

SARDINE INDUSTRY FOR MARITIME PROVINCES.

Swift & Company Will Locate in Montreal—Some Street Car Problems.

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Montreal, December 12th.

A new industry is about to be added to the Maritime Provinces through the activities of Mr. George F. Johnston, of the financial firm of Johnston, McConnell & Allison, of Montreal. The concern will be capitalized at \$1,000,000, and its real purpose will be to pack sardines, with headquarters at Chamcook, about three miles from St. Andrews, N.B. A new factory will be erected in time for next season's catch, and only the very latest plant and devices will be installed. Large piers, as well as a number of workmen's cottages, will be built of concrete and all the buildings will be of a permanent character.

About 85 per cent. of the sardine catch along the Atlantic Coast is taken in Canadian waters. The bulk of this is shipped to the United States and there packed for home consumption and for export to Australia, South Africa, and elsewhere. The quality of the Canadian sardine is equal to the Norwegian, and but little inferior to the French, although the latter is acknowledged to be the best in the world. The choicest French sardines bring double the price of Norwegians. Architects are now working on the can factory, which will contain the best machinery for the handling of the fish in such a manner that their flavor will not be impaired, and that they may be kept for years without deteriorating.

While catering particularly to the sardine trade, the factory will also be equipped for handling larger fish. Some 600 men and women will be employed by this company. Mr. Chas. Haycock, formerly of the Sea Coast Packing Company, East Port, Maine, is secretary-treasurer, and Mr. F. P. McColl, of the East Port Company, may become general manager. Mr. Johnston will be president, and on the board will also be Sir. Wm. Van Horne and Messrs. G. M. Bosworth, W. R. Macinnes, R. B. Van Horne, and W. J. Shaughnessy.

Messrs. Swift & Company to locate in Montreal.

The announcement that Messrs. Swift & Company, meat packers, of Chicago, are to locate in Montreal and erect a big storage plant here, for the care and distribution of their products, is interesting. A merger of local packing plants is anticipated.

The representative of the Swift Company dwells considerably upon the refrigeration or ice-manufacturing service which can be performed by the plant which will be erected here. He says the company is doing a business of \$225,000 in Canada, distributed over considerable territory. It expects to sell ice here in Montreal at probably \$2 a ton. He declares that the ice the company produces will be of a better quality than that taken from the St. Lawrence River, inasmuch as the water is first distilled and then frozen. He declares that householders will be able to obtain from them a good big chunk of ice for a few cents. A local paper has been devoting considerable space to what it terms the "Ice Trust" in Montreal, and to the lack of competition between the different companies and the high prices being charged for ice, notwithstanding the huge quantities which can be cut from the river here each season.

Street Car Problems of Montreal.

President Robert, of the Montreal Tramways Company, recently issued a statement in which he outlined the requirements of a proper street railway service for Montreal. He dealt especially with the congestion of the traffic at certain hours of the day, which is the problem which particularly confronts Montreal. He pointed out that only a certain number of cars could be run on a line, and that it was necessary to have an increased number of lines. For this purpose the company had made application for different streets such, for instance, as Sherbrooke and Dorchester Streets, but without success. These streets, together with St. Catherine, form the three through east and west streets in the up-town district. As it appeared impossible to get permission to put tracks on these streets, he suggested another plan which has been before the council. This plan embraces a new east and west route in the lower part of the city, and another in the upper part. In each case, it will be necessary for the city to do considerable expropriation in order that existing or broken streets may be connected up together in such a manner as to give a through route. He stated that all cars were compelled to stop at each corner if signalled. In the down-town districts, where most of the congestion existed, these streets sometimes occurred twice as frequently as in other portions of the city, and the cars no sooner got moving properly be-

fore they had to stop again. All these interruptions mean delay, and delay means congestion.

His statement amounted to a plea for the granting of more streets to the railway whereupon to build lines, and also for less frequent stops. The inference from the statement was that the city was very largely to blame for conditions of which many were complaining, as it had not come to terms with the railway.

The aldermen and comptrollers make the claim that they had been trying to induce the street railway to offer some plan, so that steps can be taken to remedy the conditions. Letters have been sent to the company asking when a conference could be had, and replies have been received stating that as soon as the financial reorganization was completed, the matter would be taken up. The legislature at the last session, in reply to a request of the railway, had instructed it to go before the city council once more but, despite this, the company had submitted no definite proposals. Comptroller Wanklyn said that if it would come forward with a list of streets that could be used for new car lines, everything would be done to help matters forward. In fact, the comptrollers were having the city surveyor report on the feasibility of underground tubes for the relief of congestion.

The present delay may be for the purpose of awaiting the decision of the Privy Council regarding the rights of the Railway Commissioners to issue orders to the Tramways Company, the old Montreal Street Railway having appealed to the Privy Council from an order of the Railway Commission, on the grounds of jurisdiction.

SCHOOL DISTRICTS EMPOWERED TO BORROW MONEY.

The following school districts have been authorized to borrow money. The particulars are given in order, name and number of school district, amount required and name of secretary-treasurer:—

Alberta.

Skowiatyn, No. 2483, \$1,000; R. Fletcher, Lamont.
Danada, No. 2505, \$800; J. R. H. Myrther, Gleichen.
Remainder, No. 2542, \$1,600; T. H. Walker, Burdett.
Winning Way, No. 2545, \$1,200; A. G. Adshead, Big Valley Hill.
Coalfields, No. 1275, \$600; G. Ballantyne, Mountain Hill.

Saskatchewan.

Dixie, No. 293, \$1,700; T. Boyd, Stellinga.
Mozart, No. 2781, \$1,400; F. Hoey, Mozart.
Neifield, No. 144, \$1,200; A. Kelm, Fox valley.
Exeter, No. 298, \$1,500; E. B. Coderre, Coderre.
Tennyson, No. 362, \$950; H. F. Boyd, Harwell.
Lorraine, No. 222, \$1,300; D. L. Melby, Ratcliffe.
Eltham, No. 2823, \$1,900; A. Langston, Plunkett.
Auto Road, No. 329, \$800; E. L. Amos, Autoroad.
Nipawin, No. 2827, \$1,000; L. McFadyen, Nipawin.
Lethburn, No. 280, \$1,200; T. G. Corneil, Leeville.
Halcry, No. 2835, \$1,000; R. Mitchell, Mitchellview.
Habsburg, No. 2582, \$1,700; I. Flegel, New Warren.
Grassdale, No. 219, \$1,500; F. H. Williams, Landis.
High Wood, No. 299, \$1,500; D. V. Thomson, Watrous.
Rose Lynn, No. 350, \$1,800; J. H. Schlosser, Kerrobert.
Lake Coteau, No. 407, \$1,200; J. Seaman, Lake Coteau.
Ridgedale, No. 2523, \$400; R. B. S. Stewart, Ridgedale.
Fox Hills, No. 190, \$1,500; R. H. Jessup, McDonald Hills.
Fischman, No. 2829, \$1,500; G. E. Williams, St. Boswell.

WHOLESALE PRICES ARE FIRM.

The Department of Labor index number of wholesale prices for November shows that about the same level was maintained during the past month as in October, though prices are considerably higher than at the same time in 1910. The number is 130.8 for November, compared with 130.5 for the preceding month, and 122.0 in November, 1910. Over two hundred and fifteen articles, carefully selected to represent the entire field of Canadian production and consumption, are included in these calculations. The numbers represent in each case percentages of the average price level prevailing during the decade 1890-1899, the period selected as the standard of comparison. The detailed figures show that the chief features of the price movement during November was a continuance of the upward trend of grains and dairy products, with a drop in animals and meats. Miscellaneous foods, especially canned goods, flour and sugar, were higher, but textiles were slightly lower owing to a fall in cotton. Under paints and oils, turpentine dropped but linseed oil advanced. Pulp and rubber were lower.