

SHIPBUILDING PROSPECTS FOR VICTORIA.

The Foundation Company of Newport with shipyards at Portland, Tacoma, Seattle and Victoria is negotiating with the Provincial government for the Cameron-Genoa Mills Shipyards at Victoria for the purpose of building twenty auxiliary schooners for the French government.

The French government is anxious for bottoms for its merchant service and is willing to place a large number of orders among Pacific Coast yards. While the orders are given by the French government the United States government is supplying the funds, and some difficulty, it is said, is being met with in making the necessary arrangements for financing with the U. S. government. If they give their permission the ships will be erected in Victoria.

"We have an agreement with the French High Commissioner, and the ships are available," said Mr. Bayly Hipkins, Northwest Manager, to The Times, Victoria in discussing the proposed programme to be carried on by the Foundation Company in Victoria. "We propose to build twenty ships here, and will operate a ten-way plant. When the yard is properly organized the company will employ 4,000 men, which will involve a weekly pay-roll of \$175,000 for at least one year, by which time we expect to complete the contract. At the conclusion of this contract we are then prepared to continue wooden shipbuilding here providing such ships are wanted, and if there is no demand for wooden vessels, the company is prepared to turn the yard into a steel plant. There is this much to be said: We are here to stay, and do everything in our power to develop the shipbuilding industry by working in complete harmony with the community.

"The contract that we are about to undertake here involves the sum of \$12,000,000 to be expended within the next twelve months. It is the intention of the company to patronize home industry as far as possible, and arrangements have been made during the past few days to confer with the operators of local shops and foundries for the manufacture of boilers, machinery and deck fittings for the boats."

The Times, Victoria, commenting editorially says:

"It is very gratifying to note that negotiations regarding shipyard sites on the former reserve (Songhees) have reached a stage which promises shipbuilding here on a greater scale than ever before. The general manager of the Canadian Northern Pacific Railway Company has telegraphed his intention of doing everything possible to reach an understanding relative to terminal sites which will not interfere with the shipbuilding industry, and the manager of The Foundation Company announces that his concern proposes to construct at least twenty ships here once the question of the site has passed beyond the borderland of uncertainty. This will involve the creation of a ten-slip yard and the acquisition of additional area.

"Labor has promised its hearty co-operation, as an evidence of which it has entered into an agreement with employers connected with the industry regarding wages and working conditions which will guarantee stability of this important factor. Hence, all the signs are propitious and we see no obstacle to their fulfillment."

IRONDALE WANTS B. C. IRON ORE.

Active interest in the development of the iron ore resources of Vancouver Island is being taken by E. L. Hershey, superintendent of the Irondale Plant of the Pacific Coast Steel Co., who interviewed Hon. Wm. Sloan, Minister of Mines, recently.

Mr. Hershey points out that the Irondale Blast Furnace is turning out at present between sixty and seventy tons of pig a day, and in these operations ore imported some time ago from China is being used. Looking to the securing of a further and a permanent supply of the raw material necessary to continue work, he has turned his attention to the Island. His company has had experts in the field along the West Coast and, basing his opinion on the reports thus obtained, Mr. Hershey is of the opinion

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that the magnetites of that section can be successfully treated at Irondale, Wash. He, therefore, has made arrangements for the development of properties of this character in the vicinity of Ucluelet, and work is to be carried forward as expeditiously as possible.

The visiting iron manufacturer was cordially received by Mr. Sloan, who heard what he had to say respecting his plans for the opening up of some of the Island's magnetite deposits, and assured him of the warm support of the Department in anything done in that direction. In response to Mr. Hershey's inquiry it was explained by Mr. Sloan that operations of the kind contemplated would not come within the scope of the Bounty Act passed at the last session of the Provincial Legislature, and that there was a tax of 37½ cents a ton on all iron ore mined in the Province. The policy of the Government, as laid down in terms of the Act, was to encourage in every possible way the production of pig iron in British Columbia, which explained the bounty on pig produced from local ores and pig produced locally from foreign ores.

The Minister made it clear, however, that it was the desire of the administration that the iron ore resources of the Province should be developed, and that everything that could be done, consistent with the policy outlined, could be counted upon in support of legitimate enterprises having in view the placing of British Columbia Iron Mines on a shipping basis.