

shipyards and shops capable of turning out a ship of war would of itself add much to the industrial versatility of the country, and as a feature of strength to the Empire in a time of war, it would be of incalculable importance, increasing immensely the offensive and defensive strength of British naval power, while adding an element of moral strength against a possible foe. A Britain capable of building and repairing modern war ships in any one of the seven seas would be a vastly more formidable foe to any European nation than a Britain having shipyards and machine shops only around the central island. A British Empire so equipped and living in harmony with the United States, as it should live, would bring in a new principle of equipoise more likely to inaugurate universal peace than any other condition of national relationship, for this reason that so long as these two peoples retain their vital Christianity they are less likely to wish to use their power to despoil other nations. The predatory instinct still inherent in the natural man would be held in more secure check. It is only a nation with Christianity as a guiding principle of self-government, and not a name to conjure with for selfish purposes, that can be considered fit to hold the balance of power on earth. Yet we cannot assume that we are thus fitted to rule in the earth. We can only be sure that the power already bestowed upon the Empire shall not be used to wrong another nation, or make the earth less free or less a region of peace and good-will.

Meantime it is the duty of this Dominion to assume its rightful share in defending the liberties it has won, and preserving in honor the glories it has already achieved. We claim our inheritance in these glories, and most of we British-Canadians raise our voice in matters of Imperial policy and destiny. We cannot claim all the privileges of the Imperial position and then shirk its duties and responsibilities.

Marine News.

St. John, N.B., is to have a dry-dock.

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The steamer Erin, loaded with iron, sank at Farrens' Point.

H. H. Ross has built a steamer at Medicine Hat, for the North Saskatchewan River.

Repairs have been completed in the power canal at Sault Ste. Marie, and the water turned on.

The Fredericton people want the steamer Aberdeen put on the route between that city and Georgetown.

The R. & O. steamer Montreal, recently burned, is to be rebuilt at the company's shops, at Sorel.

The C.P.R. SS. Empress of India was damaged to the extent of \$20,000, by running into a Chinese cruiser.

A new floating elevator is to be built by the Wolvin syndicate to replace the one recently burned at Quebec.

The R. & O. steamer Carolina went ashore near Tadousac, in a dense fog, and was somewhat damaged.

The New York yacht Presto, which has arrived on the St. Lawrence, is expected to make over 30 miles an hour.

The dry-dock at Collingwood is completed. It is 525 feet long, and can take in any vessel on the Great Lakes.

The Government has leased the Connolly dredge and plant, which have been working at St. John, for use on the St. Lawrence.

The steamboat inspector at Kingston has called attention to the law which requires that all boats of three tons or over whether run by steam, gasoline, or electricity, must be inspected and get a certificate.

It is announced that the Government has entered into an arrangement with a Mr. Carbonneau, of Paris, for a direct steamship service between Canada and France for a period of ten years, the annual subsidy being \$100,000.

The Montreal Star says that Messrs. Brown, McFarlane & Co., a Glasgow firm of turbine engine manufacturers, are making arrangements with the Canadian Pacific Railway Company for the installation in the latter's lake boats of turbines, which have the advantage of reducing vibration to a minimum.

Major W. H. Bixby, United States engineer, has closed contracts for the removal of two wrecks which have been a menace to navigation in St. Clair River—the steamer Stimson, which burned and was beached in the Flats, and the barge Champion, sunk by the steamer Bunson in the channel, at the head of Russell's Island.

The Allan Line is gradually weeding out its smaller vessels. The Norwegian, built at Glasgow in 1865, has just been sold. A new ship, the Victorian, larger than any now in their fleet, will be built. She will be 545 feet long, 60 feet wide, and 43 feet deep, with a tonnage of 11,000, and a speed of 16 knots.

The United States Government has, after some hesitation, agreed to the construction of a dam 300 feet long, across the Gut channel in the St. Lawrence, between Adams Island in Canadian waters, and Galoup Island on the American side, to stop a dangerous cross-current which interferes with the usefulness of the newly constructed North channel.

The steamer Nebing, built for Thomas Marks & Co., of Port Arthur, at the yard of Sir W. G. Armstrong, Whitworth & Co., Newcastle-on-Tyne, has been launched. She is a steel steamer 256 feet long, 42 feet beam, and 25 feet deep, with a carrying capacity of 3,000 tons on 18 feet, and a speed of 12 miles per hour.

Mining Matters.

The Nova Scotia Steel and Coal Company has decided to build four new blast furnaces within the next two years.

A report from Skagway says that another rich placer mining region has been found on Takeena river, which is 180 miles from White Horse.

The timbers in the War Eagle mine at Rossland recently took fire. The mine was sealed up and steam vapor turned in to extinguish the flames.

The Gooderham & Blackstock syndicate will put improved machinery into the Leroi No. 2, War Eagle and Centre Star mines at Rossland.

A huge coal area, estimated to contain 300,000,000 tons, has been discovered in the Peace River country, 400 miles north-west of Edmonton. The difficulty of transportation stands in the way of immediate development.

The International Coal and Coke Company, which has property three miles west of Blairmore, on the Crow's Nest Pass Road, is making extensive preparations for taking out coal. Yards have also been laid out for coke ovens.

The production of zinc having fallen behind the demand in the United States the Kootenay region in British Columbia is being prospected as a source of supply. This, with the bounty on lead, has given an impetus to mining in that district.

A report from J. M. Bell, who is in charge of the party prospecting for coal in Northern Ontario, states that considerable beds of lignite have been found, particularly in the valley of the Lowiska. Beds of gypsum have also been discovered.

Several of the large slate quarry operators in Wales are said to be planning to move to Newfoundland, the quarries in the former having given out, except for deep mining. The Newfoundland slate is said to be better even than the Welsh, and more easily mined.