

VANCOUVER SECTION

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INDUSTRIAL ACTIVITY IN BRITISH COLUMBIA.

Capital is Being Invested and Resources Developed—
Railway Notes—Guggenheims' Intentions.

(From Our Own Correspondent.)

Vancouver, B. C., February 9th.

The result of the Provincial elections on Saturday last, when the Conservative Government was returned to power with a majority increased from three to twelve, is regarded with general satisfaction. Without entering at all into the causes of the victory, it is enough to say that the people are pleased with the progress made during the past three years and a half, and have confidence in the declarations of the Government candidates that an aggressive policy of development is to be undertaken immediately.

English capital is about to be interested in the exploiting of the large oil and coal fields held in Western Alberta, just beyond the British Columbia boundary line, by a company, composed largely of Vancouver men. This is the Western Oil and Coal Consolidated, which has also a large number of Ontario shareholders.

Coal and Oil Fields to be Exploited.

Mr. J. B. Ferguson, manager of the company, left yesterday for England to consummate the deal, and en route will spend some time in Toronto. He has full authority to close negotiations, which will mean that \$400,000 of cash capital will be available for development, the English people having arranged to take over a one-half interest. It is the intention to establish a refining plant in the oil field, and put the coal mine, in the same locality, on a shipping basis. Both are good propositions.

Vancouver Island, rich with mineral and timber resources, will be developed by the Canadian Pacific Railway Company. For some time they have had survey parties in the field with the object of obtaining a correct estimate of the land and timber, and now it is stated that Mr. R. Marpole, who has been acting as general superintendent at Vancouver, is to be appointed to take charge of the company's land and timber interests on the island. His capacity and ability had already been proven, and if he undertakes this work it will mean great activity in another large section of the province which has lain practically dormant, and an important contributing factor in local progress.

Conditions in Rossland.

The Bank of Toronto closed its branch in Rossland this week, but that does not mean that prosperity has ceased in this thriving mining centre. The principal business of the bank came from the War Eagle and Centre Star mines, owned by the Gooderham-Blackstock syndicate. With the transfer of these interests to the Consolidated Mining and Smelting Company the business of the mines went principally to the Bank of Montreal.

Although the business of the Bank of Toronto was thus reduced to some extent, it still operated at a profit, but with such a large demand for branches in other expanding points, it was thought expedient to close the bank at Rossland. There is as much business in that city as ever, and increasing with the growth of the surrounding country.

Every day brings news of more activity in the northern part of the province. Aside from the Bulkley Valley, where extensive agricultural lands lie, and where coal and other minerals have been proven to be abundant, the vast district lying to the north as far as Atlin, and to the east five hundred miles to the boundary, is practically unknown. Prospectors relate stories they hear from the Indians of a country where oil is found in lakes, and from where specimens of coarse gold have been brought, but the section is a wilderness as far as knowledge of it is concerned.

Where the Railways Will Build.

The Grand Trunk Pacific will cross at a point comparatively to the south, but the line proposed to be constructed by American capitalists will open up another large district to the north. At the last session of the Legislature they secured a charter to operate to the northern boundary, under the name of the British Columbia Northern and Alaska Company, and now are seeking incorporation from the Dominion Parliament to extend the line through the Yukon territory to Dawson. Henry Blitz and Louis Anerback, of Boston, are those who have so far appeared in connection with the enterprise. Apart from the speculative business which may result from the development of resources unknown at present, there is a good mining country, where the existence of gold has tempted expenditure already, that will give a revenue to a railway.

Mr. A. L. Berdoe, general manager of the White Pass

and Yukon Railway Company, which has head offices in Vancouver, told your correspondent that he had heard nothing of the reported purchase of the rail and steamship business of this company by the Guggenheims. It was stated in many Western papers that this large mining syndicate bought the railway because of the very considerable amount of freight business it had. "If anything like a sale had taken place," Mr. Berdoe added, "I would certainly have heard of it."

INDUSTRIAL AND CO-OPERATIVE SOCIETIES.

Special Committee at Ottawa Considering This
Question—Cold-Storage Plants.

(From Our Own Correspondent.)

Ottawa, February 13th.

Mr. Fisher's bill to encourage the establishment of cold-storage warehouses is interesting in many ways. It provides for the Government contributing to the construction and equipment of any cold storage warehouse a subsidy not exceeding thirty per cent. of its cost. This subsidy is not in the way of a loan, nor is any repayment expected. It is not a bounty, as that term is generally used, as the amount to be paid is computed not upon the amount of business done, but solely upon the cost of the plant.

There is no disposition in any quarter to minimize the importance of cold-storage, but this particular measure has come in for no little criticism. It is pointed out, by some, that the warehouses, already established, should receive a bonus, provided they submit to Governmental control as to the standard of efficiency to be maintained, and the tolls to be collected. Again it is urged that the Government should not dictate the location of the warehouses. This power might open the door to political influences, and it would certainly seem that the person or company putting up 70 per cent. might safely be left to decide just where, from a business standpoint, was the best location.

Cold-Storage on Steamships.

Section 9 of the bill repeals the legislation of 1897, respecting cold-storage on steamships from Canada to the United Kingdom, and in certain cities of Canada. As a matter of fact, the cold-storage service on sea-going vessels for some years subsidized by the Government has been quite unsatisfactory, and this matter is hereafter to be left to private enterprise.

As it is, Mr. Fisher's bill will probably do no more than encourage the formation of cold-storage companies by fruit growers and others in various parts of the country who may be attracted or stimulated by the promised bonus of thirty per cent.

Industrial and Co-Operative Societies.

A special committee of the House has under consideration a bill providing for industrial and co-operative societies. This bill if enacted will furnish the machinery for experiments in the line of co-operation. Experiments along that line have not been infrequent, and as a rule have not been successful in the United States and Canada. It may be that in the rural sections of Quebec, something may be accomplished approaching the marvellous successes that are reported from various parts of England, and from many points on the continent. The rural banks, it is said, are especially needed in Quebec.

In Ontario, at least, the chartered banks have established so many branches that this need does not exist, and in that province many farmers will be found rather shy of any scheme that relies upon co-operation. In spite of all literature on the subject, one cannot escape the conviction, that any business enterprise requires a business man to handle it. True, many a farmer may only need the opportunity to develop a genius for banking, or perhaps for commanding a vessel; but for practical purposes we rely upon men trained to business to handle the problems of the business world.

Dominion Government and Railways.

The discussion that sprung up in the railway committee on Tuesday last respecting the incorporation of the Manitoba Radial Railway betrayed the growth of a general conviction, among members of Parliament, that the Dominion Government should take over all railway companies, and that their incorporation should be made possible by some general act permitting them to be incorporated, as are many other companies, by letters patent, instead of by special legislation. This particular railway is projected from the city of Winnipeg to the Grand Falls in the district of Keewatin.

It should not be difficult to frame some general act under which railway companies might be incorporated. This practise obtains in many states of the American Union. The constitution of this, for example, expressly provides that no special act shall ever be passed conferring corporate powers.

AUSTRALIAN

Some Valuable Trade
Gain—A

(From Our

It is too early to say whether it is evident that Australia is recording a record year. The States show expansion, with an increase during the year of the other States which, for special sterling for Melbourne, New South Wales by optimistic statisticians.

The export of wool year shows an increase of more than 10,000 bales, notwithstanding that Wales is yet nearly 32 per cent up before the end of February. An increase during the year of the other States which, for special sterling for Melbourne, New South Wales by optimistic statisticians.

So far as can be seen, the irregular rainfall, the year of 1906. While the yield up to the estimates of the do, for the Australian States they will be larger than pastoral products and at the beginning of last industrial trouble in near to be serious. Australia as bright prospects as a

Not only has there been the last year the trade advancement in tackling the two great curses of proven themselves to be quarantine system has police to close up conc get direct evidence.

A suspicious place in the conclusion, from the found entering and leaving or betting resort, it is been given, every man arrested for violating restriction, places which British Columbia's App

A Vancouver newspaper why it was that British trade to Australia, instead hands of United States two Commercial Agents secured the market. That that British Columbia h send it.

Without fully accepting truth in it to warrant that aspect of the case year to secure fruit from effect. There can be no could have been made this way than by selling which, one would think Eastern Canada. Unfortunately such fruit have been dis has been received a ship order. They also state British Columbia fruit inferior product from the stand. Hence the lack this Sydney dealer, in Room For Some Impro

As it was with fruit was a trade, of which ports to the Canadian ing considerable money. A little was done in the potatoes when received of this kind, to be well in the field. It will not up in the streets of Vancouver country. There are, no but it is singular that the can be made a very poor A Washington State year because he learned