

PORT NELSON WILL BE TERMINAL

Government Decides on Outlet for Hudson Bay Railway

Port Nelson is to be the terminal of the Hudson Bay Railway. In July, work will be commenced on the harbor development. These announcements were made in the House of Commons this week. The length of the railway line to be built from Saskatchewan River, at the Pas station on the Canadian Northern Railway, to Port Nelson, is 410 miles.

Linked With Ontario.

From the accompanying map, it will be seen that from Cochrane, the present terminus of the Temiskaming and Northern Ontario Railway, to Port Nelson, the railway can be extended in a line continuous with that of the part of the Ontario Government railway already constructed. It is hoped that mineral areas will be found in the more distant parts of older Northern Ontario and in the new district of Patricia that will justify the extension of the Ontario Government railway to Port Nelson. The people of Ontario will, in that event, possess a semi-transcontinental railway ending at a seaport.



On to Hudson Bay.

While the harbors in, at least, the southern part of James Bay are poor, it is likely that within a few years they will be utilized as terminals for one or more railways. Examinations are being made of the mouths of the Nottaway and the Rupert, and of the coast of the bay farther to the south and west.

Some Comparative Distances.

The distance from Port Nelson to Liverpool is 2,966 miles; Montreal, via the Strait of Belle Isle, is 2,761 miles, and via Cape Race, 2,927; New York, by the northern route, is 3,079 miles distant from Liverpool. Winnipeg, by the Canadian Pacific Railway, is 1,422 miles from Montreal.

Discussing the project in the House this week Hon. Mr. Oliver said the Government was not well advised in making Port Nelson the terminal until the cost of creating a harbor had been established. Owing to the shallow water in the harbor it would be necessary to dredge a channel for fourteen or fifteen miles. It would not be possible for vessels to navigate the channel in rough weather.

At Port Churchill, on the other hand, there was a good harbor, he contended, although not a large one. There was a twenty-foot channel leading to the harbor. Until the utility of the channel was definitely established he thought it would be unwise to make any great expenditure at Nelson.

Mr. W. M. German (Welland) said he hoped the minister of railways would not go ahead and spend too much without being sure of the project. He said he had always had doubts as to the ultimate success of this railway. He had been against the idea when the late government was in power, and was of the same opinion still.

CANADIAN COMPANIES IN MEXICO

In Mr. P. Tamayo's remarks relative to Canada's trade with Mexico in the last issue of The Monetary Times, the word "harm" was inserted instead of "alarm." The sentence should read: "It seems that political disturbances have caused more alarm to them (Canadians) than to the rest of the world's traders."

REORGANIZATION OF PAPER MILLS

New Company Will Control Several Plants—Capital is Five Millions

To secure better marketing facilities and to increase the general production of all the mills, a reorganization of several paper mills has been effected. The Provincial Paper Mills Company, Limited, has been incorporated with the following capitalization:—

Common stock		\$2,600,000
Preferred stock		2,400,000
		\$5,000,000

This sum is not only sufficient to take over the properties desired, but leaves besides a substantial amount of treasury stock for future developments.

Will Acquire Companies.

The new company proposes to acquire the stock of the St. Lawrence Paper Mills Company, Limited, and the Barber Paper and Coating Mills Company, Limited. It is necessary to secure the majority of the stock of each company to make the plan operative, but already 80 per cent. has been secured.

Through the new organization, the company secures control of the original mill of the St. Lawrence Paper Company at Mille Roches, near Montreal; the Montrose Paper Company at Thorold, near Niagara Falls, where extensive improvements have recently been made, and also the Barber Paper and Coated Mills, and the Canada Coating mill at Georgetown, Ontario, near Toronto.

Will Own Several Machines.

The head office of the company will be at Toronto. The companies at the present time are under the management of Messrs. S. F. Duncan, I. H. Weldon, Geo. Copping, of Toronto, and T. A. Weldon, of Thorold, who have been prominently identified with the paper industry in Canada for some years.

There are six paper machines in the mills that have been taken over by the Provincial Paper Mills Company, and seven coating machines. The new machine which was recently installed in the mill at Montrose will be started in about two weeks. A large power plant has been erected at this place which is now furnishing power for the Montrose mill, and also the Interlake Tissues Mills Company, Limited, which started about two months ago. This mill is controlled by the interests owning the other mills, but it is not included in the organization.

Prominent Canadian interests will become identified with the new company.

BUSY AT FORT WILLIAM

Fort William is almost too busy to tell of its activities. Lake commerce is brisk in every line. An average of nearly 1,000,000 bushels of grain is being shipped from the Fort William elevators daily.

The receipts of coal continue heavy with prospects of the movement continuing during the summer months. Package freight is being brought to Fort William in large quantities. The passenger boats, too, are carrying capacity cargoes of merchandise. Large quantities of steel rails will be delivered in the local harbor. There is an average of from four to six boats there with rails every week. These are being shipped from the Soo, Sydney and Chicago.

Some idea of the proportions of the carrying capacity of the vessels navigating the great lakes can be gained by the arrival in Fort William of the steamer The Sydney, Jr., of the Shenango Steamship Company's fleet, with a cargo of 26,000 barrels of soft coal, practically enough coal to supply the fuel requirements of the city of Fort William for a year. The Sydney is one of the largest vessels on the great lakes, 590 feet long, has a 64 foot beam and a depth of 35 feet.

The latest grain report issued from the head office of the Grain Commissioners at Fort William, dated May 16th, states there were 18,288,571.97 bushels of grain in store at the terminal elevators in the twin cities, as compared with an amount of 13,628,588.17 bushels for the same period of last year. Grain receipts for the week were 4,442,688 bushels and shipments 5,015,374 bushels. There is a large number of vessels in the grain trade this spring. There are few, if any, idle vessels on the Great Lakes.

The W. H. Dwyer Company, Limited, have signed contracts for the erection of a 100,000 bushels elevator, fully equipped with drying and cleaning machinery, on the property recently purchased from Messrs. Graham and Horne on Island No. 2.

Headway is being made on the excavation at elevator "D" and builders are expecting to make a start shortly.