

For it is a fact that a large number of these new ships ordered are wooden sailing vessels of a type which dotted the Great Lakes years ago, but these last are built on a larger scale. They are in big demand, but owing to scarcity of labor, shipbuilders in the Maritime provinces have more orders than they can fill since the outbreak of the war. The high price of steel and its scarcity has been responsible for the return of the wooden sailing vessels which were rapidly becoming obsolete. Since the outbreak of the war the building of steel vessels for merchant trade on the Great Lakes does not warrant the outlay of a large amount of money. Consequently, several marine transportation interest which contemplated adding

has become an active shipbuilding centre, particularly for Norwegian firms.

The discovery by foreign shipping interests of several "mushroom" shipbuilding concerns in the United States which had been booking orders for ships with no yards or organization to carry out these contracts, has been responsible for the placing in Canada of many contracts for new boats. The fact that some of these mushroom firms had undertaken to build vessels, and in some cases received some of the money in advance for work falsely represented as done, caused a number of Norwegian business men to come recently to the United States on a trip of investigation. Shortly following this Canada received a rush of orders.

largest single contract placed with any shipbuilding firm in Canada in recent years.

Over two-thirds of the steel required for the two first boats has been delivered, a factor in itself which will materially assist in turning over the two vessels on contract time, if not ahead. The principal dimensions of these are length over all 261 feet, length between perpendiculars 251 feet, breadth moulded, 43 feet, 6 inches; depth 23 feet. Each vessel will carry a total dead weight of 3,500 tons on a draught of 19 feet 6 inches.

In all, Norwegian bankers have been authorized to place orders in Canada and United States for \$200,000,000 in new ships. Port Arthur is another inland

to keep the small army of men engaged for over two years.

In all there are twenty-five vessels either in course of construction or projected in the two ports of Vancouver and Victoria, and of these three are of steel. The wooden constructions are intended more particularly for lumber export purposes, and the steel vessels for general tonnage. Of the wooden ships, the Canada West Coast Company has contracted for eight, and although none of these is yet completed four of them have already been chartered. The first, it is expected will be ready by the middle of August, 1917, and from that month forward one each month will be delivered. Of the steel vessels at present under

From Premier Brewster

VICTORIA, B.C.

THE Fiftieth Anniversary of Confederation properly should justify a concise review of the progress of the Province during the half-century period, with more particular reference to such developments as have taken place because and on account of Confederation.

For fully twenty years after Confederation, British Columbia—that is to say, the Province at large—scarcely awakened to the fact that it had become a member of the family of sister Provinces. It is true, the Province had its representation in the Federal Parliament, and its legislative functions were within the authority of the British North America Act, its customs regulations brought under Federal control, but, commercially, it remained for almost every practical purpose, one of the Pacific Coast States, trading as it had done before the Union. With the completion of the Canadian Pacific Railway in 1886 and the beginning of its successful operation of trans-continental passenger and general transportation service between the Eastern Provinces and this last West, the thinly populated strip of territory adjacent to the United States, constituting what was known then as a "British" terra incognita, began to be transformed into more distinctly "Canadian" country.

The further inauguration of the "All Red Route" a few years later further emphasized and impressed upon the now rapidly increasing populace a sense of their integral share in Canadian national life, ambition and destiny.

Since that time the hitherto undisclosed and indescribably abundant and varied wealth of natural resources have been the happy hunting-grounds of explorers and exploiters whose findings and "leavings" have furnished the material out of which a substantial and enduring commercial and industrial prosperity have begun to be evolved. The mineral wealth of the Province—though only fractionally known—is forcing the country forward rapidly into a prominent place among the metaliferous depositories of this Continent; the timber areas are known to be among the most valuable in possession of any country, both in quality and variety of their vast tracts; while the Fisheries give reasonable promise that an industry flourishing from time immemorial on the Atlantic seaboard is to have its duplication on the Pacific.

The peculiar climatic adaptation to horticulture and the millions of acres of unusually fertile valley and irrigable soils suitable for agriculture and stock-raising purposes are giving a 20th century promise of the persistency of the adage "Westward the march of Empire makes its way."

The threading of the mining and agricultural sections of Southern British Columbia, with branch lines of railways and tributary lake and river transportation facilities places the Province in a fair position to bid for the desirable immigrant, whether the bent of his inclinations is toward one or another of many vocations for which he may be adapted, and with the cessation of the War the Province will be ready to welcome, establish and assimilate a proportionately large number of men and women who will desire to establish themselves in new conditions when the inevitable readjustment takes place.

Particularly is this true in Northern British Columbia, traversed as it is by the Grand Trunk Pacific Railway, and inestimably rich in mineral possibilities, with corresponding and well distributed river, valley and lake basins, rich in agricultural opportunity. In these respects alone the Province is about to justify its inclusion in the Dominion, and because of the extent and variety of its possibilities will become the most cosmopolitan of all Canadian Provinces.

Nor have her own people failed to demonstrate their appreciation of their place and the fact of their participation in the destinies of the Empire. Since the outbreak of the War British Columbia has recruited proportionately more men for the defence of the institutions and ideals cherished by Canadian people than any other Province. This has been done at no less sacrifice to the brave men themselves who have enlisted, but at a sacrifice to the material and industrial necessities of the Province far greater than generally is understood. Without the compensations that have been enjoyed by some of the other Provinces in the matter of industrial activities, founded on or stimulated by munitions production, the Province has given its bravest and its best in order that so vast and so valuable a heritage may be preserved to afford security of home and future for the sincerely democratic peoples with similar domestic, social and political ideals.

The social life of British Columbia is well ordered, and exceptionally free from scandal or immorality, without making excuse for the heterogeneous and composite character of the population. The commercial standards are equally creditable. In educational matters and in religious activities the Province holds a high place in the sisterhood, paying immortal tribute to the pioneers in both educational and religious organization.

Though fifty years of age British Columbia is but a debutante, yet comely and winsome, and with every promise that her children's children shall rise up to call her blessed. Without invidious distinction or comparison, it might have been far otherwise had this most Westerly Province not been incorporated in the Dominion at the time of Confederation.

to their fleets have not done so on that account. Comparing the prices paid for the construction of the sailing vessel of the above mentioned type with those of 15 years ago, the increase is about 75 per cent. For instance the canvas alone, the area of which will be of much larger dimensions than formerly, costs in the neighborhood of \$4,000, where only \$1,500 10 years ago.

At present there are between 35 and 40 wooden vessels under construction in the Maritime Provinces. There would probably be more with more labor available. The most of these vessels are intended for trans-Atlantic service.

Toronto, by reason of its splendid harbor and outlet to the sea over which large ocean going vessels can travel,

Also Messrs. Knut Bachke, Sophias E. Dahl and Gustave K. Hegg, of Christiana, with Trigde Barth, of Bergen, arrived recently in New York for the purpose of establishing a bank, with a capital of \$2,500,000 to facilitate payments for work upon the continent.

Already at Toronto the keels of two freighters for trans-Atlantic service between Norwegian and New York have been laid at the Polson Iron and Shipbuilding Yards. These will cost in the neighborhood of \$1,200,000. According to the terms of the contract the vessels must be delivered in July and August, 1917. Two more freighters of the same dimension will be placed by the same firm, likely immediately the other two are ready for launching. The building of the four will mean the outlay of \$2,500,000, the

port that is engaged in the shipping business, the first ocean going vessel to be completed being the Norwegian steamer, "Blaamyra," finished in November.

Similarly and to perhaps the greatest extent the Pacific coast cities of Vancouver and Victoria have been stirred to activity by war demands for vessels. At Vancouver local shipbuilding firms have contracted to place in the water within the next two years 97,800 tons of new shipping, with the prospect bright for further contracts when it is demonstrated that the work can be done to the satisfaction of the Norwegian syndicate whose orders they are now engaged upon. In the Wallace shipyards alone there is now no less than \$10,000,000 worth of orders in process of fulfillment, sufficient

construction, one is for the Japanese trade, and the other two for general freight purposes. When the wooden ships, all of which have a lumber capacity of 1,500,000, commence their sailings, it will help to develop largely the British Columbia industry, long held back by lack of sufficient ships.

The revival of the wooden shipbuilding industry on such a scale as that at the Pacific coast was not affected without considerable difficulties having to be met and conquered. The nucleus of the business was the presence there of a number of men who not only were possessed of large seafaring experience but had a knowledge of shipbuilding, particularly in reference to wooden ones. The vessels now under way are no mere copies of ancient style boats, but are