

BRITISH COLUMBIA.

Several Large Sales of Timber Limits—Zinc Smelter for Medicine Hat Suggested—Railroads Active.

(Staff Correspondence.)

Vancouver, Sept. 2nd.

Sir Donald Mann was in the city this week, and a large party of Grand Trunk Pacific officials were here on their way north to Prince Rupert. Announcements are hardly looked for, as most of the news has been given out concerning the railway lines coming to the coast. The whole of the sections of the Grand Trunk Pacific and the Canadian Northern Railway in British Columbia are now under contract, and construction will be proceeded with as rapidly as possible during the next three years. Sir Donald Mann stated that building of branch lines would go on simultaneously with the construction of the main line, so that feeders would have been provided when the principal road is ready for operation. He inspected the sections on the lower mainland, having had a special car placed at his disposal by the British Columbia Electric Railway Company.

With Mr. Charles M. Hays were Mr. Frank Swanston, Mr. H. Deer, assistant secretary of the Grand Trunk Pacific, London; Mr. John Pullen, assistant freight traffic manager; Mr. W. E. Davis, passenger traffic manager; Mr. A. Butze, general purchasing agent; Mr. J. E. Dalrymple, assistant freight traffic manager; Mr. W. P. Hinton, general passenger agent; Mr. A. B. Smith, manager of telegraphs; Dr. J. M. Lepey, assistant chief medical officer; Mr. A. W. Smithers, London, and Mr. E. G. Chamberlain, general manager. It is hardly necessary to remark that close observation will be made of every point affecting the company in the north. The party left here on Monday night, and after visiting Prince Rupert will make a trip to the end of the steel on the mainland to look over the ground.

Zinc Smelter for Medicine Hat Suggested.

The smelting of zinc ores has been a problem for consideration among mining men in the interior of British Columbia for many years. Slocan properties have zinc values, but the method of treatment has been such that it did not pay to work the mines except when the general values were encouraging. Costs were heavy, both for treatment at smelters in the United States and for duty and freight. It is now suggested that a zinc smelter be established at Medicine Hat, where natural gas could be used and the expense reduced to a minimum, or at least a reasonable figure. The matter has progressed so far that the question of freight rates has been discussed with the Canadian Pacific Railway. An enterprise of this kind is almost too good news to be true. With successful home treatment of zinc ores much activity would result in Slocan camps, and a resource now lying practically undeveloped would be turned to good account. One mine, the Lucky Jim, is perhaps better known than others, and prominent Spokane men who have money invested are working at the scheme proposed.

The retirement of Sir William Whyte as second vice-president of the Canadian Pacific Railway will come with regret to many people in British Columbia, where he was very well known. He was, perhaps, the most approachable of the older officials, and, perhaps, it was because of this that he became so intimate with all questions affecting the West. He was of special value to the railway company not because of what he knew of railway business, which was his special line, but of the many and all little and big enterprises between the Great Lakes and the coast. To-morrow, if he were making a trip west, he would be found on the platform, if the train stopped a moment, enquiring about the latest move in a town, and ten to one he had heard about it before he arrived. Town officials and business men throughout the West have looked upon him as a personal friend.

Big Purchase of Crown Granted Timber Limits.

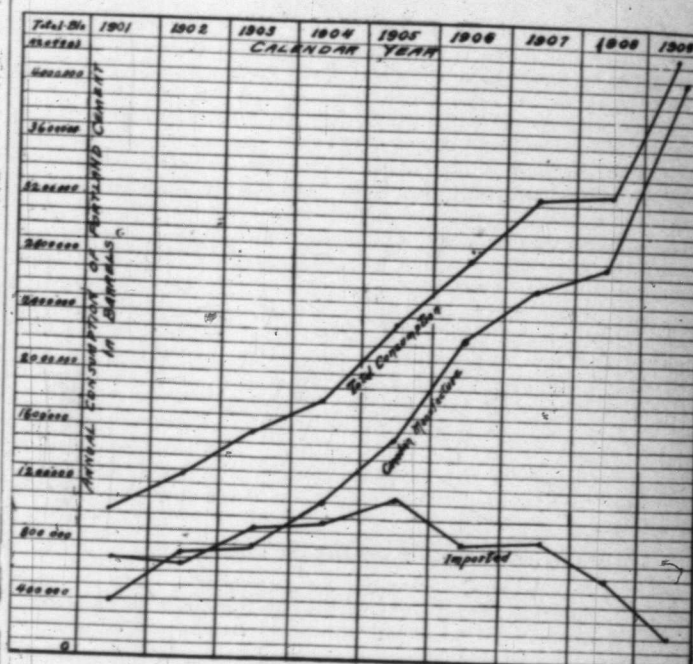
The Vancouver Timber and Trading Company, of Vancouver, has purchased 30,000 acres of Crown granted timber from the Redcliff Lumber Company. These lands are located on the west coast in the vicinity of Alberni. The price of \$2,000,000 is mentioned, but no figure is given out. The Redcliff Lumber Company is an American concern organized a few years ago. A timely point was brought out by Mr. Alvo von Alvensleben, of the Vancouver Timber and Trading Company, in discussing the sale. He suggested that owners of timber should have their land surveyed, since the present custom of selling unsurveyed lands would lead, sooner or later, to a tremendous amount of litigation, and in many cases would result in undermining the confidence of outside capital in the stability of British Columbia timber investments.

The interest being taken in timber investments is further shown by the purchase of twenty-seven square miles on Cowichan Lake, also on Vancouver Island, by six British capitalists, represented by Sir John Barker, Baronet. The opening of the Panama Canal is looked upon as giving a short cut to the eastern American cities and Europe, and it is expected that a great impetus will be given trade when that route is ready.

ANNUAL CONSUMPTION OF PORTLAND CEMENT.

The accompanying curves with the annual consumption of Portland Cement plotted against the calendar year shows very clearly the growth of the cement industry in Canada and also the history of imports of cement.

The top curve shows the total consumption of cement in Canada. The next curve shows the consumption of ce-



Annual Consumption of Cement in Canada of (Canadian and Imported) Years 1901-1909.

ment of Canadian manufacture and the bottom curve shows the consumption of imported cement. In 1901 of all the cement used in Canada 64 per cent. was imported, in 1909 only 3 per cent. was imported; 97 per cent. or over 4,000,000 barrels being of Canadian manufacture.

The above curves were plotted from data given in the Annual Report of the Mineral Production of Canada-Department of mines.

NORTHERN PACIFIC RUNS ITS OWN TRAINS TO WINNIPEG.

A special train occupied by Northern Pacific officials recently arrived in Winnipeg from St. Paul. The officials concluded arrangements for the Winnipeg terminals. In the party were Messrs. Thomas Cooper, assistant to the president; G. A. Goodell, general manager; J. G. Woodworth, traffic manager; A. M. Cleland, general passenger agent; G. A. Mitchell, assistant general freight agent; E. C. Blanchard, general superintendent; W. G. Johnson, assistant comptroller, and A. I. Soverign, superintendent.

Mr. Cooper said that all arrangements have been completed by the Northern Pacific for the operation of its own freight and passenger trains into Winnipeg, instead of transferring to the Canadian Northern at the boundary, as has been done heretofore.

The arrangement will go into effect on September 15th, after which date all Northern Pacific trains will use the union station and Canadian Northern freight houses. After the completion of the Midland terminals on December 13th all Northern Pacific freight trains will use the Midland or Great Northern terminals.

The Midland will have its own superintendent in Winnipeg, as well as a local freight agent and a staff of officers.