

# PACIFIC SECTION

## C. N. R. IN BRITISH COLUMBIA.

### Definite Announcement that Line Will Go to Vancouver —Grain Exports to the East—Development of Vancouver Island.

(From Our Own Correspondent.)

Vancouver, B.C., February 1st.

With the arrival of Mr. D. D. Mann, of the Canadian Northern, to the Coast, the announcement is made that that line will come to Vancouver as soon as arrangements are made. This is the first definite news regarding the line that has been given out. Officials of the Canadian Northern have stated vaguely that the line would reach the Pacific Coast, but it was thought that a port in the north would be selected. Instead, the route will be down the Fraser or North Thompson Valley, crossing the Hope mountains and along the south bank of the Fraser into Vancouver. The route will probably be via Kamloops, thence south, tapping the Nicola and Quilchena mines. This will give transportation to the Aspen Grove mineral camp, where many properties await development; and reaching the country west of the mountains, the line will give a competitive service to the rural districts from Chilliwack West. A line along this route will give transportation to those who have expected it for years, and who, in anticipation of it, have established homes and ranches, located mines and made all preliminary preparations.

Mr. Mann says that he will require assistance from the Government, and for that purpose has been all the week at Victoria, where the legislature is in session. The action of the Government is awaited with interest, since its policy is not to give aid, claiming that the resultant advantages should be sufficient to encourage a railway company to build in British Columbia.

#### Elevators on the Coast.

Touching on the matter of the export of grain from the Pacific ports of British Columbia, a prominent shipping authority on the Pacific Coast states that the shipment of grain in bags is the best method for long voyages, when the boat has to pass through the tropics. There the heat affects the grain, and if in bags it can be easily ventilated. Besides, if damped in transit, there is less liability to damage. The same authority declares that people are elevator crazy in the North-West, and thinks it is doubtful whether as favorable a rate could be obtained for grain in bulk as for grain in bags. The Great Northern Railway Company have urged this concern to erect elevators and handle their wheat in that way, and they said they would try the experiment if the railway company would guarantee any loss. This the railway company would not do. If shipped in bags, the grain could be cleaned and sacked at point of shipment, thus saving freight on the cleanings, which amounts to a considerable percentage. The question of the erection of an elevator here will be discussed with Mr. F. W. Peters, head of the newly-created industrial department of the C.P.R., who will be in the city shortly. Shipments of grain are now constantly being made, and another of 40,000 bushels is being got ready by the Vancouver Grain and Milling Company for Europe.

#### Important New Association.

In Victoria, steps are being taken to assist in the development of Vancouver Island, and judging from the list of names of those who are putting their shoulders to the wheel, rapid progress should be made. Among those taking part are Messrs. R. Marpole, western executive agent of the C.P.R.; and A. C. Flumerfelt, whose interest in things British Columbian has been shown in the essays he has secured on the potentialities of the province. A meeting was recently held in Victoria, when the Vancouver Island Development League was formed, and a number of enthusiastic addresses were made. Mr. C. C. Chapman, publicity expert of Seattle, made a number of suggestions for the consideration of the Association. Officers were appointed as follows:—President, Col. E. G. Prior; first vice-president, J. W. Coburn, Nanaimo; second vice-president, Mr. Peterson, Duncan; third vice-president, Mayor Nicholson, Ladysmith; fourth vice-president, Joseph McPhee, Courtnay; fifth vice-president, Leonard Frank, Alberni; secretary-treasurer, F. Elworthy. The Government will be urged to build roads and trails to open up the island, and these, with the extensions of the C.P.R., will encourage people to settle in districts which heretofore may have been considered inaccessible or remote.

Vancouver shows up well in the building record of Canadian cities in 1908, being one of four to show an increase,

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and stands second in the total value of permits, being surpassed only by Toronto. This, too, in a year when depression was keenly felt.

#### Settlement in the Okanagan.

Whaling off the coast of British Columbia was not quite so profitable in 1908 as in the previous year, but it was good enough to pay dividends of 14 per cent. on the preferred stock and 7 per cent. on common. The collapse of the oil market in Europe last year caused \$80,000 less profit than was estimated.

Americans are to the fore with colonization projects for the Nechaco Valley. Mr. G. M. Davis, of Victoria, has disposed of 11,200 acres of land to an Iowa syndicate, who will dispose of it to settlers from the Western States.

The Fraser River Cannery Association is now a thing of the past. In its place is the British Columbia Cannery Association. This includes the membership of the old concern and represents the cannery on the Fraser, Vancouver Island, Rivers Inlet, the Skeena, the Naas and other points north. Mr. W. D. Burdis is still secretary.

Mr. L. W. Shatford, M.P.P., managing director of the Southern Okanagan Land Company, who was in the city this week on his way to Victoria to attend the legislature, states that a large number of settlers are going into the Okanagan, and that as a result there will be a large increase in the fruit growing acreage. This company has good success in disposing of its lands in the Okanagan. Another Okanagan land company is the Kelowna Fruit Lands Company, controlled by Belgian financiers, which will subdivide 17,000 acres.

A request has been received by Mr. Lawes, of Enderby, from New Zealand, for the whole of his crop of winter apples for 1909. Mr. Lawes was the principal contributor to a shipment made to New Zealand from that district.

## FIDELITY LIFE IN BRITISH COLUMBIA.

The establishment in Vancouver of the Fidelity Life Insurance Company, which has a Dominion charter, should be the means of concentrating in British Columbia the investment of funds. To have the home office of a concern of this kind in a city or province means a great deal. It provides money for development purposes.

The names of those acting in official capacity is sufficient to recommend the company. Mr. John Hendry, who is president, has lived in the province for 30 odd years, and is identified with a large number of successful enterprises, such as the British Columbia Mills, Timber and Trading Company, the V. W. & Y., etc. Among the directors are Messrs. S. G. Faulkner, who has a long connection with local financial and industrial institutions; J. Y. Griffin, founder and ex-president of the packing concern of that name and now a wholesale man in Vancouver; Robert Kelly, of the large grocery and wholesale house of Kelly, Douglas & Company; and R. A. Mather, formerly of the Keewatin Lumber Company. Other business men whose experienced records of successful business are well known, and who are shareholders, are Dr. R. E. McKechnie, Major Duff-Stuart, Kendall, Sewell & Co., and others.

These gentlemen have subscribed upwards of \$200,000. A large number of shares have also been subscribed for in Ontario. Major Lazier, who is associated with Mr. W. H. McBrien as fiscal agents for the Fidelity Life, is well known in the East, where he was connected with many financial and industrial enterprises.

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