

Steel Shipbuilding and a Fast Line.

The questions of steel shipbuilding in Nova Scotia and the provision of a fast trans-Atlantic service between Canada and Great Britain seem to be intertwined. F. H. Smith, of Liverpool, Eng., a member of the Institution of Naval Architects and Shipbuilders, has pointed out to Nova Scotians that British shipbuilders will not establish a branch in the Dominion until they first have a guarantee of Canadian support; and another authority points out that nothing definite can be done until the structural steel necessary for shipbuilding is turned out in Canada; while a third authority states that the plant necessary to turn out the number and size of steamers to earn the Government and local bonuses would cost at least \$2,000,000.

Halifax, Dartmouth, Sydney and Louisburg are the ports in Nova Scotia seeking to have a plant located in their midst, whilst St. John, N.B., is going to establish a yard there in connection with the dry dock, for the building of which a company has been formed. The sites proposed for the yards at these ports have been visited by representatives of Swan and Hunter, shipbuilders on the Tyne, and by Sir Christopher Furness, shipowner, builder and steel manufacturer, and are all spoken favorably of, each having some special points of excellence.

In discussing the question of Government aid to the steel shipbuilding industry, Hon. W. S. Fielding, Dominion Minister of Finance, recently pointed out that there were several firms in Canada engaged in building steel vessels of different kinds, and promised consideration to any plans that might be suggested for the extension of the business done by such yards. "While the country would still be able to find employment for the wooden sailing vessels turned out," said Mr. Fielding, "if we are ever to engage in the carrying trade of the world, of which we formerly had so large a share, we must have steel vessels to do it. It would be better that we should buy them abroad than to be without them, but it would be still better to build them ourselves, if that would be feasible, and I have a strong hope that we shall gradually do so. All that I care to say on that point,

or on the general question of aid, is that the Government are most anxious to see the industry carried on in Canada in a large way, and any reasonable proposals looking to development of that kind would receive very favorable consideration."

In regard to a fast trans-Atlantic line Mr. Fielding said there was very little to be said, but he felt assured that at an early date such action would be taken as would assure a line of which the Dominion might be proud. So far as the building of the ships for such a line in Canada was concerned, Mr. Fielding did not look for anything of the kind, if the line was to be established in the near future. It would be too much to expect such a yard as would be required to turn out vessels of that class to be established in Canada at once.

Sir Christopher Furness was interviewed at various points during his tour. He pointed out that Canada would have to pay for a fast service if she wanted it, as such a line would not be self-supporting. He had been considering the question for eight or ten years, and thought a Canadian fast line was far more practical to-day than it was then. He had considered Quebec as the summer port, with Halifax, St. John or Sydney as the winter port. Sir Christopher was in communication with Lord Strathcona on the subject, and it is reported that the capital is ready for the establishment of a line if an arrangement can be made with the Government. Lord Strathcona said Sir Christopher was firmly convinced that only a first-class service would be of any use, a fast service such as could compete with the lines to the U.S. Speaking for himself, Lord Strathcona said the short sea passage should be adopted, and the Canadian port should be secured in Cape Breton, as it afforded good harbors and certain kinds of outward freight. "I have," he added, "always taken a very great interest in this question; I have been working at it for years, and I have always maintained that it was a necessary adjunct wherewith to maintain the reputation of our transcontinental route to the east. The Canadian Pacific Ry. is taking steps to accelerate the speed of its Pacific steamers, and we must have a fast service on the Atlantic."

J. M. Smith, of Windsor, N.S., affirms that

the days of wooden shipbuilding in the maritime provinces are not passed. There has been a considerable revival of late, the most prominent feature being the demand for three-masted schooners and barkentines to carry N.S. and N.B. lumber to South America.

The R. & O. Navigation Co. has declared a 3% dividend for the half year.

The Department of Marine calls the special attention of masters of passenger boats to sec. 45, and of lessees of wharves and landing places to sec. 46 of the Steamboat Inspection Act, respecting the provision of gang planks, and points out that in addition to penalties of \$20 to \$50 the master of a vessel is liable to have his certificate suspended or cancelled for neglecting to observe the law.

Notices to Mariners.

The Department of Marine has issued the following notices:

No. 68. Aug. 27.—British Columbia—1. Change in position of Range flagstaff on Goose spit. 2. Change in position of beacon off Grassy point.

No. 69. Aug. 28.—Nova Scotia—1. Temporary removal of Kingsport pier lighthouse. 2. Buoy off Old Man ledge.

No. 70. Sept. 3.—Quebec—Uncharted danger off St. Pancras Cove.

No. 71. Sept. 5.—Quebec—Changes in buoyage of River St. Lawrence ship channel between St. Augustin and Portneuf.

No. 72. Sept. 6.—Newfoundland, Cape Race—Change in characteristic of fog whistle, and notice as to height of light.

No. 73. Sept. 18.—Prince Edward Island—Georgetown harbor, hydrographic notes: 1. Position of buoys. 2. Position of Westway's farm lighthouse. 3. Railway wharf extended. 4. Leading mark indistinct.

No. 74. Sept. 18.—Quebec—Completion of the Gulf telegraph lines.

No. 81. Sept. 30.—Nova Scotia—1. Meagher beach light. New Brunswick, Bay of Fundy—2. Changes in shapes of buoys.

No. 82. Oct. 8.—New Brunswick—1. Gannet rock light, permanent character resumed. 2. Zephyr rock lightship placed for autumn off Point du Chêne, Shediac harbor.

MANITOBA

The Government Crop Bulletin issued Dec. 12th, 1899, gives the following statistics for the year:

CROPS.

ACRES.	AVERAGE YIELD.	TOTAL.
Wheat.....1,629,995	17.13 bus.	27,922,230 bus.
Oats.....575,136	38.80 "	22,318,378 "
Barley.....182,912	29.4 "	5,379,156 "
Potatoes...19,151	168.5 "	3,226,395 "

STOCK.

Beef Cattle exported during the year	12,000
Stockers exported.....	35,000
Total value dairy products.....	\$470,559 09

10,500 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1899—and the demand was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

Farmers erected, last year, farm buildings valued at one and one-half million dollars.

MANITOBA LANDS—For sale by the Provincial Government. Over 1,600,000 acres of choice land in all parts of the Province are now offered at from \$2.00 to \$5.00 per acre. Payments extend over eight years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.00 and \$3.50 per acre.

FREE HOMESTEADS are still available in many parts of the Province.

For full information, maps, etc., **FREE**, address **HON. R. P. ROBLIN**, Minister of Agriculture and Immigration, Winnipeg, Manitoba. Or **JAMES HARTNEY**, Manitoba Emigration Agt., 77 York Street, Toronto, Ont.

All C.P.R. Agents in MANITOBA, ASSINIBOLA, ALBERTA and BRITISH COLUMBIA

sell through tickets to the Old Country, cheaper than if passengers bought railway tickets to New York or Montreal, and then re-booked.

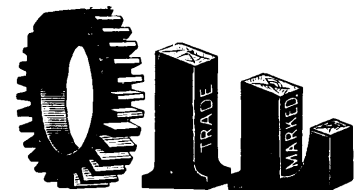
They also sell prepaid tickets to passengers coming from the old country, cheaper than the rate obtainable in Europe, and on favorable terms.

Apply to any agent Port Arthur and west, or to

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