

PACIFIC COAST AND ORIENTAL TRADE

Development of Saanich Peninsula—Grain Elevators and Trade

(Staff Correspondence.)

Vancouver, B.C., Sep. 8th.

Saanich Peninsula is well known to Victoria's citizens; its well-tilled farms delight the eye of the experienced agriculturist. Several large industries give a stability to the district which is directly tributary to the capital. At Sidney, a thriving little town at the northern end of the peninsula, is a large and active sawmill and two brick yards, while a rubber roofing plant is now erecting its buildings. At James Island, close at hand, three or four large industries are being established. Outside of Sidney is the \$100,000 sanatorium hotel, erected by a syndicate headed by Dr. W. G. Cummings. On the western side of the peninsula, on Saanich Inlet, are the works of the Vancouver Portland Cement Company, while at Brentwood Bay, the British Columbia Electric has erected a large concrete power house. At this point, ideally situated, an English syndicate is building a big hotel. Dairying and fruit-growing are main industries, and there is a chicken-raising ranch. It extends over 52 acres of ground, and at present there are about 6,000 fowls on it, though the number usually runs much larger. Attention is not given so much to egg-production as to supplying milk-fed chickens to the Victoria market. The importance of this producing suburb of Victoria is recognized by the transportation companies, since the British Columbia Electric has only recently completed its line lengthwise through the district, and the Canadian Northern is also to have a line from Victoria north to a point which will receive the ferry from the mainland. The Victoria and Saanich line—practically the Great Northern—has adopted a gasoline car on its line, greatly improving the service.

Double the Export Trade.

It is stated that two firms will establish grain elevators in Vancouver to take care of trade that is offering. Last year three-quarters of a million bushels of grain were shipped through this port, and it is estimated that double that amount will be handled this year. The grain trade with the Orient is gradually increasing, so that all shipments will not be made to Europe. Since grain can be conveniently brought from the prairies to the Pacific coast, Japan particularly is buying. It shows that as trade avenues develop new markets are available.

Banks and Business.

Mr. John Aird, assistant general manager of the Canadian Bank of Commerce, who has been on the coast, declares that so far as his bank is concerned not a single legitimate application for money from business men, traders, manufacturers or others has been refused during the recent stringency; in fact, not only have credits been renewed, but increased in instances. Mr. Aird looks for easier money in the near future, though it will not be cheaper money. He is of the opinion that conditions in western municipalities will be much improved, and that improvements will not be made recklessly, since after the lesson of the past few months they will look where the money is to come from before making large outlays.

GRAND TRUNK PACIFIC READY NEXT YEAR

The Grand Trunk Pacific Railway will be completed next year. Mr. E. J. Chamberlin, the president, who reached the end of the steel on his inspection trip the other day, says that, so far as men and money are concerned, there will be no delay in building operations while there is a mile of steel to lay or a fraction of a dump to construct between the eastern and western terminals of their railway.

Mr. A. W. Smithers, chairman of the road, who is now visiting Canada, being asked if the construction of the line down to Vancouver indicated any possible intention on the part of the company to make that point the railway's chief seaport on the Pacific, said: "We have every faith in Prince Rupert, and Prince Rupert will, of course, be our main Pacific port, as has always been intended. We however, will operate the line down to Vancouver, although it is not to be built by the company. Friendly interests are looking after the construction of the road, and we will lease and operate the railway as a much-needed branch. It passes through some very excellent country."

Mr. Smithers added that he will return to London well satisfied with conditions along the Grand Trunk, sharing the confidence of Canadian and English friends of the enterprise as to its future. He would not say what the plans of the Grand Trunk Pacific were in connection with the Atlantic and Pacific service. That, he said, will be developed at the proper time.

The new million-bushel Grand Trunk elevator at Montreal will be in operation by November 15th.

GROWING PORT OF HALIFAX

Increased Shipping Tonnage Makes More Facilities Necessary—Industrial Progress

(Special Correspondence.)

Halifax, Sept. 9th.

The announcement that the Cunard Line would make Halifax a port-of-call was received with satisfaction in that city. There will be six sailings a month to the port during the winter months—four of them from the Portland service and two from the New York service. Among these sailings will be the largest and finest of the Cunard fleet; with a direct Italian service and the Norwegian-American service also calling at this port, making three additional lines of steamers, consequently a large increase in the tonnage of the port is looked for. The season of 1912 was the greatest in this respect in the history of the port, and the increase of 635,000 tons the largest of any port in Canada.

On account of the expected increase in shipping, the transportation committee of the board of trade have applied to Mr. F. P. Gutelius, general manager of the Intercolonial Railway, to place temporary sheds, approaches, etc., on the new No. 2 Pier, now under construction, so that two additional berths will be available. Mr. Gutelius has agreed to this. About 370 feet of the 700 feet of the pier proper has been completed, and the sills and foundations of the freight sheds about completed; there is a bulkhead of 112 feet long by 235 feet wide of solid concrete and steel, and when completed it will be the largest concrete pile pier in Eastern Canada, and one of the largest in America. The whole structure will take about 70,000 tons of concrete; the pier has been designed to sustain a load of a thousand tons per square foot, and the whole pier will be capable of supporting 128,000 tons.

Railways and Terminals.

Work has commenced on grading for the new terminals at Fairview, and a large force of men are now employed. The amount of the contract for grading only is about \$1,500,000.

The road to Dean's Settlement, a distance of forty-two miles, has been practically completed, and tracks laid on the greater portion of it. The work of building bridges, viaducts, etc., is progressing, and plans are being made for the station houses along the line; this road is to be conducted as a feeder of the Intercolonial Railway.

The new refinery at Woodside, owned by the Acadia Sugar Refining Company, who have also a plant at Richmond, is nearing completion, but it will be several months before actual refining is commenced. This plant, situated right on tide water, with rail facilities, is one of the best equipped and the largest in Canada. The output will be about one-third the total consumption of sugar in the Dominion.

Outputs and Outlook.

All collieries, with the exception of two of the smaller ones, report an increased output this year. Gold mining has revived to some extent, and the mines at Tangier and Petpeswick have been making reports; at the last clean-up of the latter mine 170 ounces of gold was obtained.

The board of trade has been reaching for new industries, and during the past months representatives of three different classes of manufacture visited this city for the purpose of looking over sites and making themselves acquainted with conditions. One of the parties obtained an option on a large piece of property situated at tide water. Other representatives were in connection with a mill for the manufacture of textiles, and made exhaustive inquiries with regard to the supply of help, etc.—E. A. S.

UNITED STATES FINANCIAL HOUSE INTERESTED IN CANADA

The investment list of Messrs. Peabody, Houghteling & Company, of Chicago, contains offerings of several Canadian bonds, including the following: William Pearson Company, Limited, British Columbia Sulphite Fibre Company, Limited, Southam Press, Limited, and the Canadian Towing and Wrecking Company, Limited. This Chicago investment company, during recent years, has become interested in a large number of Canadian concerns.

A comprehensive bulletin under the title, "Milk Production in Canada," has been issued from the press and forms No. 72 of the regular series of bulletins of the Experimental Farms. Its author, Dr. J. H. Grisdale, director of Dominion Experimental Farms, has made milk production a subject of special study and experiment for many years, and has embodied in this bulletin the most valuable of the information obtained.