



HALIFAX AS A MANUFACTURING POINT.

THE existence of several successful manufacturing enterprises in Halifax demonstrates the importance of this city as a manufacturing point. Labor cannot be obtained more cheaply elsewhere in Canada; we are in intimate touch with the world, both by rail and by water, and power is probably cheaper in Halifax than in any other Canadian city, with the exception of one or two where power abounds. The concerns already operating here find these conditions in their favor. If these, why not others?

One thing above all others Halifax requires. That is, a large development of manufacturing industry. We have no country immediately contiguous that is at present very valuable to us. The fertile lands of the province are a great way off. There is no likelihood of a farming community of any size and wealth growing up around us to market its produce and buy supplies in Halifax. The agricultural and horticultural portions of our provincial population are located elsewhere and towns have grown up among them to receive the produce and sell the supplies above mentioned. Halifax derives a share of the trade through wholesalers, but relatively a few benefit in this case. As shippers of this country's produce we may hope in time to develop, but we can only do so as the province grows larger and more prosperous. The thing we must do to overcome the bad influence of a sterile environment, is to manufacture for the people that live beyond its borders. It is to the factory and work shop within our civic boundaries that Halifax must look for the general prosperity that is to add to the comfort of the people and improve the aspect of the place. We must have more industries.

How can we encourage the establishment of new industries? This is a great problem whose solution depends upon much thought and investigation. Probab-

ly no plan would be better than the formation of an association of active and earnest men who would go into all phases of the question, collect information on various points, discern where drawbacks exist that must be overcome and evolve schemes that might be taken up with profit by people with money to invest. Such an association would not have to trouble itself with such an amateur problem as to whether industries will be of any benefit. That's settled. It would have to concern itself very seriously with such questions as taxation, bonuses, etc., and discover whether the former might not be corrected so as to encourage manufacturing, and whether the other would be wise. It would not need to be made up of men with set opinions, but of men who are open to conviction, and of such as are satisfied to get down to hard work—to think, to investigate, to interview, to collaborate. It would not need to be composed of men who think that there is as much manufacturing done in Halifax as can be done, and who have a tendency to dishearten earnest men by their lukewarmness and uninterested behavior. It is folly to believe that what development we are to have must come by individual effort alone; for it simply won't come that way: years ago it might have done so, but to-day when organizations are supplementing individual efforts elsewhere, we simply can't afford to be without one of our own. And when we have it, it must be active and spread a good report about Halifax as a manufacturing centre—such a report as will encourage the establishment of new industries in Halifax.

ABOUT THE PROPOSED HOTEL.

IT is said that a number of Halifax men have decided to build a new hotel and that the Masonic Hall block has been selected as a site. We know very little about the details of the scheme, but we do know that for a number of years our hotel accommodation in summer has been inadequate and that a large and modern hostelry has been greatly needed. It looks now as if we might have it. Indeed we likely shall have it unless that bane of civilized communities, the man who puts a wet blanket on everything, succeeds in getting in his work. We have in mind as we write the case of an enterprise that was set on foot some years ago and that promised well; some men had put money into it and had spent freely to get things started, when one of these pestilential humbugs had a long letter published in a morning paper asserting that the enterprise was impracticable and unlikely to succeed. The sequel hardly needs to be told. The people who were working hard on a project that would have done great good to the port, found the whole scheme balked. People took panic and wouldn't invest. The money that had been spent had been spent in vain, a good effort was lost, and the welfare of Halifax and the province was sacrificed to the whim of some irresponsible humbug who wanted to express his

opinion. We refer to this incident because there may be some people who will make themselves officious now and spoil a good effort again. We wish to warn the public against any expression of opinion that is inclined to discourage the new enterprise. We hold no brief from its promoters; we hardly know even who these promoters are; we simply make this plea because we are interested in the welfare of the city. If any reader of the BLUENOSE hears any disparaging remarks, let him sit on the man who makes them. Indeed, we almost feel like advising our readers to put such people out of existence; they won't be missed. We only want the kind of people who will mind their own business and the public business to that degree in which they have any right to mind it. If people think a new hotel won't pay or if the site is unfortunate, let them keep quiet about it. That's the concern of the people who want to build it, and who, we may suppose, have looked into the matter thoroughly. When it commences to look as if we might have that need satisfied which has been pressed time and time again during the past half dozen years, for pity's sake don't let us quash the prospect by failing to keep a bridle on our tongues.

WE MUST HAVE IT.

A REPORT was published in the city press the other day to the effect that it has been decided to replace the Newfield by a steamer to be built in Canada. The report also had reference to the possibility of this steamer being built in Richmond. Strong influence should be brought to bear upon the government to make sure that it is built in Halifax. This is where a manufacturers' association would prove of value. There are parties in the city of Halifax who are anxious to undertake the construction of such a steamer, whose hands would be materially strengthened by an association that would collaborate information, interest investors, and organize the Maritime members to present their case to the government. When with the assistance of Dr. Russell the Commercial Committee of the Board of Trade and City Council succeeded in passing the Nova Scotia members in favor of the terminal improvements a few years ago, we had a demonstration of what such a movement can accomplish. We ought to try the same plan again. None of the Maritime members should object to co-operating with Halifax. What benefits a part of a community benefits the whole, and besides, if members for the remote parts of the provinces help our members to fight our battles, the latter will return the service some day by standing in with them when they wish to press some important and reasonable claim. If a new steamer to replace the Newfield is to be built in Canada there couldn't be a better opportunity for us to get the industry started here. The people of Halifax should make up their minds that they're going to take advantage of the opportunity. They shouldn't waste a moment. They shouldn't even hint that there's a possibility that the work won't be done here. They should get so earnest on the subject that they'll rest not day nor night until the thing is done. It's momentous. Success means the establishment of a new industry and a consequent improvement in local conditions. There is too much involved to let the opportunity pass without an effort. The way for Halifax people to feel is that we *must* have it and that we *will* have it.