

off Prince Rupert, the proposition has temporarily fallen through for the same reason—lack of ready capital and enterprise.

Under these conditions what wonder is there that the industries of the country are being extensively financed by foreign interests?

The need of ships has been keenly felt since the beginning of the war on the Pacific Coast, for the scarcity of freight vessels has caused the country's biggest industry—lumbering—to be paralyzed. British Columbia has now begun to build lumber schooners for herself, a case of necessity being the mother of invention. Out in British Columbia the status of the lumber industry is a reliable business thermometer. When it is flourishing, other business is thriving. When there is a depression in the lumber camps and sawmills, there is invariably a slackening in other branches of enterprise, extending all the way down the line from the transportation company to the country general store.

The steel shipbuilding industry, which is also

beginning to take root, presents a situation which is exceedingly gratifying in one aspect, but disappointing in the other, for while ships are being built they are being built for foreigners, and as soon as they leave the ways they will fly the flag of Norway or some other nation from their masthead. The Wallace Shipyards, of Vancouver, have contracts for the construction of five steamers for Norwegian account of 8,800 tons each, and one for Japan of 4,500 tons. It is anticipated that further orders from these two countries will be received almost immediately. Now, the Wallace Shipyards would much prefer to build steamers for British rather than for foreign account. Contracts have been repeatedly offered British owners at prices lower than the present contracts with Norway and Japan, yet they have been invariably refused. British owners will not pay Pacific Coast prices. The result is that, while our Pacific Coast is laying the foundations for an extensive shipbuilding industry, it is not building up a mercantile fleet for itself in the proportion

that it should under the best circumstances.

Here we have again as the cause of the whole situation lack of local or British capital.

Competition between British Columbia and the Pacific Coast of the United States in the lumber export business has been keen for years past. The war placed the lumber interests on both sides of the line in pretty much the same position owing to the tying-up of tonnage. Had the capital been available, the war would have given B. C. a wonderful opportunity of taking advantage of the situation by building ships as fast as possible in order to reach the world's markets before the United States could recover from the temporary shipping paralysis.

On the contrary, however, the Americans were able to get into the shipbuilding business first, and the early bird is catching the worm. Sixty wooden schooners, motor-equipped, are now building in yards between Seattle and San Francisco, whereas less than a sixth of that number are actually under

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BERMUDA: OUR NEW PROVINCE?

BERMUDA has become better known to many Canadians since the war than it ever was before, partly owing to the fact that Canadian regiments have from time to time been stationed there on garrison duty. The men of these regiments coming from different towns and villages, in their letters home have praised or otherwise described the islands. Some wives have accompanied their husbands thither; other relatives have gone there and taken houses so as to be near their "boys." Some have liked the different life and have entered freely into its different phases, others have found it "dull," but all have written to friends or sent "postcards." Thus a certain part of Canada is now personally interested in Bermuda.

On the other hand, Bermuda, accustomed hitherto to the presence of "English" soldiers, has seen a Canadian regiment for the first time, has had also an opportunity to see French-Canadians and hear French spoken on the street. So that Bermudans feel as if they had entered into a nearer relationship with Canada in consequence. Hence the two people feel better acquainted than ever before.

Though from the earliest time Halifax and Bermuda have been in the closest relations, yet Canada, being such a large country, Canadians even in the East have not felt a "personal" interest in what was going on in Halifax itself, or how that sea-port stood in relation to more distant British colonies. So in a way the war has helped to introduce Halifax to Canada itself, and now Canadians

That Island and the West Indies might at least be drawn closer to us in trade even if the Imperialist's Political Union is refused

By VICTORIA HAYWARD

Photos by Edith S. Watson



Net-mending, Peggy's Cove, N.S.

are realizing that whereas Halifax has been known abroad favourably for many years, the rest of Canada has not meant a great deal to the average person outside the Dominion until this great war thrust inland-Canada to the front in a way that even the shrewdest, most far-seeing mind could not have foretold.

BETWEEN Halifax and Bermuda there is the Halifax and Bermuda Cable, making instant communication possible. There is also a regular line of steamers with frequent sailings carrying freight, mail and passengers. In the old days of sailing vessels and "ships-of-the-line" there was equal in-

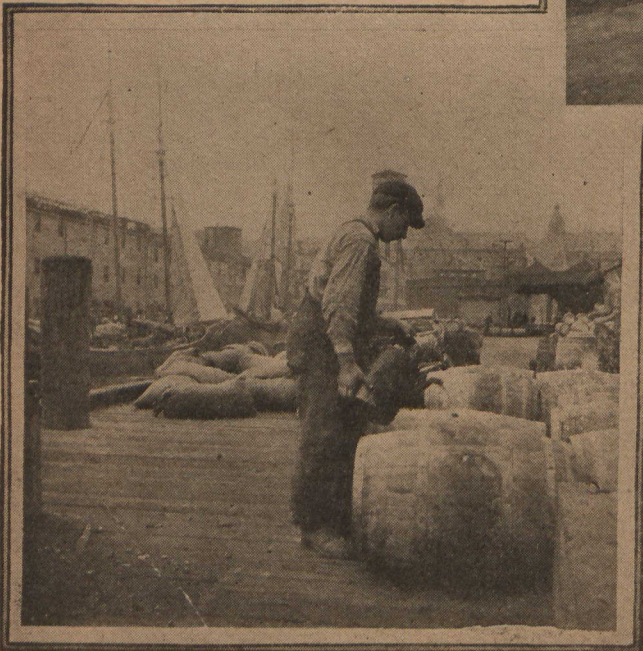
terest and friendliness between Halifax and Bermuda. The old editions of "The Nova Scotian" frequently speak of the arrival or departure of the "Bermuda Packet" with mails, passengers and freight. Many of the tablets in St. George's Church, Halifax, erected to the memory of brave British officers, show the word "Bermuda" in some connection or another with the life departed. It is the same in the graveyard at Halifax, where the words "a native of Bermuda" may be read on many a tombstone.

A NUMBER of Halifax merchants at one time were Bermuda men. Bermuda names are among the most prominent found in St. John's, Nfld., and many are the same as those of Halifax. In the past there have been frequent Canada-Bermuda marriages between persons high in the life of both places. So that there is also the same blood uniting them into one people; and now this war draws men nearer to their fellows, and Bermuda and Canada is no exception.

What did Canadian soldiers see and do in Bermuda? In what is it different?

They saw coral islands and sub-tropical vegetation set in clear, transparent, rainbow-tinted waters, beneath skies of summer, flecked with drifting, tender clouds. They saw and lived in houses built of coral stone and roofed with the same material, all glistening like white marble from thousands of coats of whitewash.

They saw green grass in winter. They did not see snow on the ground or ocean water frozen over into fields of ice. They



On the quay at Halifax.



"By the wind she is, sir!"