RAILWAY CONSTRUCTION ON PACIFIC COAST

Pacific Great Eastern Plans—Cement and Coal Production

(Staff correspondence.)

Vancouver, July 20th.

Sixty-five acres of the Lonsdale estate, west of North Vancouver, near the mouth of the Capilano River, has been purchased by the Pacific Great Eastern as a site for its terminals. According to the agreement made, the railway company must expend $100,000 before the end of 1915 and $400,000 before the end of 1918 in terminal and other improvements. Not only that, but it is understood that a substantial cash offer has been made by the same railway company for the Squamish reserve, held by the Indians at the head of Howe Sound. According to the agreement under which the portion of the Lonsdale estate is reported to have been purchased, the stipulated expenditure of half a million dollars in five years does not foreshadow a very large amount of activity, but this figure is placed as a minimum and the railway may intend to do a great deal better.

Now that the United States Government plans lines in Alaska, Premier McBride has hopes that he may be able to accomplish something for this province. With the end in view of having a line straight through to connect with any that may be built in Alaska, the Pacific Great Eastern is being assisted by the provincial government. When it is constructed it will give access to the great hinterland of the north, the Peace River country and beyond.

Trade With Australia.

Hon. George E. Foster may not have been as successful as he might have wished regarding arranging better trade relations between Canada and Australia, but his overtures will very probably result in good in the end. Australia has had its own way in a measure. That is, with the steamers coming direct from Sydney to Vancouver, New Zealand had little chance of competing in a market which was quite open to it, and for which it had made a bid by granting a preference. With conditions such as those, Australian shippers were naturally somewhat independent, but of late a change has taken place. The Australian Government would not enter into an arrangement for subsidizing the steamers, but New Zealand did, with the result that New Zealand has first call on the cold storage capacity of the boats. Previously New Zealand could not get any accommodation in this respect, and to try and get into this market, a trial shipment was made some years ago to Vancouver via the Suez. This was not successful. Now, however, Australian shippers are losing the Canadian trade, which has been growing of late, and it is taken as correct that the federal government of Australia will be asked to do something without delay.

Cement and Coal.

British Columbia's cement manufacturing plants are gradually increasing in number. For some years a big plant has been in operation at Tod Inlet, not many miles from Victoria, and this summer another large plant has started at Bammerton, also in the same locality, but on the opposite side of Saanich Inlet. These two are on the coast, but the interior also boasts of a plant. This is located at Princetown, in the Similkameen, and it is calculated that cement can be made more cheaply there than at any place on the continent. With the completion of the railway line to the coast from the southern interior, an enterprise such as this will have the opportunity of getting into the market here. In Vancouver, New Westminster and Victoria the day of large buildings has arrived, and construction now is nearly altogether of reinforced concrete. Consequently, makers of cement see opportunities in the future.

Hon. Mr. Crothers, while on the coast, made an attempt to get the owners of the coal mines on Vancouver Island and the miners together in the hope of adjusting the labor dispute, but his efforts were of no avail. The mine operators will not have anything to do with a foreign organization, who call a strike against the wishes of nine-tenths of the miners, and on the other hand the foreign principals will not consider any proposition if the organization is not recognized. With such a deadlock, there is little prospect of a satisfactory settlement being affected. The Canadian Collieries (Dunsmuir) are getting back to their normal output, but even so the supply of coal will be short next winter. With a pronounced shortage, the public will certainly suffer, and both parties to the dispute are relying to some extent on the sequel resulting in their favor. The Western Fuel Company is bringing coal from Australia, and if the Panama Canal were open for traffic it would not be a bad venture to bring fuel from Nova Scotia to this coast.

CANADIAN IRON AND STEEL COMPANIES

Satisfactory Results Being Achieved by Various Corporations—Increased Output and Facilities

Monetary Times Office,

Montreal, July 30th.

The business of the various Canadian iron and steel concerns, to date, this year is proving satisfactory according to available information. The Dominion Steel Corporation has announced its intention to make quarterly reports of its output and the meeting was held the other day at which the results should have been announced. However, up to the moment, the figures have not appeared.

The Nova Scotia Steel and Coal Company has announced its output for the first half of its present year and this shows an increase in practically all products as follows:—

	First half 1912.		First half 1913.	
Coal shipped	322,716	tons	327,221	tons
Coke made	39,630	"	53,253	"
Pig-iron	24,930	"	40,043	"
Ingots	33,598	"	38,355	"
Finished material	31,899	"	33,625	"
Axles made	22,783	"	27,530	"
Total ore mined	248,540	"	271,911	"
Submarine ore mined ...	17,327	"	127,211	"
Ore shipped	94,620	"	151,033	"
Limestone	26,792	"	34,579	"

These figures are the largest for any first half year in the history of the company. It is expected that the shipments of coal will be larger in the second half year.

Increases in Production.

While the increase in the ore mined at Wabana in the first half year increased 23,500 tons, the ore won from the submarine portion of the mines has increased about 100,000 tons over the same period of 1912. July will probably establish a new high record in ore shipped, the total probably being not less than 114,000 tons. Output of ore at Wabana now exceeds the corresponding period of last year by about 2,000 tons per week, while the amount passing to the pockets of the loading pier exceeds 4,000 tons per day, an increase of about 10 per cent. over the best previous record.

At Sydney Mines a new 50-ton open-hearth furnace is approaching completion. Mechanical gas producers will be employed and steel will be produced early in August.

At New Glasgow, a new bolt and rivet plant is now in full working order and turning out a large quantity of material. The company is now in a position to take care of the entire requirement of the Eastern Car Company, which will be a very large user of these products.

Delivering Four Thousand Tons per Day.

At the middle of July, the company had orders already on its books sufficient to keep it operating on finished steel for four months, ensuring full employment to the middle of November. As for coal and ore, the full tonnage is already disposed of and deliveries are being made at about the rate of 4,000 tons of each per day and the company's entire fleet is employed.

Barring accident, the company will at the end of the present year, show the biggest output in its history and the profits, also, it is stated on good authority, will be greater.

Excellent reports are also received of the Lake Superior Corporation and its subsidiaries and progress is being made all along the line. Earnings for May amounted to $270,339, being an increase of $104,368 as compared with May, 1912. This is a gain of 63.2 per cent. For the eleven months to the end of May the net earnings amounted to $2,108,945 against $1,194,558, a gain of $914,385, or 76.5 per cent.

SPANISH RIVER AMALGAMATION CARRIED

The proposed amalgamation of the Lake Superior Paper Company, Limited, with the Spanish River Pulp Company, was carried through at a meeting of the shareholders of the latter concern.

The Lake Superior shareholders had previously given their consent, so that no formalities now remain to be concluded. Considerably over the requisite three-quarters of the capitalization of the Spanish River Company was represented, either in person or by proxy, and the plan suggested by the directors was unanimously approved.

The Spanish River shareholders of record July 28 will receive a common stock bonus approximately equal to 10 per cent. on the holding of preferred and 20 per cent. on the holdings of common.