

NEW WESTMINSTER AS A MANUFACTURING CENTRE.

(From our own Correspondent.)

New Westminster, October 15th.

In the Industrial Building at the Provincial Fair the number of exhibits of manufactures belonging to the district or to Vancouver was very marked, and a day spent in visiting mills, car shops, canneries, etc., was a most impressive lesson on how rapidly manufacturing is developing at the coast. Lumbering, of course, stands pre-eminent, and will do so for many years to come.

The daily cut of the New Westminster mills is half a million feet, and, as they operate fully three hundred days a year, the yearly output is enormous. The largest mill is that of the Fraser River Sawmills Company, Limited, situated about four miles up the river. This plant was erected many years ago, but was out of operation for a long time, until last year, when a new company was formed and an entirely new outfit of machinery put in. The daily cut of this mill is 200,000 feet. Here has been erected the first concrete drying plant on the Pacific coast. It has a capacity of 70,000 feet, and already ground is broken for two more kilns of the same capacity.

Logs Are Like Toys.

The double band saws were in full operation, and the huge logs were being turned and twisted by the immense steam nigger, as if they were mere toys. The company are erecting a score or more of cottages for their workpeople, and there will be quite a mill village at this point. Two hundred and twenty-five men are employed, of whom one hundred and forty are Hindoos. There will be something to be said later about Hindoo labor on the coast.

About half the output of this mill is loaded on the cars and shipped direct to Alberta and Saskatchewan. For the other half, the big sea-going vessels come up the river and are loaded from the company's own wharf. From the log boom at one end to the finished lumber loaded on to car or boat at the other the plant is up-to-date in every particular, and there is marvellously little actual handling of the lumber. The company are installing an electric lighting plant of their own, but the motive power of the mills is steam, for which they have a battery of 1,800 horse-power boilers.

Nearer to the city are the Burnette Sawmills Company, Limited. This is one of the oldest plants on the coast, and, in addition to all classes of lumber and shingles, it has an immense box factory. The daily cut of the mill is, roughly, 100,000 feet.

Output Goes to the Prairies.

Another mill is that of Small & Bucklin. This has only been opened about a year, and will cut from 80,000 to 100,000 feet. Their plant is very conveniently located on the river below the town, the site having been formed by pumping sand from the river bed and filling in a marsh. The whole peninsula has been raised about seven feet.

A large planing mill is being added to this plant, and some hundred and fifty men are employed. The entire output of this mill goes to Manitoba and Saskatchewan. There are three other mills, one large one, that of the British Columbia Timber and Trading Company which does an immense export trade, and makes up from 1,500 to 2,000 of the sectional cottages every year. The company also does a heavy export trade in sashes and doors and finds the demand for the sectional cottages growing very rapidly. There are several smaller mills, which there was not time to visit, and which bring up the total daily cut, as before stated, to half a million feet.

Exquisite Cross-ply Finishing.

Another industry in wood is that of the British Columbia Manufacturing Company, Limited. They have only been in operation seven years, and employ some thirty hands. Their specialty is the manufacture of fruit and berry boxes, baskets and crates, butter boxes, egg cases, fish boxes and packing cases generally. The machine used for splitting the wood for the berry boxes is more up-to-date than any to be found even in California. The native woods of British Columbia lend themselves particularly to this class of work, and the boxes are of a very superior quality. In addition to their other lines the company manufacture cross-ply woods for hardwood finish. One of the most beautiful shown is the native curled maple. The markings in this wood are superb. It is no flight of fancy to say that in studying the polished surface you can pick out the faces of cherubs and hobgoblins, beautiful trees, ferns and flowers. This company also imports Australian mahogany and blue gum, and manufacture cross-ply from them also. One of the most exquisite cross-ply finishing seen in their exhibit at the Fair was of the native birch. It looked as if the beautiful creamy surface had been etched in sepia. These cross-ply effects are seen in almost all the homes of New Westminster. Oak is a wood which is lacking on the coast, but this is to be supplied as soon as the new line of Mexican steamers starts to run, as they will bring oak from the west coast of Mexico, where it grows to large size, and is of very superior quality.

In the Car Shops.

The British Columbia Electric Railway Co., which controls the lines for Victoria, Vancouver and New Westminster, have their shops in the latter city, and here they make all the cars which are used on the three systems. Their yearly output is about thirty cars, and these cost, when finished and equipped, from \$7,000 to \$9,000 each. They employ exclusively skilled white labor, and have from forty-five to fifty hands. Native woods are employed exclusively for the frame of the cars, but Australian mahogany is entirely used for interior finishings. Everything in connection with the cars is made on the premises, even to brass finishings. A car just finished and ready to go on the rails cost \$9,000 as it stood. It was a splendid piece of workmanship, and no metropolitan road in the world need have blushed to have it in its service.

Though British Columbians believe firmly "there is nothing like wood," they are beginning to think that leather also has its merits. Until within the last year the hides of cattle slaughtered for local consumption and export were so low in price that it was a question whether it paid to take the trouble to ship them to San Francisco, which was the nearest market. They often sold as low as 1½ and 2 cents per pound. A year ago last July, the Fraser River Tannery, Limited, was organized, and a large plant erected across the river from New Westminster. This plant comprises a tannery 250 feet long and one storey high; a finishing house 100 feet long by 40 feet wide and four storeys high; and numerous other buildings. The capacity at present is about fifty hides per day, and they manufacture saddlery leather, heavy shoe and lace leather.

Hemlock Shade in Leather.

The hemlock of British Columbia gives a peculiarly beautiful shade to the leather in tanning. The hides are of good quality, and the output of the factory is of the very highest. Although they have only been in operation such a very short time they are already shipping to Calgary saddle and skirting leathers, the Great West Saddlery Co. having expressed their appreciation of the quality of the leather. This is a high compliment, for, as Calgary is the head of the ranching country, where men are excellent judges of saddles, the Saddlery Company can afford to take nothing but the best for their trade.

The tannery has had its difficulties, as so far it has not been able to get all the hides it required, and skilled labor is dear and hard to obtain, but in spite of these drawbacks they have made a marvellous success for the time they have been in operation, and are firmly resolved to stay with the proposition.

J. Leckie & Co., Limited, of Vancouver, who have one of the most up-to-date boot and shoe factories in Canada, have contracted for the whole of the tannery's output of shoe leather.

Loggers' and Miners' Shoes.

A word about this shoe factory might not be out of place. They make a specialty of loggers' and miners' boots, as well as ordinary heavy boots for men and boys. They are reaching out for trade in Manitoba and New Ontario, and the other week made a shipment of 1,000 pairs of loggers' boots to the latter country. They have a rolling machine for the leather of which these boots are made which is capable of giving 1,200 pounds pressure to the foot, and a special hot wax sewing machine with lock stitch. Their consumption of sole leather alone is some 4,000 sides a year, and they work up four hundred feet of upper leather daily.

To return to manufacture in New Westminster, the Western Canadian Can Co. is another industry that is located here, and which made a very creditable exhibit of their goods at the Fair. It is three years since they started, and they employ about thirty-five hands. They manufacture all classes of cans, but make a specialty of cans for goods being shipped to the Yukon.

For the Yukon Trade.

The Westminster Fruit Pack Co. is another industry catering especially to the Yukon trade. They put up all kinds of fruit and vegetables in both glass and tins and large quantities of evaporated vegetables and fruit. Their display of evaporated prunes, apples, and potatoes drew many admiring visitors. The manager stated that enlargements of the plant would be necessary for another year.

"What is life without beer?" say the Germans, and the Westminster Brewing Company are meeting that want of the community. Their capacity is 15,000 barrels a year. They use almost exclusively native-grown hops, and get their malt from the Canada Malting Company at Winnipeg.

The British Columbia Distillery Co. have their plant about three miles up the river. It is a perfect colony of handsome red brick buildings. They have a tank storage for alcohol of 130,000 proof gallons and a storage capacity of 10,000 barrels of their finished product, the storage building being 100 x 60 and 60 feet high. They have a grain

half of himself and staff. He staff, saying that each tried to the bottom. He was very president had said: that there no trouble worth speaking of bank had its own guarantee tished for many years, and it ly from the beginning. The per cent, on the amount of the years, not longer than fifteen. had established his character and no further payment was

Mr. C. E. Spragge were then for the election of directors. W. Shepherd it was decided

on reported the re-election of, viz.: Messrs. J. P. Cleghorn, Fred Henshaw, H. Markland, person, Wm. C. McIntyre and

ked the shareholders for their they had done for the advan-

ted, and at a subsequent meet- Molson Macpherson was re- H. Ewing, vice-president for

EARNINGS.

1905.	1906.	In. %
\$1,189,000	\$1,442,000	24.6
\$1,305,000	\$1,455,000	11.4
4,810,000	6,101,000	26.6
791,030	831,691	5.1
793,853	851,093	7.2
3,602,185	3,813,188	5.8
7,433,7		
100,200	164,100	63.7
122,300	186,600	52.5
378,500	624,400	64.7
age 98):		
53,503	59,042	10.3
52,786	60,014	13.6
282,572	308,113	9.0

Railway Company for the first e increased \$254,300, or 12½ rease in earnings for the e same percentage, the total e about \$3,200,000.

has been presented by the e civic authorities, and shows e company for the year ending of which the city receives the earnings of the company h as twelve per cent. on its When the earnings reach e will be 15 per cent.

CKS REFORM.

an shipping were made mani- Trade on Tuesday, when Mr. anager of the Bristol docks, d done in the matter of dock what he conceived to be Can- kings. Mr. Girdlestone is in ortation authorities and trade ility of establishing a regular go steamers between Canada Quebec and Montreal, where ents very inadequate, and the ristol trade at the latter port which Sebastian Cabot dried upulation of 300,000, had in the 0,000,000, giving it the second om. Canadians must know lo-Canadian trade is being ports. It was useless to ex- nto ships to trade with the ot provide adequate facili- Montreal could be made, a and he suggested a commis- t some of the large ports of ce a vigorous reform in Can- nd accommodation.