

## VANCOUVER SECTION

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### BRITISH COLUMBIA'S PROGRESS.

#### Many Signs of Steady Growth Apparent—Activity in Mining Enterprises—Industrial Notes.

Vancouver, March 30th

Everything is pointing to progress in British Columbia. This should be one of the best years in the history of the province. Apart from the construction gangs of the G.T.P. operating in the north, of the Great Northern in the southern interior, the V. W. & Y., and British Columbia Electric Railway Co. in the districts contiguous to Vancouver, as well as the C.P.R. surveying parties on Vancouver Island, there is a great deal doing in the lumbering industry, and mining men are taking more interest than ever in propositions out here.

An indication of the steady betterment of conditions at Rossland is the taking over of the Spitzee properties by the Le Roi Company. This group has not been operated fully owing to the lack of funds. The Le Roi will commence immediately to thoroughly prove the mines. The working bond secured covers a long period.

Mr. Pedler is in the city this week, and when the next mail arrives from the north, in a couple of days, he will give out news of the acquisition of copper propositions in the vicinity of White Horse. "Things are looking pretty good at White Horse just now," Mr. Pedler said last evening. He represents Spokane people, and extensive mining interests are being secured in the north. Mr. Wm. Mackenzie, of Messrs. Mackenzie and Mann, has several of the Conrad properties under option, also in the same country. There is promise of something doing by the fact that it is impossible to buy lots in White Horse, town property having been cornered, supposedly by those who will operate the copper mines.

#### Outlook for Lumber Industry.

Although little is heard of Texada island mines, very good ore is being taken out. This island is within a few hours of Vancouver, but the people who own the mines are exceedingly reticent. It is well-known that the Marble Bay property paid for itself, the Tacoma people who secured it not having to go into their pockets for a single cent, the returns from the ore paying the amounts as they came due.

Peculiar conditions may be forced in the lumber industry. With mills cutting all they are able, the continued lack of cars prevents shipment, with the result that lumber will be piled up in the yards. This is already taking place, and the outcome will be that prices locally may drop, while on the prairie, they will go up. Orders are coming in from east of the mountains, but the shipments cannot be made. There will be a great scarcity of lumber there, and retail dealers may take advantage of the circumstances. Mills on the coast, too, are paying a great deal of attention to export, and establishments are looking up this business which never troubled about it before, since means of transportation on land are denied them.

Each week shows Vancouver leading the list of Canadian cities in the percentage of increase of bank clearings, it being at a figure unapproached by any other. Victoria, another British Columbia city, also shows well, and very often is second on the list. Those who watch general conditions, will at once note the general prosperity of this province from these figures. Last fall it was stated that the large amount of money passing through the clearing-house was because of the real estate activity, but notwithstanding the fact that during the winter this feature has been rather quiet, the percentage of increase is undiminished. It therefore means a steady expansion, which, now that a substantial commencement has been made, will develop more rapidly than before.

#### Vancouver Fourth in Matter of New Buildings.

In support of this are the statistics, now available, of the comparison of Canadian cities in the way of new buildings erected last year. Vancouver is fourth, and travels with the big cities of Toronto, Montreal, and Winnipeg. It looks as if this year will be even better still. March has been a record breaker, and as commercial houses are in many instances arranging for increased accommodation, such as the W. H. Malkin Company, and others, the value of permits is expected to be very large.

Mr. John Arbuthnot, who was thrice mayor of Winnipeg, is one of those who has recognized the possibilities of the Pacific Coast. He is head of the Red Fir Lumber Company, which acquired the interests of the Nanaimo Lumber Company last fall, but that is not his only enterprise. The company, with which he is connected, has secured between 25,000 and 30,000 acres of land at the north end of Vancouver Island, and boring for coal is now in progress. It will take \$300,000 to develop this, but as there is a great demand for

the product it is considered the expenditure will be fully warranted.

With the exploitation of the iron deposits, the market for coal will be further increased. Mr. James A. Moore, of Seattle, who controls the Irondale smelter, is to develop large iron properties on the west coast of Vancouver Island in connection with a steel manufacturing project he has on hand. George Jackson and John McNeal have just discovered large areas of iron just west of Mr. Moore's holdings. It is beginning to look as if the iron manufacturing industry of British Columbia is not very far distant.

The Provincial Government has placed in the estimates the initial sum of \$75,000 which will be augmented from time to time, to construct a fine roadway around the sea-front, 132 feet in width, westward from Vancouver city's boundaries around the Point Grey headland. It will run in a distended semi-circle and will be a driveway unsurpassed. But the principle benefit to be derived will be the opening up of about 12,000 acres close to the city, which it is the intention to subdivide into small holdings. The city, very probably will assist in the undertaking, by running through streets in the city to connect with the proposed road. The Government will secure also the services of an expert landscape gardener in connection with the proposition.

The possibility of instituting a second Overseas Mail is receiving a large share of attention in shipping, railway and postal circles. The service proposed is to be an all-British one between England and Sydney, via Canada. It has long been felt that the present service, which is more in the nature of a trade subsidy than a mail service, is totally inadequate, and that some steps should be taken to place the matter on a more satisfactory basis. No doubt the present through mail to Hong Kong has stirred Australians to action. The service is necessary, it will prove a most important factor to Vancouver, and is likely to be in operation before long. The present arrangement terminates in June.

#### Floating Dry-Dock for Burrard Inlet.

Every possible factor bearing upon rapidity of transit has been thoroughly dealt with, and it is stated that mails can be delivered in Sydney in twenty-six days—being a reduction in time of six days. The significance of Vancouver's position on the Pacific slope emphasized by this latest move, is placed in further prominence by the decision of the Oceanic Steamship Company to discontinue its San Francisco to New Zealand service; as also by the statement of Mr. Hill, President of the Great Northern Railway Company, that the Dakota, which was recently wrecked upon the coast of Japan, will not be replaced. This latter decision implies a practical abandonment of a service which was intended to revolutionize the trade of the Pacific. It is a question as to how far the lack of success on the American side will affect shipping here. There is bound to be a resultant good.

A contract has been let to Messrs. Swan & Hunter, Ltd., of Newcastle-on-Tyne,—the firm who in September launched the Mauritania, the largest ship afloat,—for the steel structural work of a new dry-dock for Burrard Inlet. The need for a floating dry dock has been keenly felt, and the importance of this departure in connection with the recent moves in shipping circles cannot be over-estimated. Vancouverites are, as men-of-the-sea, living up to British traditions.

President Hendry, of the New Westminster and Yukon Railway is in Ottawa actively engaged in connection with plans for the construction of a road from Vancouver to Edmonton. Some little difficulty is being experienced as to the route, but these probably will be overcome and construction work soon commenced. The decrease in cost of transit to and from Edmonton will prove to be weighty factors of development to both places; whilst the richness of the country traversed, part of which will become accessible for the first time, will afford new openings for investors. A bill is before the Provincial Legislature whereby it is sought to provide a charter for the Bella Coola Railway Company. Incorporation is being requested by Vancouver men. It is provided in the bill that the Company may lay out and construct a railway from the confluence of Shuswap and the South Fork of the Fraser River to tidewater at Bella Coola. The capital stock of the company is to be \$3,000,000, divided into thirty thousand shares of \$100 each. As soon as \$100,000 of the capital are subscribed and ten per cent. of that amount paid into some chartered bank of Canada, a shareholders' meeting will be called.

#### Steady Growth of Mining Industry.

The mining industries this year have been more than ever characterized by a steady growth. The various smelters are increasing their output weekly. The British Columbia Copper Company has now blown in the second of its two big new furnaces; the delay having been caused by a succession of evils varying from strikes to frosts. The troubles of this company are disappearing with the winter, and it is anticipated that the long deferred dividend will soon be paid. Much activity is being displayed in the Nicola Valley and other districts.

The Diamond Vale Coal & Iron Mines, Limited, is pushing operations on its new shaft. Many of the necessary

buildings are already under construction. In the property has been purchased of Chicago. There are values consist of gold, be spent in developing firm. Few "wild-cat" public, and shares are of affairs is partially due leading Western towns reach their maximum, affected, and it is possible will set in. The situation of activity in re New industrials do not matter how good the financiers are exceeding possibilities of flotation. There is, no doubt, choked-off by these di wait for outside capital the States and Eastern prizes, but it is wholly

#### ACTIVITY IN

The remarkable activity for a year past is in no building circles just now since the like was dispersed the course of erection, be located there. Mr. Coast Mills and Timber decided to take advantage natural railway facilities on the Fraser River. Moreover the cost of Vancouver quotations.

It is regrettable that a clearing-house. The glance at the bank clear favorably in impressing ferred. The clearings showed a steady gain. increase the volume of responsible for any large deed advanced considerable. The prices with safety. Outside adjacent points, has come forward in very large at auctions. Great satisfaction officials at the realization. It has been a sore point for so long. The and there are signs of a

#### SOME RESULTS

Toronto Railway earnings were \$60,293, an increase of 100 per cent. for the week of 1906.

The Canadian Northern March 31st, were 100 per cent from last year.

Toronto, Hamilton February showed a decrease of \$50,253. From July \$503,102, an increase of 100 per cent.

The Temiskaming mission report that during townsite sales. The gross for 1906 were:—\$544,017 leaving net profits of \$100,000 paid to the Provincial the half-year's interest 000,000.

There was a decline earnings of the Canadian compared with the same \$83,755. The net earnings, in excess of those year also showed a large 1905, of 105 per cent. 85.42 per cent. of gross year ago, and 90 and 95 respectively. The net earnings to almost double that of this year, and \$8,108,242 year to date show an increase the corresponding period increased about \$