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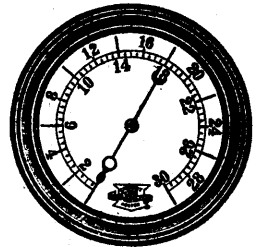
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SHIP BUILDING IN CANADA.

The Boston Transcript publishes the following article from its Halifax correspondent, upon ship building in the Maritime Provinces:—

Canada has yet to build its first ocean-going vessel of steel; and as yet no large vessel, nothing corresponding to the freighters built at Cleveland or other lake cities of the United States, has been built in a Canadian lake port. It will not, however, be for lack of government aid, if there are not soon several large ship building yards on the Nova Scotia and New Brunswick coast; and it will not be for lack of agitation if the Dominion Government is not before long giving bounties for steel tonnage built on the coast and on the lakes. In the Maritime Provinces the ship building fever is now running high. It had its origin in the installation of the great plant of the Dominion Iron & Steel Co., at Sydney, Cape Breton. Sydney, with the coming of the steel plant, has in eighteen months increased its population from 3,000 to 15,000; and an erstwhile small and decaying country town has now become the leading industrial centre of Nova Scotia. Sydney's proximity to bituminous coal and its famous harbor have combined to give to it its new preeminence. Every coast town in Nova Scotia cannot become a great centre of the steel trade, or even a great shipping port for coal; but nearly every town in the province with a frontage to tidewater conceives that it is admirably adapted for the site of a steel ship building plant; and never in the history of the Maritime Provinces were there such opportunities for promoters and bonus schemers as there are to-day, all arising out of the attempt to boom steel ship building.

The steel plant at Sydney is but partially complete. Only one of the blast furnaces is at work. It will be October or November before the blooming mill and the rail mill are in operation. At present it is no part of the plan of the steel company to make structural steel such as is required for ship building; and there is to-day nowhere in Canada a steel plant equipped for this work. In spite of this fact, the coast towns of Nova Scotia are possessed with the idea that the installation of the furnaces and rail plant at Sydney must at once bring steel ship yards in their train; and at the last session of the Nova Scotia legislature so many towns applied for power to bonus steel ship building yards that the government carried through the Legislature an

act giving any municipality power to make a grant in aid of any such enterprise.

Under the new law, after a favorable vote of the electors, any municipality can grant a bonus not exceeding \$100,000 for the establishment of a ship yard, and also can free the plant and the earnings of the company from municipal taxation. Any municipality in Nova Scotia can now avail itself of these powers; while for Halifax a special law was passed under which this city can grant a bonus of \$100,000, and can pay tonnage bounties to the amount of \$25,000 for four years. The requirements of the Halifax Act, however, are more exacting than under the general law; for the Halifax bonus can be paid only in respect of a plant equipped to construct not less than 20,000 tons of shipping annually. Halifax already possesses a magnificent stone dry dock to which the city, the Provincial, the Dominion and the Imperial Government all contributed, and at which for years past, warships belonging to the British North Atlantic Squadron have been docked; and it is felt that the existence of this dry dock, the finest stone dock on the Atlantic Coast, should be a factor in bringing business to a well equipped ship yard here.

The boom has not been confined to

Nova Scotia. It has extended to New Brunswick, and at the present time the municipality of St. John is negotiating with the Imperial Government and with the Dominion Government for subsidies for a dry dock; and with the dry dock undertaking well started, it is expected that St. John will also have a steel ship building yard. Half a century ago, the Maritime Provinces built tonnage for service all over the world. But these were the days of wooden sailing ships; and at that time and until so much of the world's carrying trade passed to iron and steel ships, vessels were in building on nearly every creek in Nova Scotia and New Brunswick. Timber was cheap, and the ship building yards came into existence at scores of places on tidewater, which happened to be in proximity to timber. Once again Nova Scotia through the development of its mineral resources, is to be in command of the material that goes to the makeup of modern fleets. Steel is soon to be made in Cape Breton cheaper than anywhere else in the industrial world, and with the coming of cheap steel it is perhaps only natural that Nova Scotia should see an opportunity of regaining some of its old pre-eminence in the maritime world, and be even a little over eager to push its new opportunities.

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