

BRITISH COLUMBIA.

Labor Conditions Still Unsettled—Capitalists Interested in British Columbia—Made in Canada Fair.

(Staff Correspondence.)

Vancouver, June 17.

The direction of capital to the Pacific coast is steady. Mention has been made of the large dry dock schemes for Roche Point on Burrard Inlet and at Esquimalt, and of steel works on Burrard Inlet and at Port Mann. Canadian capital is interested in the development of power at the Stave River Falls, and large pulp and power enterprises are being established at Powell River and at Ocean Falls on the mainland coast. The Montreal financiers connected with the Western Canada Power Company are being interested in the power developing of Prince Rupert and have secured control in the Tsimpean Company. The Prince Rupert Hydro-Electric Company, Limited, has been formed with a capital of \$5,000,000. The company will also have \$3,000,000 of five per cent. first mortgage bonds, of which \$2,500,000 are to be issued at present. The new company will take over the interests of the Tsimpean Light and Power Company, the Continental Power Company, Limited, which include water rights on the Khtada and Falls River branches of the Skeena River. These water powers are located about 42 miles from Prince Rupert, and are capable of development of about 30,000 h.p. A provisional plant will be installed to supply 1,500 h.p. as soon as possible and more permanent installation will supply 15,000 h.p. by the time the Grand Trunk Pacific is completed to the coast. The company will also have control of the gas supply for Prince Rupert, and will install a large plant.

A G.T.P. project at Prince Rupert is the establishment of a 20,000 ton dry dock for the repair of the fleet which this company has in coast waters.

Lloyd's Bank Interested in the West.

An indication of how capital is interested in this part of Canada is the visit of Mr. Alexander Fysche, manager of the branch of Lloyd's Bank in Birmingham, England, and Mr. Walter Barrow, solicitor of the same city. They are visiting the coal mines of the Canadian (Dunsmuir) Collieries, Limited, as well as the logging camps of the Canadian Western Lumber Company on Vancouver Island, and are acting in an advisory capacity for prospective clients.

Another visitor this week is Mr. Christian Vandermark, Canadian inspector of the Rotterdam Canadian Mortgage bank, the object being to open a branch in this city. A branch was recently opened at Calgary.

The Grand Trunk Pacific has settled its differences with the city of Prince Rupert and it is expected progress will be made without undue friction. A satisfactory settlement was effected when Mr. C. M. Hays, president of the Grand Trunk Pacific, accompanied by other officials went north. The basis briefly is: The Grand Trunk Pacific is to pay \$15,000 in taxes yearly; the term of agreement is ten years from January 1st, 1911; the Grand Trunk Pacific to pay \$15,000 taxes for 1910; the city to receive 200 feet waterfront at Fairview in fee simple, 100 feet from the railway company and 100 feet from the Provincial Government; the city to have 58 parcels of land, park, public building sites, cemetery sites, sixteen of these in fee simple and the rest 999-year lease; the agreement subject to ratification by the legislature and the citizens of Prince Rupert; the Grand Trunk Pacific to start a 20,000 dry dock at once, and other works, depot, etc., in the spring of next year; the Grand Trunk Pacific withdraws appeal against assessment at the revision court, gives approval of grade alterations hitherto withheld, and permits the Woodworth water pipes to come into the city through the company's land, though not as part of the agreement. Both parties are satisfied with the arrangements.

Labor Conditions Still Unsettled.

Vancouver's labor conditions are still unsettled. It was thought early in the week that there would be some prospect of settlement. The men want a declaration in favor of the closed shop, and employers are firm against this. On Wednesday, nearly all the contractors agreed to stand for open shop. This being the case the men may come back when they will, but union men cannot work under those conditions. Much building is being held up, but otherwise the effect of the strike is not particularly visible as yet.

The Vancouver Mining Exchange held its first annual general meeting on Monday last, the following directors being elected: Messrs. A. E. Smith, A. E. Short, J. Dawe, M. Gintzburger, W. H. Lembke, R. D. Morkill, W. J. Coates, F. B. Lewis and F. Wilcox. Mr. Smith was elected president and Mr. Short, vice-president. The secretary is Mr. W. O. Bell. The present Vancouver Mining Exchange is the merger of the old exchange of the same name and the Pacific Coast Stock Exchange, which was effected recently. The amalgamation gives the Vancouver Mining Exchange a large membership, and at this meeting it was voted on whether the price of seats should not be increased from the present nominal sum to \$500. The vote stood at 18 to 17 against this immediate increase. It is proposed though to increase the price to perhaps more than \$500 as soon

as a few more members are received. The number of members now is about 50.

The Vancouver Mining Exchange was opened on August 1st last year, and with the incorporation of a competitive organization it is expected that more progress will be made. This gives Vancouver two large stock exchanges, the other being the Vancouver Stock Exchange, which is the more exclusive.

One of the features of the Vancouver Mining Exchange rooms is the exhibit of ore from different sections of the province. This is being constantly added to, and in time it should become an important display.

Made in Canada Fair.

Vancouver's Made-in-Canada Fair opened on Wednesday. The proceeds of this fair are intended for charitable purposes, the particular object for which it was instituted being to show the growth attained by Vancouver in the twenty-five years since the city was wiped out by the big fire. The date of the fire was on June 13, 1886, at a time when the city was just starting. Latter day expansion has been set forth from time to time, but it was a surprise to many to see evidences of the large number of industries that are in Vancouver. There are those who lament the absence of manufacturing establishments to sustain the population with work, but few realize just how many places there are scattered about that give employment to between two or three hundred. Apart from the sawmills, which is, perhaps, the chief industry here, there are enterprises of various kinds and sizes that will number in the hundreds. This cry of lack of industries comes from the days of ten years ago, when the population was small and naturally industries were fewer in number. As the people came in and there was a demand for products the factories have come one after another. To-day big ventures are spoken of, such as iron works and such like. The population has arrived and large industries requiring many men will not have great trouble in securing the requisite labor.

ONTARIO RAILWAY AND MUNICIPAL BOARD

Sanction Many Improvements and Extensions—Municipal Book-keeping Systems Are Found to be Inadequate.

There were five applications for the annexation of additional territory to cities and towns made to the Ontario Railway and Municipal Board in 1910, and 68 applications under the Ontario Municipal Securities Act, 1908, for the validation of by-laws and the debentures issued thereunder. Of these 30 applications were to cure irregularities which, were it not for the jurisdiction conferred on the board, could only have been validated by an act of the legislature. The issue of debentures validated by the board during the year 1910 amounts to \$718,173.46, exclusive of interest.

Berlin and Bridgeport Electric Street Railway Company, Limited, made no track extensions during 1910. The new work during that period was replacement of wooden overhead bridge over Grand Trunk Railway main line, Margaret avenue, Berlin, by an iron girder bridge of three spans, centre span 42 feet, two side spans 30 feet each, concrete foundations, at a cost of \$1,606.06. The company also erected a wooden station building near Bridgeport, for passenger waiting room.

Berlin Street Railway made the following extensions and improvements on their railway during the past year: Double tracking, 4,000 feet of track on King street, Berlin, using new steel, etc., and laying same in concrete, and also relaying 2,600 feet of single track in concrete, at a cost of \$23,160.28; new overhead lines, \$44.29; new electric equipment for cars, \$337.87; improvements to car bodies, \$412.00; improvements to power plant, \$169.44.

Cornwall Street Railway Light and Power Company, Limited, reports that outside of general maintenance, no extension or improvements have been made by them during the last year.

The board has inspected and approved, for payment of the Ontario subsidy, \$3,000 per mile, five miles of the Central Ontario Railway Company's line constructed during 1910.

Dunnville, Wellandport and Beamsville Railway Company's plans for trestle over the Chippawa Creek have been approved.

Galt, Preston and Hespeler Street Railway Company, Limited, expenditure for extension and improvements during the last year is as follows: Transformer building at Preston, \$575.00; Bramm's siding, Berlin, \$552.00; Lippert siding, Berlin, \$1,208.00; transformers (uncompleted), \$3,900.00; two new passenger cars, \$23,500.00; one new locomotive, \$19,000.00; west side factory spur at Galt (uncompleted) 2,900 feet, \$35,000.00.

The board has approved the plan, profile, etc., of the above company's industrial extension to the properties of Sheldon's, Limited, at Galt; and also approved the above company's plans, stress sheets, etc., for its bridge at Galt, crossing the Grand River. **Many Improvements Sanctioned.**

Hamilton and Dundas Railway Company, application of the Township of Ancaster for leave to open a highway (Broadway street), crossing the line of the above railway, has been approved; also the plans and specifications for the crossing of the above company's railway line by the power line of the Hydro-Electric Power Commission of Ontario.