

PACIFIC SECTION

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PEACE AND PROSPERITY.

B. C. Employers and Employees Settle Differences and Industrial Activity is Renewed—Gold in the Omineca District—Oriental Trade.

Monetary Times' Office,
Vancouver, B.C., June 3rd.

Labor troubles apparently are over, and industrial operations are in full swing, with a season before them of a prosperity of a greater degree than ever. The week's record from the mining districts of the Kootenay and Boundary, which were the most affected, shows that an abundance of coke is available, and that the new wage scale decided upon between the owners and the miners is satisfactory.

There is a steady advance in the interest being taken by outsiders in the interior mining properties, in the Lardeau and Slocan particularly. The quietness which has been a feature since the boom days is now giving way to an activity on a solid basis.

Call of the Wild.

The fever of the stampede has taken many of the old prospectors, in whose veins, with the coming of spring, surges the wander-lust, and they are heading for the Omineca. From there comes the report that gold is plentiful, and the Yellowhead Pass district is swarming with parties. Those who know British Columbia are not surprised that valuable mineral has been discovered in the North.

Although nearer districts were tramped over many times, fine properties were left unclaimed until years after, and it is only natural that in an unknown territory of a rich Province great discoveries should be made. Forty years ago, when the over-flux of the Cariboo argonauts flowed into the Omineca and the Cassiar, much gold was found, and the deserted villages in that section are mute testimony of past activity. Now that survey parties are exploring the country, when there is prospect of a railway, and prospectors and timber cruisers are searching the hills and the valleys very closely, minerals will be discovered.

There are between 200 and 300 timber cruisers scattered along the proposed line of the G.T.P., locating timber in view of the transportation facilities afforded by the construction of the road.

The success met with by the managing director of the Western Oil & Coal Consolidation Co., Mr. J. B. Ferguson, who has returned from a trip to England, is an indication of the willingness of the investors of Great Britain to put up capital for the exploitation of Western resources. He disposed of \$400,000 worth of stock during the two months he was in Great Britain. Not only that, but he reports that the inquiries about British Columbia in London and other large cities of the Old Country are very many.

British Columbia and French Immigrants.

Mr. Telsphore St. Julien, a native Frenchman, who has been residing in Canada for a number of years, is of the opinion that British Columbia would be a good place for emigrants from France. He thinks that many of the agricultural class, estranged by the recent differences between the Church and the State, would be glad to leave France, and no country would suit them better than the Dominion's favored Province on the Pacific.

The expansion of the trade between this port and Australia is very gratifying. It is shown in the fact that the Alley Liner "Bucantaur," which will not arrive here until the middle of June, already has all her freight space booked for the return trip. It is more than a month before she will sail, and as there is much freight always offering during the three weeks prior to a boat's departure, the outlook is that much will have to be refused. It is the intention of this company to install cold chambers on both the "Bucantaur" and the "Pondo" this summer.

Another feature of marine commerce is the large shipments of flour and grain which will be made from Vancouver to Oriental ports. The next "Empress" will take some, and the "Athenian" and the "Monteagle," both of which will leave in June, will have almost full cargoes of flour. With such an exportation, it will follow as a natural course that mills will be erected on this coast. There is a large market for the by-products, and, with the steady increase in population, millers will find it to their advantage to be right here on the ground.

Trade with the Orient.

Besides the cargoes of flour, the Brackman-Ker Milling Company, which operates between Western Alberta and the Coast, will ship 3,000 tons of oats to Hong-Kong.

The development of a new country, or an unknown district of an old country, always means a great expansion of the business. Without taking into account the shipments which have been made into the Yukon in the past, mention might be made of the large consignments of foodstuffs which are now being forwarded to Dawson. These are coming from all over the West, on both sides of the line, and Alberta is supplying beef and butter. Some of the American goods will be for the towns on the Lower Yukon, but the major portion goes to Dawson. The value of the shipments will be well on for half a million dollars, and will be taken to St. Michael and thence up the Yukon by river boats.

Reference to the list of companies weekly granted certificates of incorporation in this Province, and those registered and licensed as extra-provincial companies, will show how rapidly industrial enterprises are springing up on the Coast. These are being established by men who know the country, and the ramifications are into every line of business. In addition to these are two or three other lines. In New Westminster, which is becoming a favored place of location, a turpentine factory, has started with an initial staff of twelve men.

In Vancouver, local people have secured the patent rights to manufacture an interlocking brick, which will be put on the market. Now that lumber is getting higher and higher in price, new building materials are in demand, and cement bricks are now being manufactured, in any color or shape. Vancouver people are looking for a suitable site in the Okanagan for a pork-packing factory.

Notes of the Fruit Growing Industry.

With the advent of summer, attention is being directed to the fruit growing industry, which will soon be as important as that of lumbering and mining. This year will create a record in the matter of production, and the maintenance of quality is the unceasing effort of the officials of the Horticultural Board. About forty carloads of nursery stock has been handled by the fumigation men in Vancouver this spring, which gives an idea of the area being planted.

And, yet, with a growth all through the Province, it is remarkable that the mail service into the Slocan has been reduced from a daily to a tri-weekly service. Public meetings have been held in interior towns, and protests sent to the Department at Ottawa, for with a slow service progress must be retarded. The superintendent of the railway mail service, Mr. J. O. MacLeod, made a strong protest, but to no avail. The reason given by the C.P.R. is that the reduction is made so that the service will conform to the new schedule, and people are naturally indignant that the country should suffer for the greater convenience of the private arrangements of a company which has a cinch on the territory.

Plans are being perfected for the shipment of untinned salmon and halibut to Great Britain in cold storage, with local headquarters at Kaien Island. With the installation of cold storage chambers in the New Zealand boats, fish will be sent there also.

Railroad Extensions on Vancouver Island.

To hold the charter for the line between Kitamaat and Kitsalas Canyon, it is stated that the G.T.P. will have to spend \$100,000 before August, and the company is actively at work in the district. This road, besides opening up a timber and mineral section, would give an outlet from the Telqua and Bulkley valleys the year round. As it is now, there is no travel from these parts after the river freezes.

Rumours of railroad extension on Vancouver Island have started a small army of those pioneers of civilization, the prospectors and timber cruisers, over the whole of the northern part of the island, where timber and minerals are to be found. The C.P.R. is sending out to-day a survey party to do more detailed work on the proposed line between Duncans and Cowichan Lake, to tap timber limits on the shores of that body of water.

The town of Yorkton has under consideration the installation of a water works system. Mayor W. D. Dunlop has been inspecting a number of water works plants in the United States, with this object in view.

Extensions are to be made to the Vancouver Water Works. A new main is to be laid across Coal Harbor, and 12-inch mains are to be laid on Smyth and Beatty Streets. The new work will cost about \$10,000. Mr. Madison is superintendent of Water Works.

A report has been circulated that a deal is pending between the Bell Telephone Company and the local Government, whereby the latter will acquire the company's systems in Winnipeg and in larger towns, and will have a working agreement affecting long-distance lines.

City Engineer Kerr, of Ottawa, says that the water supply of the city is inadequate. At present 14,000,000 gallons of water is consumed per day, while the safe working capacity of all the pumps is only 20,000,000 gallons. Mr. Kerr says the capacity should be at least 28,000,000 gallons, and in order to secure this recommends the installation of a duplicate set of pumps.

CANADIAN WATER

The Possibilities of Assistance

The lowest portage carried though to come one of the busiest of quantities of lumber. The work was done high the Great Lakes had been. North-West was almost ment had followed the lands of Western Ontario as was available was St. Lawrence route.

in the Ottawa, and 50 much beyond Pembroke 1890, when the C. P. and regularly, and with the North-Western prairie outlet to the ocean was urged to subsidize Lawrence, and it was

terest I began to study competitor to the pro figures and calculation to comparative economy of the leading dailies and commented upon, greatest interest was States in Toledo, Ohio. McLeod Stewart, an fatigably to interest the treat, and through the partial success and scheme may have been great for the times, but the phenomenal development five years, as well as companies have put an expenditure of fifty much more tremendous to-day, and while no public, I believe that provide a 21 foot navigation and that unquestionably turn for the expenditure.

Description of the Route

To describe the route enter the middle or Copanang through a and having at least a River is called a river water of Lake Nipissing a mile of it which carries no sediment, and by itself. It is a series and ample width, with its total fall is only a banks are almost invariably navigable for miles without improvement. come the lift to Lake the water and prevent the Georgian Bay. E to the immediate neighbor.

Lake Nipissing is of navigation it will be deep and bold, near where considerable drainage. From Lake Nipissing Trout Lake, the first the Ottawa is 4 miles. The original proposition level by means of a dam become impracticable.