

ELEVATORS ON PACIFIC COAST

Prince Rupert to Have Large One—Great Northern and Northern Pacific Advances—Fire Prevention

(Staff correspondence.)

Vancouver, April 26th.

Prince Rupert is to make a bid for the wheat traffic that will come to the Pacific coast from the prairie provinces. Mr. J. E. Dalrymple, third vice-president of the Grand Trunk Pacific, has announced to the board of trade of the northern city, that an elevator with a capacity of ten million bushels is to be erected on the townsite and that construction will start shortly. This is really the first definite announcement of the construction of big wheat elevator on the Canadian Pacific coast, with the intention of looking after the trade that is expected. There has been talk of many in and around Vancouver and New Westminster. Mr. Dalrymple's statement is definite, and shows that the Grand Trunk Pacific will have some of the trade from Western Alberta when its line is completed. The Canadian Pacific Railway at this point will also get busy when the time comes, so it can be taken as granted that elevators will be erected in the neighborhood of Burrard Inlet in due course. Officials of the railway have stated the traffic will be taken care of when it arises, and naturally they will do what they can to increase business.

Joint Depot Suggestions.

A number of leading officers of the Great Northern and Northern Pacific Railways have been on the coast during the past week. A stated time is now given when the Northern Pacific will have its own tracks into Vancouver, that is, as far as Cloverdale on the south side of the Fraser River, thence by Great Northern Rails into Vancouver. A joint depot with the Great Northern is spoken of. There has also been a slight hint that the Great Northern would link with the Canadian Northern in a big depot at the head of False Creek. The suggestion is reasonable, for if two depots are erected they will be quite close together, and one large depot would serve the purpose better. But, as one of the officials remarked, it is three years yet before filling in operations will be completed, so there is plenty of time to figure out about the depot.

Municipal, Mining and Labor Topics.

Municipal authorities will be interested in the point that has arisen between the school board and city council of Vancouver over this year's appropriation. In its endeavor to keep the rate of taxation down to the usual rate of twenty mills net, the city council asked the board to reduce its estimates a certain amount. The board refused, so the council did the pruning itself. The board maintains that under the law the city council must provide the sum asked for and that it has no power to reduce the amounts. The board is adhering to its point. No settlement has been reached. In the meantime the tax rate has been struck.

The anti-Oriental feeling on the coast may be keen, but it is nothing like what it is in California. That it is ever uppermost, however, is shown by the question which came up at the meeting of the city council of New Westminster last Monday. It was reported by an alderman that a firm doing city business employed Orientals as skilled workmen, and a resolution was advanced that if their services were not disposed of no more trade should be given them by the city. Eventually the motion went through that no work was to be given to those employing Asiatic labor. Industries sometimes rely on the cheaper Oriental labor, but it is felt that this is not to be encouraged.

Steadily the Consolidated Mining and Smelting Company, which has its big plant at Trail, is adding to its mine holdings. Its latest purchase is the Ottawa property, near Slocan city, from a Pittsburg syndicate. For some years the Ottawa mine was one of the heaviest producers of silver in the Slocan district, the value of the ore running to very high average. The policy of the Consolidated Mining and Smelting Company is progressive and extensive development of the property may be looked for.

Suppression of Fires.

At the first meeting in May, a by-law for "the suppression of fires" will come before the council of South Vancouver. This by-law will provide that all theatres and public buildings be furnished with exits in proportion to their seating capacity and will prohibit patrons from occupying the aisles. Lumber mills will be required to have a certain number of hydrants in their yards, according to their area. The by-law will have a material effect on plans of buildings, for the provisions are stringent.

A tannery and shoe factory has been opened at Edmonton.

NEW BRUNSWICK

Agriculture, Mining, Building and Industries Are All Active

(Special Correspondence.)

St. John, N.B., April 30th.

With farming operations in the province beginning from one to two weeks earlier than usual, the outlook in that direction is favorable, and the farmers are pleased with the prospect of free entry for their products into the American market.

Sir Robert Perks, who is interested in the Miramichi Pulp and Paper Company in New Brunswick, declared that the Maritime Provinces possessed many attractions for the small farmer from the old country, with from \$1,500 to \$5,000 capital, and said he, the provincial governments should carry on a much more vigorous publicity campaign in Great Britain.

Log driving is now in progress on the various streams of the province, and while on some of the smaller ones there is fear that the drives will be hung-up, the prospect on the big rivers is fairly good. The price of lumber continues high with an active demand. Business conditions generally in the province are sound, and the easier condition of the money market is welcomed by those engaged in the development of industrial propositions. Wholesale merchants report that trade has been better thus far this year than for the corresponding period in 1912, although there has been complaint in some sections that collections are slow.

More Shipping Accommodation Needed.

The winter steamship season which is now drawing to a close has been the best in the history of the port, both in export and import business. There has been so much congestion on several occasions that the city council and board of trade will press very strongly upon the federal government the absolute necessity of having more steamship berths ready before the business of next winter begins. The Canadian Pacific Railway handled more grain during the past winter than was handled by both elevators in the previous winter, and it will have another elevator completed this year.

Rapid progress has been made of late on the foundations of the new sugar refinery, which in a few weeks will be ready for the beginning of the super-structure of this great group of buildings.

Railway and Industrial Progress.

The oil shares in Albert County will be visited by the International Geological Congress.

Work has been resumed with great vigor on the Gibson and Minto Railway, to connect the Queen's County coal fields with the Canadian Pacific Railway at Fredericton, and larger crews are being set at work on the St. John Valley Railway, so that the portion of that line between Centreville and Gagetown, may be completed by next October.

The pulp mill at Chatham, on the Miramichi, has been purchased by A. E. Read, London, England, who is the owner of another pulp mill at Chatham. Lumbering operations on the Miramichi this year will be on a large scale. Probably about 2,500 men will be engaged in the industry on the Miramichi during the summer.

Residences are in demand in Moncton, Sussex, and also in St. John. Building will, therefore, be active in the province generally.

A Swedish company has made an offer for the lumber mills.

The Minto Coal Company has now three shafts working in its mines in Queen's County, and is sinking two more. The company has erected thirty miners' cottages and will soon have fifteen more completed.—H. T. H.

WHEAT AND ITS STORAGE

The head offices of the Grand Trunk Pacific estimate that the wheat yield for the coming year will be at least 200,000,000 bushels. The Grand Trunk Pacific and the Canadian Northern Railway will have space for the storage of at least one-tenth of this output, the storage being measured for grain that will be in the elevators at one time. Their capacity for handling the grain this year is considered better than it ever was and the officials are satisfied that no blockade will occur. The Grand Trunk Pacific makes the following announcement:

"In Alberta there are only eighteen elevators with a capacity of 905,600 bushels; Saskatchewan, 75 with a 3,785,000 bushel capacity; Manitoba, 25 with 918,000 bushels; Georgian Bay ports, 10 with 9,860,000 bushels; Westfort with 1,000,000 bushels; total, 22,649,000. It is to be borne in mind that these figures represent what can be stored at one time and does not affect that which is in transit."