

CANADA'S PACIFIC COAST

New Drydock Scheme—Grand Trunk and Other Railways

(Staff Correspondence.)

Vancouver, September 15th.

Despite strike conditions in the coal mining centres of Vancouver Island, reports from that section of the province indicate brisk conditions. Things are particularly good in the Union Bay district, and at the thriving little town of Courtenay considerable building is going on. Hotel accommodation is being increased to meet the demand, and altogether the situation is encouraging. Farming is pursued on a large scale in that district, and as crops were good, progress will be continued. On the whole, there might be said to be an improvement generally on the coast. The salmon fishery has been good, and with an abundant crop on the prairie, a more confident tone exists. Credits have no doubt been shortened, but this is the natural result of conditions such as have existed during the past few months.

Control of the Canadian Fish and Cold Storage Company has passed to Sir William Mackenzie. This concern was organized in Vancouver four years ago, Mr. G. H. Collins being managing director. The base of operations is Prince Rupert, where the company has a cold storage plant. Halibut are being handled there and shipped east, and the company has been buying salmon on the Fraser River for packing in the cannery it has established. Grey cod is also being sought by one of the company's boats in Alaskan waters, and it is proposed to convert these fish into boneless cod bricks. The company is laying out an extensive scale of operations and to facilitate disposal of its product selling agencies have been established in the east and middle west.

Mr. H. H. Stevens, M.P., in a public speech this week, stated definitely that the Amalgamated Engineering Company purposes building a 16,000 ton dry dock on Burrard Inlet. It will take some time to complete a structure of this kind, but the assurance that it really is to come will be welcomed, not only by shipping interests, but also by those who desire to see Canadian business retained by Canada.

British Columbia's Forests.

The forest branch of the lands and works department is having made a complete estimate of the forest wealth of the province. This will include also figures of the amount of land available for agricultural purposes after the timber has been removed. Co-operation of the Conservation Commission has been secured in this work, and it is expected the figures will be of great value.

It is gratifying to note that as timber is being taken off provincial lands, effort is being made to bring the areas under cultivation. In south-eastern Kootenay, this policy is being followed by more than one large company owning its limits, and on the coast the Canadian Western Lumber Company has planned a definite campaign. This concern is logging on a very extensive scale in the Comox district beyond Courtenay, where the land is fertile. It is proposed to colonize these lands with settlers from Norway, Sweden and Denmark. The greatest drawback to settlement in the province is the excessive cost of clearing, but this will be removed when undertaken by logging companies.

Construction on Grand Trunk.

Announcement is made that every effort is being made to hurry completion of the Grand Trunk Pacific Railway through British Columbia. Construction of this new trans-continental line has been slow across the province, but now that the Panama Canal is soon to be ready no time will be lost in having through lines across the northern part of the continent ready to take care of development that may follow. There is considerable railway construction in British Columbia, both in the north and south. Within a year or two the line across the Hope Mountains, direct to the Kootenay, will be ready, the big contract for the portion across the most difficult part of the route having been awarded. It will take longer than that to complete the extensive work the Canadian Pacific has in hand, but when the new double track is in operation, Canada will be able to handle any traffic that may offer. There will also be the Canadian Northern, which will be completed before the Grand Trunk Pacific or at least about the same time, so that the coast cities will have ample connection with the east. Lines north and south on Vancouver Island and longitudinally through the province will be available as feeders.

The city of Nelson is negotiating for the purchase of the gas works in that city. The bondholders, centred in Toronto, ask \$60,000.

NEW BRUNSWICK'S PROSPECTS ARE BRIGHT

Agriculturists Have Satisfactory Year—Manufacturing and Distributing Interests Are Actively Engaged

(Special Correspondence.)

St. John, N.B., Sept. 16th.

Reports from all sections of New Brunswick show that the farmers are gathering excellent crops. Hay was housed in fine condition. The grain and root crops show a larger yield than was anticipated. The province will have large quantities of potatoes for export. The only shortage this year has been in apples and some of the smaller fruits. Farmers generally will have a very satisfactory year.

The saw mills at St. John are still idle, and there does not appear to be any prospect of an early settlement.

St. John council has asked Hon. J. D. Hazen to arrange a conference with the officials of the Grand Trunk Pacific Railway, to learn the intentions of the company with regard to traffic at the port of St. John. No steps have yet been taken to provide terminals for the traffic which should be available within a year.

Railways Are Extending.

Rapid progress is being made with railroad construction work on the St. John Valley Railway. More than one hundred miles of the line will be completed by the end of the year. The Gibson and Minto Railway is nearing completion, and is now hauling coal.

The St. John Railway Company has agreed to extend its line and give a service which will be of great benefit in the development of East St. John. This line will be completed within two months, and will be the first extension the company has carried out for quite a number of years.

The Dominion government will construct grain conveyers on two additional wharves at West St. John to relieve the congestion so apparent last season.

Natural Resources of New Brunswick.

A body of silver, lead and zinc ore has been located near the Intercolonial Railway, a short distance above Bathurst. Iron mines are already being operated near Bathurst. Assays of the silver, lead and zinc ore have shown it to be valuable, and the property was recently examined by the representative of an American mining corporation.

Another gas well has been struck in Albert county. This is the second to be struck within a month, and both are of large capacity. The company are also drilling at Sussex, and in going down the first six hundred feet struck several pockets of gas. They expect to strike a large body of gas at a depth of fifteen hundred feet. The last well opened in Albert county was at a depth of sixteen hundred and forty feet. A Moncton resident, speaking of the benefit derived by that city from natural gas states that before the gas was laid into the city it was expected that the cotton mill would be closed, but that natural gas cut its expenses one-third, and there is a suggestion of doubling its capacity; while the Intercolonial Railway, by using natural gas, has cut its power expenses to \$7.50 per horse-power, and is producing the cheapest electricity on the continent.

Work in Progress.

The work of placing the machinery in the new Canadian Pacific Railway grain elevator has been begun. The steel framework of the new sugar refinery buildings is now being erected. The foundations of the new post-office and of the new bridge to connect East and West St. John are nearing completion. Messrs. Norton, Griffiths & Company have two powerful dredges on the way out from the Old Country, and some other plant from Argentina, for dredging work in Courtenay Bay.

The Canada Cement Company will establish near St. John a million dollar plant for the manufacture of cement. There has been much complaint during the present year of difficulty in securing supplies of cement for building operations, which this will remedy.

The Bank of British North America has opened a branch at McGregor and Selkirk Avenues, Winnipeg, under the management of Mr. D. H. Allan.

A Vancouver syndicate has taken over the interests of the Columbia Coal and Coke Company at Coalmont, B.C., near Princeton. The price was \$1,750,000. Former owners were: Hon. Colin Campbell, W. L. Parrish, J. W. Brown, C. Brown and D. H. McDonald, all of Winnipeg, and J. T. Johnson and D. Donald, Vancouver.

The associated boards of trade of Western Canada new officers are: Mr. R. Loney, Moose Jaw, president; Mr. E. D. Martin, Winnipeg, first vice-president; Mr. E. A. Dagg, Calgary, second vice-president; Mr. A. A. Wilson, Fort William, third vice-president; and Mr. Chas. H. Webster, Calgary, secretary-treasurer.