

ply of oil & the necessary equipment. The application of the fluid to quiet the waves is no longer an experiment. It is a positive success. Within a few years all captains will, I think, use oil as a safeguard. The cost is comparatively small, & there is no reason why it should not come into general use on the lakes. I could recall a dozen cases where the timely use of oil saved boats & their crews. The effect of oil dripped from a boat in a rough sea is not generally understood by landsmen. Some people seem to think that huge mountains of water should be instantly calmed by the application of oil. Of course, that is not expected. The oil quiets the waves to a certain extent & prevents them from breaking over the craft. When oil is used the waves, instead of crashing over the deck, & in extreme cases tearing away the cabin, demolishing the hatches & flooding the boiler-room, come in long swells & are thus rendered less harmful."

Shipbuilding in Nova Scotia.

P. T. McGrath, in writing from St. John's, Nfld., about the proposed operations of the Dominion Steel & Iron Co., says:—"The plans of the syndicate comprehend nothing less vast & ambitious than the creation of a second Clyde bank or Belfast at the Sydney inlet, in Cape Breton, for the construction of iron steamers for commercial & maybe for warlike purposes. The erection of an immense shipbuilding plant in that region might be regarded at first sight as a visionary scheme, but the practical, business-like character of the men identified with the movement warrants the belief that they will make it a financial success. Though the U.S. possesses some dockyards along the Atlantic coast, need of a commercial shipbuilding plant has been greatly deplored, & the conditions under which the Whitney syndicate can produce the materials for such an industry encourage them in the hope that they can defy competition from any quarter whatever.

"The essentials to the attainment of this end are an unlimited supply of iron ore sufficiently rich in quality, an abundance of cheap labor, coal & limestone in close proximity, & transshipping facilities & watercarriage to comprehend the varied phases of a large shipyard. The iron deposits of Newfoundland & the low rate of wages prevailing here enabled the first 2 conditions to be met here; the coal & limestone abound in Cape Breton, & North Sydney forms one of the finest harbors in the world, with foreshore conditions most advantageous for the purpose had in view by these enterprising capitalists."

North Sydney has offered a free site for the erection of the plant & exemption from city taxes, etc.; in fact, there is spirited bidding among all the Cape Breton towns for the establishment of such a prosperity-promoter among them. It is estimated that the various undertakings in connection with such an enterprise—steamer crews, longshoremen, labor-

ers, smelters, coal miners & shipbuilders eventually—will call for the employment of quite an army of men, some thousands at least, & it is not difficult to imagine the benefit which will react upon the Dominion & on the various other industries associated with it, directly or otherwise.—Globe.

Canadian Shipping Statistics.

The report on shipping just issued by the Dominion Department of Marine shows that the number of vessels remaining on the register books of the Dominion on Dec. 31, 1898, including old & new vessels, sailing vessels, steamers & barges, was 6,643, measuring 693,782 tons register tonnage, a decrease of 41 vessels & of 37,972 tons register from 1897. The number of steamers on the registry books on the same date was 1,909, with a gross tonnage of 267,237 tons. Assuming the average value to be \$30 a ton, the value of the registered tonnage of Canada, on Dec. 31 last, was \$20,813,460.

Following are the figures by Provinces:—

	Sailing Ships and Steamers.	Steamers.	Gross Tonnage Steamers.	Net Tonnage of Sailing Ships and Steamers.
New Brunswick	903	117	9,858	80,257
Nova Scotia	2,167	146	19,747	262,176
Quebec	1,378	322	75,349	144,447
Ontario	1,452	924	99,419	134,180
P. E. Island	178	21	4,043	15,979
British Columbia	444	299	52,129	40,304
Manitoba	121	80	6,692	7,439
Total	6,643	1,909	267,237	693,782

Following is a statement of vessels built & registered in 1897 & 1898:—

	1897.		1898.	
	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	33	1,738	31	790
Nova Scotia	54	4,259	67	4,962
Quebec	49	4,227	51	4,139
Ontario	50	3,850	46	1,872
P. E. Island	3	226	5	372
British Columbia	26	2,489	74	12,228
Manitoba	16	365	6	159
Total	231	17,094	278	24,512

Estimating the value of the new tonnage at \$45 a ton, it gives a total value of \$1,103,490 for new vessels.

A statement giving the net tonnage of each of the maritime States of the world, shows that Canada holds 7th place, as follows:—

British, including Canada and the Colonies	9,760,043
American	1,837,729
German	1,572,605
Norwegian	1,545,822
French	801,164
Italian	730,953
Canadian	693,782

Richelieu & Ontario Navigation Co.

The Co. is operating 26 steamers.

The Dominion Parliament has given the Co. power to increase its capital from \$2,000,000 to \$5,000,000 & to build & operate hotels.

It is intended to make daylight trips between Quebec & Montreal, starting about the middle of July. The str. Caspian & Columbian will do the service. The orchestras will be transferred from the night to the day boats.

It is said plans have been prepared for additional steamers for the Co., one to run through between Toronto & Montreal & the other for service on the St. Lawrence alone, but no decision has been come to about building them.

The new str. Toronto, already described in these columns, went into service June 1 & is making tri-weekly trips between Toronto & Prescott via Charlotte, N.Y. The officers are Capt. H. Esford, formerly of the Corsican; 1st officer, W. Booth, Jr.; Chief Engineer, W. Black; Purser, J. B. Tinning. The str. Bohemian meets her at Prescott & takes the passengers down the Rapids.

Early in May an agreement was entered into between the R. & O. N. Co. & the American line by which competition between the two companies between Clayton & Alexandria Bay & Montreal was withdrawn. The Richelieu Co. in return withdraws its boats from the islands. By the new arrangement the Richelieu Co. secures a monopoly of the through traffic, & the announcement of the arrangement had an appreciable effect on the Co.'s stock.

The Co. has purchased for \$80,000 the Virginia, a steamer owned by the Baltimore Packet Co., of Baltimore. The Virginia will

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