

future that trade cannot ignore it and nothing can wrest from Vancouver the proud position it occupies as its premier port.

The trade to the Orient has developed enormously, and the awakening in China, which has just begun, will cause the traffic between Vancouver and Oriental ports to increase beyond all bounds in the next few years. The shipments of wheat which have just started will, it is predicted, grow until the stream flowing west from the golden fields of the prairie will be as large as that which now goes east to Europe. Canadian agents in the Orient are already prompting the manufacturers of the Dominion as to the character of the goods that will be wanted, and all the products of the busy cities of the East will find their way to Vancouver to be shipped. There will be branch factories established in the Terminal City when the volume of Canada's trade with China and Japan demands it.

Exports of agricultural machinery and paper manufactures in the eastern cities are the heaviest shipments to Australia. Salmon shipments, too, are large, and there has been a great increase in miscellaneous exports. The steamers from Australia and New Zealand are now regularly arriving with full cargoes, a large part of which is composed of raw sugar from the Fiji, which is handled by the British Columbia Sugar Refinery Company.

The great growth of the coasting trade of British Columbia is perhaps particularly noticeable because of the more or less direct interest of the majority of merchants and shipping men in it. The selection of Prince Rupert as the Pacific terminus of the Grand Trunk Pacific, and the commencement of construction of the line from the Rockies across British Columbia to the coast, has undoubtedly proved a great stimulus to the coasting trade. The increase in traffic caused by the activities of the Grand Trunk Pacific Railway in the north is almost as nothing compared to what it will be when actual construction of the railway is undertaken. However, during the present year an enormous business has been done between Vancouver and points along the northern coast, and the traffic will increase annually with the development of the coast and interior regions to the north.

In every feature of ocean-going commerce through this port there is unlimited opportunity for expansion and before many years have passed the present figures covering its volume will seem small in comparison to what they will then be. Ample anchorage is available for as many vessels as will ever make their way into any harbor of the world, and the wharfrage is steadily enlarged to meet the constantly growing demand. Facilities

for loading and unloading cargoes of whatever nature are available and many large storage warehouses line the water front.

In the battle for commercial supremacy of the Pacific which we are told is to be waged between Occidental and Oriental forces, Vancouver will be in the forefront, representing as it does the one great marine point from which the British possessions must make their part of the fight. Already a splendid start has been made in preparing for this battle. Every item of development, agricultural, commercial or industrial, that is now being forwarded or will be in the near future; every rail laid over which to transport raw and manufactured products to and from this port; every modern improvement or invention utilized to facilitate quick and cheap handling of business, makes more certain the ultimate outcome of the battle, and insures more certainly Vancouver's foremost position in the Occidental equipment.

THE MINERAL WEALTH

While the importance to the growth and development of Vancouver of the three great resources named in another paragraph are paramount, they by no means embrace all of immense value to the city, and this review would not be complete did it not mention conspicuously several other sources of wealth production that mean much to the Province of British Columbia and the exploitation of which naturally rests principally in Vancouver as headquarters for those interested in their development. It has been stated that at least one-fifth of the total population of British Columbia is directly dependent upon mining, and the total value of the yearly production of the mines is more than \$25,000,000 at the present time. There are still thousands of excellent opportunities all over the Province awaiting capital for development, and needing only skill and a moderate investment to place them on a paying basis.

The leading minerals and metals produced are gold, copper, coal, lead, silver, coke and zinc, named in the order of their value.

Of the total amount of gold obtained from lode mining in British Columbia, only a small percentage has resulted from milling processes. It by no means follows from this that the future of gold quartz mining in the Province presents no attractions for the investor. In the upper Cariboo, Cassiar, Skeena and adjoining sections can be found a country that in the past has yielded vast millions of placer gold. Great expense and difficulty in matters of transportation of supplies, etc., have made strongly against quartz mining in these regions hitherto. Now that