

ST. JOHN WANTS DRY DOCK

And Ship Repairing Plant—Government Has Been Asked to Aid Project.

(From Our Own Correspondent.)

St. John, N.B., November 1st.

Never in the history of St. John has there been such a universal spirit of optimism regarding the future of the city as prevails at the present time. Several factors have contributed to a change of sentiment that is apparent on every side. In the first place, some recent addresses delivered here by prominent public men made clear to all, what careful observers had long since noted—that the East must profit and grow along with the development of the West; and the pace of that development was shown to be so rapid that results must soon be produced at the Eastern ports. The statements of these speakers recalled others made a few years ago by leading officials of great transportation companies, who declared at a banquet on an Empress steamer of the C.P.R. line on her first visit here that "the time must come when the trade to and from the West would crowd the wharves of all available eastern ports."

Then, while the citizens were in this expectant mood, came the rumour that Messrs. Harland & Wolff, the great Belfast shipbuilders, in conjunction with the C.P.R., Allan and Dominion steamship companies, have selected St. John, as the most desirable site for a dry dock equal in size to any now in existence, also a ship repairing plant, the whole to cost \$2,500,000. A delegation representing the city and these shipping interests, has presented the case to the Government for necessary aid to the project, and the utmost confidence is expressed that the dock and repair plant will be built. With it will come minor industries and a general advancement of the interests of the port. Add to this, the fact that extensive wharves and warehouses are to be added to the equipment on the west side of the harbour, the dredging being now in progress, and the further fact that the Grand Trunk Pacific Railway will eventually have terminals at Courtenay Bay, and that Messrs. Mackenzie & Mann may yet seek a port here, and it requires no argument to show that a great development is certain in the near future.—A.

WILLIAM BEECH IS A HUDSON BAY ENTHUSIAST

Winnipeg, November 3rd.

William Beech of Churchill, on Hudson Bay, has again returned to Winnipeg, for the winter, and is more enthusiastic than ever over the possibilities of this great natural harbor. This time Mr. Beech did not attempt the overland trail and river route, which he had employed on his past trips, but came out by way of Hudson Straits and St. Johns, Newfoundland, taking advantage of the return trip of the steamer Adventure. This steamer was chartered by Revillon Freres to take supplies to their trading posts on the Bay, and to take materials and men for the opening of the new posts. Mr. Beech saw something of the conditions encountered by boats navigating the Straits. For some years he has been an ardent supporter of the Hudson Bay route as an outlet for the Canadian West, and from what he has seen this trip, he is, if possible, even more eloquent in his description of the possibilities of the route.

"Churchill is the great natural harbor on the Bay," said Mr. Beech, "but if there were ten more such harbors it would not be too many, for they would increase the natural resources of the country by just ten times, and ultimately they would all be needed. If the government starts to build the Hudson Bay railway they will make a mistake if they do not double track it at once. They should put down a double track now, for it will be needed by the time it is ready for use, and they should plan to put down the heaviest possible steel and get the best of motive power. The route is to be one of the great world shipping routes."

PACIFIC COAST LUMBER INDUSTRY.

The lumber industry on the Pacific Coast at this season is quiet, the natural condition at this time of the year. The lumber manufacturers are generally satisfied with the season, while shingle men report that trade has been good all the year. In comparison with last year, the business has been a long way ahead. In the coast cities, where building is proceeding, local lumber trade is good, with prices low. In the interior, where business has been good, the call is now for men to engage in logging, which is done there in the winter, the same as in the East. On the coast, logging is done in the summer, comparatively few men being in the woods during the stormy weather. The outlook is promising, as it is

expected that following precedent, business will pick up after the first of the year in anticipation of the resumption of building operations on the prairies in the spring.

COMMERCIAL NOTES.

The Regal Motor Car Company, of Detroit, may establish a \$100,000 plant at Walkerville, Ont.

The Nanaimo Herring, Canning and Packing Company, Ltd., has bought a site at Nanaimo, B.C., and will at once prepare for active operations.

The C.P.R. extension from Shebo to Lanigan is completed. This fills in the gap between Winnipeg and Saskatoon, on the direct line to Winnipeg.

The City of Vancouver has started to negotiate with the Great Northern Railway for the surrender of certain rights at the head of False Creek, the idea being to secure, if possible, control of these tide lands, improve them and lease them to railways that might need them.

A feature of development in British Columbia is the acquisition by companies of land in the dry belt where good fruit is grown, and the irrigating of the areas with a view to settlement. Deals are reported continually, some on a rather large scale. An indication of the importance of some of these ventures is the resignation of Mr. R. M. Palmer, Deputy Minister of Agriculture of British Columbia, who has been in the Government service for many years, that he might take over the managing directorship of the British Columbia Fruit Lands at Kamloops, B.C.

That manufacturers are directing attention to the Pacific Coast is shown in the decision of Messrs. Douglas Brothers, of Winnipeg, to locate in Vancouver, a site having already been purchased. This firm are sheet metal workers, and will employ a large number of men. Other instances are in the looking around of Mr. Edward Gurney, manager of the Gurney Foundry Company, Toronto, for a possible location; the visit of representatives of the Ross Sleeping Car Company, to enquire into the business prospects; and in the purchase of 1,000 acres on the Fraser River by the recently incorporated Western Steel Corporation.

GREAT LAKES LOSSES

The past season on the Great Lakes has been a disastrous one for life and property, 95 lives and \$2,000,000 having been lost. The following is an estimate:—

Total loss of life	95
Total monetary loss	\$2,000,000
Drowned in wrecks	61
Accidental drownings	12
Accidental deaths, etc.	22
Loss in collisions	24
Number of collisions	24
Boats total losses	\$1,049,000
Number total losses	18
Total losses in gales	\$ 605,000
Damage by fire	\$ 106,000
Damage other causes	\$ 200,000
Total stranding	83

The losses have been largely confined to the freight steamers, passenger boats being fairly free from disaster. On April 30th, no less than three steamers and a barge, representing an investment of \$425,000, went down in a gale on Lake Superior, twenty lives being lost.

NEW FIRE COMPANY

A new fire insurance company has commenced business in Winnipeg under the name of the Continental Fire Insurance Company. It is capitalized at \$500,000, and has subscribed \$200,000, of which \$25,000 is paid up. The officers of the company are:—President, M. J. A. M. De la Giclais; vice-president, Joseph Lecomte; treasurer, W. Wither; secretary, C. M. De la Giclais; directors, Horace Chevrier, Y. De la Fonchais and W. Hull. The new company have full deposit with the Manitoba Government and in the meantime will be a non-tariff company. They wrote their first risk on October 29th.

The Hamilton cemetery board have decided to invest the perpetual fund of \$50,000 with the Mercantile Trust Company, for five years, receiving five per cent. interest, paid quarterly. Offers were also received from the Trusts & Guarantee Company and a London loan company. One of the offers was made after the other offers had been submitted. The Council's permission to make the investment will be secured.