society is much more open to non-traditional forms of family and ownership, especially if they are part of the culture that immigrants bring with them to Canada. Gather together the strongest arguments for this

tolerant attitude and write a persuasive essay (for instance, in the form of a letter to the editor or submission to a royal commission) supporting the right of alternative groups to work out their own way of managing a farm.

Saskatchewan Promotes Immigration

The Globe Christmas Number, 1908

“What Do You Expect in a Country?”

Do you not want it to provide a home in which you will be surrounded by the maximum of advantages and the minimum of inconveniences, a location in which you will be able to redeem the past if you have not been successful, or if you have made good progress, a place where your future success will surpass former achievements? It may be assumed that in making a change you have a very definite object in view. You are seeking a better field and a wider sphere where, under changed conditions, you expect to improve your circumstances.

What Does Saskatchewan Offer?

[...] Thousands of the best settlers in the world are trekking from the United States across that invisible boundary that separates two great English-speaking nations. Other thousands are travelling annually from the remotest parts of the Empire to have a part in subduing to King Wheat those well-nigh boundless plains that until recently knew no dominion save the decrees of nature.

An idea of the progress made by Saskatchewan may be obtained from a comparison of the census records. In 1891 the population of the area now included in the Province was approximately 36,739. In 1901 the population was 91,279, and in 1906 it had reached 257,763. There are now about 350,000 people in Saskatchewan. An increase in population in a new country means an extension of all the conveniences dear to a settler's heart — railways, postal facilities, schools, churches, good roads, telegraphs, telephones, trading facilities, etc., etc. The population is coming to Saskatchewan. These conveniences are coming to the population.

[...]

What Does That Mean to You?

Do you wish to be independent? Here is a chance to assert yourself. Do you wish to engage in a calling as honorable as ancient? Here is the opportunity. Do you wish to locate in a Province where nature has been almost prodigal in dispensing her gifts? Then seek out Saskatchewan. Do you wish to have an equal chance? Then come at once before all the homestead lands have been taken up.

[...]”

<http://www.nlc-bnc.ca/2/14/h14-1665-e.html>

ALSO SEE:

Evolution of a Homestead (Saskatchewan advertisement)

The Globe Christmas Number, 1908

<http://www.nlc-bnc.ca/2/14/h14-1664-e.html>

Grand Trunk Pacific advertisement

The Globe Christmas Number, 1908

<http://www.nlc-bnc.ca/2/14/h14-1666-e.html>

Athabasca Landing (Alberta) - Agriculture and Settlement

<http://collections.ic.gc.ca/Athabasca/html/agriculture/index.htm>

Immigrant Arrivals in Canada, 1852-1977

Historical Statistics of Canada Series A350, Statistics Canada

<http://www.statcan.ca/english/freepub/11-516-XIE/sectiona/sectiona.htm#A350>

This compilation created by Russ Chamberlayne (russc@freespace.net). No credit, copyright or responsibility is assumed for the quoted text.

The compilation itself, INTRODUCTION text and the ACTIVITY texts are all copyright © Russ Chamberlayne, 2001. All rights reserved. This copyright-protected textual material may be used only by subscribing institutions and their staffs and students for educational purposes only, and may not be resold or otherwise transferred. Please include this copyright notice in any storage of this compilation.

Your comments and questions are welcome. Please [send](#) along the name and e-mail address of anyone you think would be interested in subscribing to this publication.