

outset, Canada, including Nova Scotia, has at length been selected as the securest field for the investment of the accumulating capital of the hour. All this is of importance to the British tonnage owner, and is a warning to him to watch the progress of Canada, for upon the ocean steamship Canada absolutely depends for much that is to come. Consequently, we have chosen him as the recipient of our first message in pamphlet form. "Lesson" would be the more appropriate phrase, for it is an astonishing fact that the superior advantages of Canada are little known to him. It is not within the space limits of the pamphlet to fully corroborate this impeachment of the British tonnage owner, but one subject may be chosen as bearing thereon, viz., "Bunkering." Those who study the British tonnage owner are struck with the peculiar fact that his vessels bound east or west appear to have a marked partiality for American coaling stations. In spite of the fact—the geological and geographical fact—that Canadian coalfields advance into the ocean to meet and intercept British steamships, large numbers of vessels keep on and bunker at some port which is harder to reach and more remote. To quote an instance—when a steamer leaves New Orleans for Liverpool she turns off her course almost at right angles to the direction of her route and steams a considerable distance into Newport for coal, instead of keeping on with some slight modification of her course until she meets the collieries of Cape Breton jutting out into her course. Could anything be more irregular than this? If there is any place along the line of ocean commerce where bunker coals of exceptional quality can be placed on board a steamship, it is in Cape Breton, where the shafts are sunk on the coast, the pits shallow, the coal inexpensively wrought, and harbor dues insignificant.

Writing of these mines, the *London Times*—a journal which has been, up to the present time, indifferent to Nova Scotia—discusses their significance as follows:—

"The full significance of these coal resources to a great maritime power can only be fully understood when we reflect—first, upon the increasing importance of the St. Lawrence as a food route, and secondly, with the exception of what might be temporarily stored at Bermuda and the West India stations, these are the only coal supplies to which British ships have the national right of access in time of war, along the whole Atlantic coast of America."

Although these advantages have existed a long time, it is only now that the business of cheap and rapid coaling is being scientifically developed in the island of Cape Breton. Every description of machinery is being introduced, more powerful plant laid down, and large sums of money expended to place the business upon a footing equal to Newport, or any of the other American coaling stations up to Portland, Maine. At this moment some of the stalths in Sydney harbor are lit with electricity, equipped with patent tipplers, and capable of shipping 12,000 tons of coal per twenty-four hours; other of the piers are being entirely re-modelled, and at the moment of writing 300 men are actively engaged upon one of the most important

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