

## VANCOUVER SECTION

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### BRITISH COLUMBIA'S RESOURCES.

#### Burden of Direct Taxation to be Lessened and Revenue Derived from Province's Resources—Lumbering and Mining Active—Shipping Notes.

Monetary Times' Office,  
Vancouver, B. C., April 27th.

The Legislature closed its session on Thursday with a good record of work accomplished. There has been an absence of "freak" legislation this time, which may be accounted for by the fact that the Government has a substantial majority and is not dependent for support of the Socialists or any members outside the party. Practical, useful measures have been passed. The object of the Government, now that financial embarrassments have been overcome, is to develop the Province, and one of the first matters to which attention has been turned has been that of taxation adjustment.

Reductions have been made on both real and personal property, and the policy is to lessen the burden of direct taxation, and derive revenue principally from the industries which are making money out of the development of the great resources of the Province. At the same time, care is taken not to hamper any enterprise, and the general content that prevails indicates that legislation is satisfactory.

#### No Increased Royalties on Timber.

The Government withdrew the bill to increase the royalty on timber. This was done after an announcement that the bill would go through, but further representations on the part of lumbermen were given consideration, and the advance was left over until next session. Due notice is given that the amendment will be made next year.

Particular attention has been given to mining legislation and care has been taken to make no changes unless absolutely necessary. In industries, such as this, where large amounts of money are invested, discretion is shown by making few amendments after a generally satisfactory basis has been decided upon.

Mining conditions in the Kootenay and Boundary are chaotic pending the negotiations for the settlement of the strike of the coal miners in the Crow's Nest Pass. While the men state there is no strike, the effect is just the same, for they refuse to work. No matter to whom the responsibility belongs for this state of affairs, the effect has already been greatly felt in the Kootenay.

Smelters in need of coke are shut down this week, and freight in the interior is not being moved. This is the more regrettable since mining was expanding better than ever before. On old properties work has been resumed, and operations extended on others. Last week's shipments were records at many points, and had there been no paralyzing deficiency in the supply of coke, this summer would have been a very busy one.

#### Yankees to the Fore.

As in the lumbering industry, Americans are picking up the money-makers in mining propositions. Deals are being closed constantly, and the trend may be noticed by such items as these. From Ymir—Developments are proceeding very favorably on the Yukon-Yankee-Girl group, which is under bond to A. H. Stiles, of Seattle. From Sandon—Cleveland, Ohio, capitalists have taken over the Lone Bachelor property and have already started a large force of miners to work. From Phoenix—A course of development has been arranged for the old Cariboo gold mine, which has been leased by Spokane people, and the proposition will be thoroughly exploited. This speaks volumes for the prosperity of the Slokan when substantial men like these become interested.

While little or nothing is given out of the plans of the C. P. R. respecting Vancouver Island, reports come from time to time which show that extensive operations, and perhaps large changes in existing conditions, are contemplated. Mr. J. Thomson, of the wholesale dry goods firm of Thomson and Company, of Vancouver, returned this week from Alberni, and states that no land can be purchased from the C. P. R. on the site of the port. He says it is firmly believed on the west coast that the intention of the company is to bring the mail from the Orient via Alberni, thence by fast train to Nanaimo, and tender to Vancouver. This would save several hours, and in the wintertime in case of fog, a day. Certain it is that something will be doing on the island. People, who are supposed to be "in the know" are making large investments.

#### Milling Company to Commence Work.

Some time ago it was announced that a representative of the Mount Royal Milling and Manufacturing Company,

of Montreal, was enquiring into the advisability of re-opening the old flour and rice mills in Victoria. Now it is stated that operations are to be at once commenced in the establishment, and that \$50,000 will be spent in machinery. The capacity will be 200 barrels of flour and ten tons of rice per day.

The Silica Brick and Lime Company is about to instal a plant at Esquimalt for the making of sand-lime brick, the machinery having been ordered from Toronto. G. H. Bradbury, of Winnipeg, who is one of the largest stockholders, will act as manager.

Building conditions are quiet on account of the continuation of the carpenters' strike, and at present there seems to be slight prospect of settlement. The Board of Trade has endeavored to bring about an agreement, but when a mutually acceptable proposition was advanced, the Builders' Exchange refused to accept it because of action entered in the courts by the carpenters, on the ground that certain contractors had violated the Alien Labor Act. The effect of the strike is beginning to be felt, and emergency money is being issued to those who have families to provide for. This is the end of the fourth week since work was stopped, and buildings are being delayed in construction all through the city.

#### Notes of Steamship Movements.

The Union Steamship Company will place another steamer on the lists for service between Australasian points and Vancouver. The new vessel is on the stocks at Greenwich and will be built with triple expansion engines with a speed of 16½ knots. The fastest vessel at present upon this route is the "Moana," which steams fifteen knots. The new boat will have accommodation for four thousand tons of cargo, being double that of the largest boat trading between here and Australia.

The steamer "Georgia" of the Canadian-Mexican Pacific S.S. line is at present loading railway ties at Millside, and is expected here shortly to complete a cargo for Mexico. The promoters of the new service thus inaugurated have made arrangements for trade between England and Mexico, whereby goods will be brought to British Columbia in a little over one month. A line of steamers will trade between London and the Atlantic terminus of the Tehuantepec route, arrangements having been made whereby goods will be carried through at greatly reduced rates. The new line will give a much needed impetus to trade between the Old Country and this Province. As it is backed up by large amount of capital and every economic factor has been considered in detail by the promoters, there is little doubt that success will attend the efforts put forth.

#### EXAMPLE OF COMMERCIAL PROGRESS.

Illustrating the opportunities created by the rapid growth of Canada as well as the effect of enterprise and system in the hands of able men, the Rhodes-Curry Company, Limited, of Amherst, N.S., is one of the object-lessons which Eastern Canada has a good right to display to all beholders. Begun in 1876 on a few hundred dollars, employing then 12 men, and having an output of \$20,000 in the first year, it has broadened out into a wood-working concern occupying 45 acres of land, giving employment to 1,200 men, and turning out \$3,000,000 worth of product in twelve months.

The principals, Mr. Nelson A. Rhodes, and Mr. Nathaniel Curry, are Maritime Province men. They met in Boston, and in 1876 they returned to Amherst, when the building and contracting firm of Rhodes, Curry & Dodge was formed, Mr. Dodge was also an Amherst man.

Twice their premises were visited with fire, and Mr. Dodge withdrew. The remaining two continued under the name of Rhodes, Curry & Co., and erected a three-storey factory. In 1882 fire desolated their premises again completely, for the town of Amherst had then only a bucket fire-brigade.

Many townfolk came forward and put up collateral to assist the firm to rebuild. They built and fitted the Intercolonial Railway Station at St. John; the general offices, I.C.R., at Moncton; and Vooght Bros.' departmental store, North Sydney. Besides banking buildings for the Bank of Nova Scotia, Royal Bank of Canada, Bank of Montreal, Canadian Bank of Commerce, Union Bank of Halifax, in many of the towns of Eastern Canada.

Timber limits at Athol were purchased, and at New Grafton, and in addition three buyers were, and are being kept in the United States. In 1895 a branch business was opened in Halifax, and in 1899, one at Sydney. The output of these two branches in 1906 was more than \$250,000. Changes in St. John in 1890 necessitated the removal of the James Harris car works from that city; after being sixty years established there, Rhodes & Curry negotiated for the removal of the Harris plant to Amherst. They succeeded, and in 1892, the two companies were amalgamated, under the style of Rhodes, Curry & Co., Limited. The authorized capital of the new corporation was \$500,000, which was afterwards increased to \$1,000,000.

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The Trethewey centre of their prop

The directors of dividend of 2 per cent. will be declared at the rate of 12 per stock will take \$480,000.

The London Financial said he knew Cobalt a certainty that he richness of the region but it is welcome struggle to keep the American hands.

If secrecy were Cobalt Exploration Co. It is difficult to learn to what properties have ascertained. The company in November, with a 1000 stock was placed to cut the capital in stock was issued in no change made in the company was formed "dummies." Three of Rose Mines, Limited, the tracts optioned to Cobalt, and about \$3 as a result of the fact and Princess, now paid.

COBA

The following for the week ended Meehan, 67,200; O'Brien, 10,000.

The following are:—Buffalo, 640,000; 360; Colonial, 34,250; Kerr Lake (Jacobs), 60,000; Nipissing, 1,537,447; Red Rock, 4,220,577; Trethewey, 61,383.

The total shipment 6,466,207 pounds, or 158 tons, valued at \$473,196; in 1906, 5,1

COBA

Liquidation in this week. Many changed hands. Company sign that the price are not plentiful, and record of recent F "Stock Exchange. One reason given has been put up, as

BOSTON

The Boston News from Cobalt, has As to whether Nip get any proper answer of the Cobalt situation startled the mining between two lakes, N millions of value a rock, and not a substantial value 200 f veins generally follow southwest. They by cross fissures, a few feet, and continuing to date ha gopher holes. The The district between