BOARD OF TRADE ANNUAL MEETING

Reports Show City's Condition Is a Most Healthy One.

OFFICERS ARE ELECTED

Hon. R. G. Tatlow Tells of the Splendid Advance of Province.

(From Saturday's Daily)

The 29th annual meeting of the British Columbia Board of Trade was held yesterday afternoon, the retiring president, Mr. F. A. Pauline, in the chair.

The president's desk and the table were decorated with four handsome vases, filled with the blossoms of sweet peas, the gift of the Jubilee hospital ladies' auxiliary, as an expression of thanks for the use of the board room during the past year.

Annual Report

The annual report is as follows:

During the twelve months ending 30th June, 1908, there has been marked progress in the city of Victoria, and it is especially gratifying to note that the development has been general, and not confined to any particular line of industry.

E. & N. Railway Depot

The representatives of the board in regard to the inconvenience experienced in handling freight at the Esquimalt and Nanaimo railway depot, were recognized by the operators of that line, the Canadian Pacific railway company, and new and improved terminal facilities have been provided on the block of land situated between Store, Discovery, Government and Herald streets, which the railway company purchased for that purpose.

Coasting Laws.

For many years past the Canadian Coasting Laws have been suspended in these waters and foreign vessels have been allowed to carry freight originating in Canada and destined for another Canadian port. But for that suspension the city of Victoria would have seriously suffered in the past in consequence of an insufficiency of Canadian vessels. This condition, however, has happily changed and last month this board expressed the opinion that the time had arrived when the Canadian coasting laws should be inforced. The Dominion government was so advised and on 22nd of June the commissioner of customs notified all collectors of customs, at seaports in British Columbia that:

"On and after 1st August, 1908, the regulations set forth on pages 19 and 20 of Memo. 1155-B will apply to goods duty paid in Canada and the Canadian products and manufactures carried by water route between any seaport in British Columbia and a Pacific port in the United States south of British Columbia.

"Such goods when transported by water from the United States unless carried in British registered vessels shall, on arrival in Canada, be dealt with as imported goods.

"Canadian customs officers are instructed not to sign or certify any customs manifest for the transportation of the said goods by water route as in bond or free, on and after 1st August, 1908, except when the goods are carried in British registered vessels."

Pilotage.

There has been practically no change in the pilotage situation during the past twelve months as this board succeeded in preventing the proposed new tariff coming into force, under which the charges for pilotage of large freighters would have been greatly increased while for some months the business of the port has been carried on efficiently by four instead of five pilots. The special committees which has been engaged on this matter for over three years recently submitted a report, appended hereto, summarizing the whole proceedings to that date and in adopting the report the board thanked the committee and requested them to continue their work. The committee will continue to act and receive the hearty support of the board until the port of Victoria in the matter of pilotage derives the full benefits of natural advantages which are not equalled at any other port on the Pacific coast.

Terminal Freight Rates.

Concurrent with the issue of a new freight tariff by the Canadian Pacific Railway company, in October last, the differential charged on Victoria shipments was removed and the city now enjoys the same terminal freight rates as other ports on the British Columbia coast, thus bringing to a successful conclusion the long continued efforts of this board of trade in that direction.

Bills of Lading and Claims.

Much time has been devoted by committees and the council towards securing uniform bills of lading, both foreign and Canadian, for the greater security of shippers and in respect to the settlement of claims for damage to and loss of goods in transit. These are matters of common interest throughout Canada and the work in this connection has taken the form of co-operation with other boards of trade, the railway commissioners of Canada being the sole arbiters between the shippers and transportation companies.

Dry Dock.

In January last this board again directed the attention of the Dominion government to the necessity of providing a larger dry dock at Esquimalt and in reply was informed that a subsidy will be given if a company can be formed to undertake that work. In the opinion of this board the dock should be constructed by the Dominion government with possibly the assistance of the Imperial authorities (which was given when the existing dock was built) for no one can forsee how soon it may be necessary to re-establish the naval base at Esquimalt where there are no facilities for docking modern cruisers. Apart from this aspect there is the mercantile marine to be considered with the fact that in the event of a casualty to one of the larger vessels now doing business here there is no accommodation on the Canadian Pacific coast where repairs could be made. No time should be lost in providing for such emergencies.

Alaska, Yukon Pacific Exposition

As soon as this board received an assurance that an exposition would be held in Seattle in 1909, especially devoted to the products of Alaska, the Yukon and Pacific coast, the Dominion government was approached for a grant in aid of a suitable display of British Columbia and adjacent territory products. The first application was disposed of by an intimation that a vote during the present session of parliament would be early enough. Further reference was withheld accordingly, but, notwithstanding frequent recent reminders and petitions, this board has yet to learn of any money being voted for that purpose. The general opinion is that if an opportunity offered nearer the eastern Canadian provinces for the display of the products of that section a suitable vote of money would have been made ere this, and having in view the much larger per capita contribution to the federal exchange from this western territory, a strong feeling of dissatisfaction prevails that there has been any delay in the matter.

The last memorial from this board reads as follows:

"That the Alaska-Yukon-Pacific exposition to be held at Seattle in the state of Washington in the year 1909 is to be devoted, among other things, to a demonstration of the natural resources, manufactures and other products of British Columbia and the Yukon territory.

"That preparations for the exposition are being made on an extensive scale, and large appropriations have been made by the legislature of the state of Washington and the congress of the United States.

"That increasing interest is being taken all over the world in that part of the continent usually spoken of as 'the Pacific northwest," which includes this province and the Yukon, and that many people will visit the exposition for the purpose of learning what the country has to offer in the way of opportunities for settlement, exploration and investment.

"That if no adequate representation is made of the resources and advantages of Western Canada, not only will a valuable opportunity be lost of making them known to the public, but Canada will be placed at a disadvantage in comparison with other parts of the Pacific northwest. There will undoubtedly be private exhibits, but these will necessarily be limited in volume and variety.

"That advantage will be taken of the exposition by the people of Seattle to press the claims of their city as the trade headquarters of the Pacific coast and as the natural centre of transPacific trade, and your memorialists submit that a special effort ought to be made to demonstrate the advantages possessed by Canadian cities in both the above respects.

"Your memorialists respectfully suggest that it is important that no opportunity, by which the great resources of Western Canada, the growing system of transcontinental railway connection across Canada, the commercial independence of Canada, and the ability of the Canadian people to supply everything necessary for the development of their own country ought to be allowed to pass unimproved, but that on the occasion of the forthcoming exposition when the attention of people all the world over will be invited to the Pacific northwest, there ought to be an unmistakable demonstration not only of what the Canadian part of this great and rapidly advancing area has to offer to settlers and others, but of the ability of Canadian merchants, transportation lines and business men generally to meet all the requirements of their country that is being opened up to colonization and enterprise.

"Your memorialists therefore respectfully request that an appropriation may be made by the parliament of Canada to secure the adequate representation of the province, Yukon and other parts of Western Canada at the exposition above referred to."

Legislation

For some years past this board has endeavored by legislation to make it more difficult for a fraudulent trader to dispose of his stock in bulk. This has now been accomplished, for at the last session of the legislature the Bills of Sale Act was amended along those lines. The appointment of official assignees, registration of the assignment of book debts, increasing the sum recoverable in the small debts court from $100 to $200 and extension of the Victoria county area were also recommended, but those matters will have to be further pressed upon the government.

Vancouver Island Wagon Road

This board also brought to the notice of the provincial government the necessity of improving the wagon road between Goldstream and Shawnigan, the grade being too heavy for ordinary traffic. Surveyors were promptly put in the field and another route selected via the Saanich Arm and Mill Bay, and at the last session of the legislature a substantial sum of money was voted for commencing the work. The new road will be of great advantage to settlers and will provide a very needed means of communication.

Public Works

Some other works arranged for in and near Victoria, by the Dominion government are:

An immigrant building near the outer wharf; extension of the post office; improvements at the quarantine station; extension of telegraph lines to adjacent islands. At the request of this board the Dominion government is now operating its own lines giving a continuous service both day and night.

National Free Port

It is now about two years since the royal commission on transportation recommended the establishment of some national free ports, and Victoria was included in the number. The only reply received to this board's enquiry as to when the ports will be established intimates that the question is one of great magnitude necessitating the expenditure of millions of dollars and such would be the case if the scheme included the purchase of water frontage and improvements as recommended. At this port the recommendation of the royal commission could be practically carried out for an expenditure of about $10,000 per annum as for that sum shipping could be relieved of all charges for pilotage, port charges and sick mariners dues. The advantages which would accrue to such an arrangement would be very great, nor does there appear any valid reason why it should not be carried out, particularly in view of the fact that the Dominion government after an expenditure of millions of dollars in constructing canals between the Great Lakes admits and provides all services to vessels of all nations free of any charges.

Sealing

A very strong memorial has been prepared and forwarded to the Imperial authorities setting forth the restrictions imposed upon Canadian sealers under the "Paris award" in the matter of a closed season during the months of May and July, inclusive; prohibition of the use of fire arms in the Behring Sea, and approaching within 60 miles of the Pribyloff Islands. While Canadians are hampered by these restrictions the subjects of Japan are allowed to take seals on the high seas at any time or manner they please and within the area from which Canadian sealers are excluded. A copy of the memorial will be found in the appendices.

Victoria Harbor.

Dredging in Victoria harbor has been continued but the work progresses very slowly with an out-of-date plant. The new dredge, constructed in the east, is being assembled and will, it is expected, be completed in about six weeks. It is most important that it is operated here without delay for at extreme low tide it is necessary to dock the S.S. Princess Victoria at the outer wharf and the sister vessel now under construction for the Canadian Pacific railway will require a still greater depth of water.

The long time occupied in construction of the new dredge, is further evidence that the proper policy is to have all such works commenced and finished on this coast, where ample facilities exist.

Agriculture and Immigration.

This board is indebted to the Honorable the Minister of Agriculture for the following remarks in regard to agriculture and immigration:

Agriculture, while fully keeping pace with other industries made a decided advance in certain lines, notable in fruit growing. The acreage under fruit was increased by over 50,000 acres, so that the total orchard area at the close of 1907 amounted to more than 100,000 acres. Vancouver Island shared in this increase to an appreciable extent, but no very marked additions to Island orchards may be looked for until larger areas of land are cleared of timber. The formation of the Victoria Fruit Growers association should give an impetus to the fruit industry as it will enable the growers to dispose of their crops to the best advantage and at less expense, the grading and packing being attended to by experts employed by the association, thus relieving the individual member from the alternative of paying high wages for skilled help or sacrificing a considerable portion of his profits. Great improvement has been made in the Island orchards. Many old and diseased trees have been destroyed and replaced by new stock selected to secure the best results from the soil and climate.

Although the dates of the Dominion Exhibition at Calgary and the agricultural exhibitions at Regina, Brandon and Winnipeg are too early to permit of a display of apples, pears, plums, etc., the government has decided to send exhibits of fresh strawberries, cherries, gooseberries, currants and other small fruits, and it is gratifying to note that no less than ten local growers are contributing to the collection.

Shipments are so arranged that fresh lots of fruit will arrive at Calgary and other points daily, thus insuring the best possible display. The exhibits at the various exhibitions will include preserved fruits, forestry and natural history specimens, and large photographs of industrial and agricultural scenes.

British Columbia fruit again won the highest premiums and commendations in Great Britain, the province being awarded the Gold Medal (first prize) of the Royal Horticultural Society, London, Nova Scotia being second and Ontario third; also the Gold Medals at Edinburgh and Sheffield and the silver medal at the Crystal Palace, London, while individual exhibitors won eight silver and four bronze medals.

Labor Conditions.

Labor conditions improved during the year through the arrival in the province of a large number of experienced farm hands, many of whom engaged with farmers and fruit growers for the purpose of studying local methods of work before investing in land for themselves. A great many boys and young men of British birth eager to learn agriculture, have taken places formerly filled by Chinese and Japanese and in consequence the latter have considerably moderated their demands for high wages. The domestic service question, however, remains unsolved but for all reports this inconvenience exists everywhere in North America.

The construction of the Alberni branch of the Esquimalt and Nanaimo Railway company has attracted a great deal of attention to Vancouver Island, and the bureau of provincial information is in receipt of hundreds of letters from all parts of the world, asking information regarding the island and its resources. The E. & N. Railway company is now actively engaged in clearing portions of its land grant and the many prospective settlers are awaiting impatiently the time when these cleared areas shall be placed on the market. A considerably increased quantity of wild land held by individual owners have changed hands during the year and many of the new owners are carving out homes for themselves. In the districts adjacent to Victoria there is a notable increase in the number of orchards and small farms and there is ready sale for lands suited to fruit and vegetable growing.

Canadian News Agency.

It was felt that the time had arrived when the foreign news for Canada should be derived direct from the source of origin; with a larger share of Imperial news than is now forthcoming. The views of this board are fully set forth in the following resolution which it is pleasing to note has the support of many similar organizations throughout Canada:

Resolved: That the Dominion government be memorialized to take into consideration the advisability of assisting in the establishment of a telegraph service, primarily Canadian in character, but embracing the news of the Motherland and of other British possessions as well as of the United States. Be it further resolved that in dealing with this question the Dominion Government be asked to consider aid in the following forms:

(a) A cash subsidy on a sliding scale for a term of years to an association of Canadian newspapers along some what similar lines to that in force for several years and now expiring with the Canadian Associated Press. (b) Placing at the disposal of such an association the Yukon telegraph line when not engaged with commercial business for the free transmission of press news between the older portions of Canada and the Yukon territory. (c) A similar arrangement with regard to other telegraph and telephone lines of the government as well as the use of the news collected at the wireless stations of the Department of Marine and Fisheries. (d) An arrangement with other governments concerning in and responsible for the deficit on the Pacific cable whereby that line may be used at certain periods of the day when commercial business does not offer for the free transmission of press despatches between the Dominion of Canada and the Commonwealth of Australia and the Dominion of New Zealand.

Salmon Fisheries.

The Provincial salmon catch during 1907 was, on the whole, very disappointing, a total of only 547,459 cases including 314,047 cases Sockeyes being secured, compared with a total of 625,460 cases including 459,679 cases Sockeyes, in 1906. The Sockeye pack of the Fraser river only amounted to 89,815 cases which clearly demonstrates the serious extent of the depletion of the sockeye fishing, and, also, unfortunately, shows little if any result from past operations at the hatcheries. Such returns cannot be otherwise than unprofitable to the canneries, consequently only eight of these establishments will be opened on the Fraser River this year, and these more with a view of holding together their fishing and carrery crews for next season, which is the big year, than with the expectation of making any profit. At northern British Columbia points there was, generally speaking, an average run, and a considerably larger pack would have been secured at Skeena River, but for a serious shortage of labor, especially of fishermen. Particulars of the various packs will be found in the appendices.

As regards the trap-fishing in the Straits of San Juan de Fuca, in which Victoria is specially interested between five and six hundred tons of large red-spring salmon were caught, and mildcured in this city for export to Hamburg, the other salmon being either sold to the local fresh fish markets or to the cannery which was operated at the outer wharf. This the Capital City cannery, put up 24,525 cases, the largest pack of any individual cannery B. C., last season, but it consisted chiefly of other specimens of salmon than sockeyes. The Capital City cannery will not be operated this season, but Messrs. J. H. Todd & Sons, will reopen their Empire cannery at Esquimalt, where, with the exception of the large red springs, which will be mild cured as heretofore, and the requirements of the local fresh fish dealers they will pack the catches of all the traps.

This being the poorest of the off-seasons for sockeyes a small catch of this species is looked for, and in consequence only eight traps will be operated this year. So far, the total catches of spring salmon made by the traps this season has been exceptionally good, and it looks as if a considerably larger pack of mild-cured salmon would be put up than last year. The trap owners, however, naturally look to the big sockeye run (1909) for their real harvest, although the best, at any rate, of the spring traps should yield satisfactory returns this season.

The long looked for report of the fisheries commission has not yet been published, but presumably upon recommendation contained therein, the Dominion government has just issued new fishery regulations, rescinding all general fishing regulations for this province heretofore established by orders in council. The new regulations necessitate a license being first secured for all salmon packing establishments, increasing the close time at many points, curtail the length and depth of gill nets at others, also the fishing limits in different streams; but, owing to the lateness of the season not to all such gear having already been prepared to old dimensions, it has been found to be impracticable to place many of these restrictions into effect this season.

The Provincial government, apparently bent upon asserting its rights, has also previously issued somewhat similar regulations, including the licensing of canneries and fishermen; but in some respects the respective regulations conflict, and in view of such discrepancies and the hardship of the double taxation now imposed upon canneries and fishermen it seems to this board to be incumbent upon the two governments to speedily arrive at an agreement having in view the ending of so anomalous a position which must act adversely and unjustly to the public interests.

Hearing of the proposed appointment of an International Joint Commission under a treaty between the government of Great Britain and the United States, in respect inter alia, to fisheries regulations, this board is strongly advocating that the British Columbia fisheries be represented on the commission by someone from here or Vancouver, thoroughly conversant with these conditions, instead of one commissioner being appointed to represent the entire Dominion.

Halibut.

The halibut industry carried on principally by an American company from Vancouver as their base of operations has been equally successful as in other years, the catch aggregating in the vicinity of 40,000,000 pounds and valued at $2,000,000. Complaints are frequently made through the public press that foreign fishermen have been seen to be engaged in unlawful fishing inside the three mile limit and within the last few weeks the seizure of a craft so engaged has been made. Steps have been taken by the proper authorities to enforce the penalty. It is believed that the department of marine and fisheries will adopt means at an early date to have the coasts of the province more thoroughly patrolled than heretofore wtth a view to preventing the depredations of foreign fishermen and to preserving this great national source of wealth in the halibut banks from speedy destruction.

Whaling.

There are now three whaling stations on Vancouver Island. The industry seems established on a paying basis and it is hoped, with the enforcement of wise regulations, on a permanent basis. During the present season bad weather militated considerably against the hunt for whales, which are taken on the open ocean many miles from land. The new companies independent of the original whaling company have obtained licenses and will build stations in the northern British Columbia coast early in 1909.

Herring.

No new developments have taken place in the herring industry. Curing, however, is now well understood and new and profitable markets will no doubt be found which will cause expansion to take place. A large business is done in supplying bait for the halibut fisheries.

Game Fish.

More attention is being given to preservation of game fishes. Steps are also being taken to make an official classification of these which will be published along with information concerning the different localities where they are found.

Trade and Outlook.

During the closing months of 1907 a condition of serious trade depression developed in many parts of this continent, but it is satisfactory to report that Victoria was not affected to any serious extent, and that there has been continuous increase in all branches of industry for the twelve months under review, as will be seen from the following figures:

	1907.	1908.
Imports, 12 months to June 30	$4,252,162.00	$4,971,045.00
Customs collections to June 30	1,054,507.99	1,524,785.92
Inland revenue to June 30	210,585.94	229,656.24
Postoffice, to June 30 (approximately)	67,400.00	71,500.00
Tramway passengers carried	3,614,787	4,287,451

Bank clearings increased 8½ per cent.

While business at this writing is not so buoyant as it was a year ago, the general advance, compared with any previous year, is well maintained, and the prospects are that a year hence returns from the above sources will show further increases, more especially if the present magnificent crop prospects are realized. The development of Vancouver island and opening of the Empress hotel by the Canadian Pacific Railway company, the yearly improving steamship service with this city and extensive railroad construction in British Columbia by the Grand Trunk Pacific are factors adding to the importance of the port of Victoria.

The large number of residences recently erected and brick demand for them is evidence that there has been a substantial increase in population. In January last arrangements were made for improving the city water service; the installation of a high-pressure salt-water system in the business portion of the city, together with additional plant for fire protection; also for increased school accommodation. It is admitted that the water service arranged for will only meet the requirements of a few years at the most, and it is important that another source of supply should be selected without delay. The city is fortunate in having an abundance of water for all purposes within practical distance.

In congratulating the board upon the general prosperity of the city of Victoria, it is desired to record the active and increasing interest taken by members in the various matters before referred to. The board was organized in February, 1836, and incorporated in 1878, and there still are members on the roll who were parties to the incorporation thirty years ago.

Harbors and Navigation.

J. W. Troup, chairman of the harbors and navigation committee, presented the following report:

Conforming with your request to furnish the board with a list of the aids to navigation, etc., established in the waters of British Columbia during the past year, have to say that for the fiscal year from April 1, 1907, to April 1, 1908, the following improvements were made by the Dominion government of the British Columbia coast:

Four lifeboat stations — Cloose, Banfield, Ucluclet and Clayoquot.

A coast road in course of construction the entire length of vancouver island, 24 miles completed.

Five wireless stations—Estevan, Pachena, Victoria (Gonzales Hill), Point Grey and Cape Lazo.

Kyuquot—Gas buoy.

Swiftsure Bank—Gas, whistle and bell buoy.

Estevan Point—Lighthouse and fog signal in course of construction.

Cape Beale—Fog signal.

Pachena Point—Lighthouse and fog signal.

Port San Juan—Gas and whistle buoy.

Lewis Rock—Beacon light.

Kelp Reef—Beacon light.

Helen Point—Beacon light and explosive fog bell.

Gossip Reef—Bell buoy.

Sandheads—Gas, bell and whistle buoy.

Gabriola Reef—Beacon light.

Dodd Narrows—Beacon light.

West Rocks—Beacon light.

Ballenas Islands—Fog signal.

Sisters Rocks—Fog signal.

Yellow Island—Fog signal.

Comox Bar—Gas and bell buoy.

Yuculta Rapids—Beacon light.

Seymour Narrows—Beacon light.

Chatham Point—Beacon light and explosive fog bell.

Siwash Rock—Spar buoy.

Ripple Rock—Can buoy.

Haddington Reef—Gas buoy.

Pine Island—Lighthouse and fog signal.

Zero Rock (Rivers Inlet)—Gas beacon.

Fog Rocks (Fitzhugh Sound)—Gas beacon.

Dall Patch—Gas and whistle buoy.

Vancouver Rock—Gas and whistle buoy.

Klewnuggit—Gas beacon.

Watson Rock—Gas beacon.

Telegraph Passage (Skeena River)—Spar buoy.

Skeena River—Nun buoy.

Skeena River (north passage)—Can buoy.

Skeena River (north passage)—Wooden beacon.

Holland Rock (Prince Rupert)—Gas buoy.

Coast Island (Prince Rupert)—Gas beacon (range light).

Ridley Island (Prince Rupert)—Gas beacon (range light).

Alford Reef—Gas buoy.

Hodgson Reef—Gas and whistle buoy.

Pointers—Gas beacon.

Skidgate (Queen Charlotte Islands) Gas and whistle buoy.

New England Reef (Queen Charlotte Islands)—Gas and whistle buoy.

Boat Bluff—Gas beacon.

Swan Rock—Spar buoy.

Hesquiot—Whistle buoy.

Ivory Island—Fog signal.

Election of Officers.

The election of officers was then proceeded with, the nominations having taken place on Monday last.

Mr. Pauline: "I have great pleasure in congratulating Mr. Simon Leiser upon his election by acclamation as the president of this board during the coming year, for no citizen of Victoria has done more during the last 25 years to further and extend the commerce of Victoria than Mr. Simon Leiser." (Applause.)

Mr. Leiser: "I thank you, gentlemen, and in advancing the interests of this board I pledge my willingness at all times to spare no effort." (Applause.)

Mr. Pauline: "I would like to congratulate Mr. Elworthy upon his re-election as secretary, and to give my testimony regarding the great assistance which he has been to the board during the term which has just closed." (Applause.)

Mr. Elworthy: "I beg to thank you, gentlemen, for the great honor you have again done me, and I can assure you that in the future as in the past I will do my very best." (Applause.)

The following members were present: J. W. Ambery, W. T. Andrews, John Barnsley, C. S. Baxter, C. L. Betterton, H. F. Bullen, Geo. Carter, John F. Deaville, James H. Fletcher, Sr., L. A. Genge, W. J. Hanna, H. D. Helmcken, D. R. Ker, C. R. King, Joshua Kingham, Wm. Laird, Max Leiser, Simon Leiser, C. H. Lugrin, J. A. Mara, A. E. McLean, L. G. McQuade, B. C. Mess, A. T. Monteith, S. R. Newton, James Paterson, F. A. Pauline, E. Pearson, S. J. Pitts, C. W. Rhodes, R. F. Rithet, A. G. Sargison, T. H. Slater, Hamilton Smith, Chris. Spencer and F. W. Vincent.

First President Present.

Mr. Pauline: "I notice among those present Mr. R. F. Rithet, who was the president of the board at the time of its incorporation on the 28th of October, 1878, now nearly 30 years ago, he is, moreover, gentlemen, possessing very large interests in this city which he looks upon as his home, and I am sure that we would all like very much to have him deal with the leading events which have occurred during the period that has elapsed between the date of incorporation and the present time." (Applause.)

Mr. Rithet: "I do not know that I can say very much in reference to what has happened in this period, but I am still in the flesh, as you can easily see. (Laughter.)

"I do not know, however, that I am altogether satisfied with the progress which has been made since the establishment of the board of trade 30 years ago, for had the hopes which we then ventured to entertain been fully realized this city would be much larger than it is today, although I still think we have good grounds for the expectation that that growth will be accomplished at no distant date. Nevertheless, I must confess that this country, as a whole, has advanced at a very much slower rate than we anticipated at that time would be the case. But on the other hand, a marked change for the better is possibly very near at hand, while there is good reason to believe that the great interior of this country which lies between this point and the Rocky mountains and which will eventually find its trade outlet on the Pacific coast will develop far more in the next 30 years than has been the case during the past thirty. (Applause.) I congratulate you all upon the election of such a man as Mr. Simon Leiser to fill the responsible position of president, for I have always found him to be a most loyal Victorian, and I am confident that the interests of this city will not suffer during his term of office if he can find any way of preventing such a consummation." (Applause.)

Mr. Pauline: "I am sure we are all very much pleased to have the hon. the Minister of Finance present with us today; and while we would like to see other members of the government attend our annual meetings, after all, the Minister of Finance controls as far as we are concerned, by far the most important department of the administration. (Applause.) And we will be all delighted to hear something from the Hon. Mr. Tatlow, in respect to the progress, which, during the past year has been made by the province of which we form a portion, so far as this is at the moment possible, what may occur during the year, upon which we are now entering." (Applause.)

The Minister of Finance

Hon. Mr. Tatlow: "Mr. Chairman and gentlemen of the board of trade, I have once more to appear before you and apologize for the fact that I am the only member of the provincial government, who is able to be here today; and I believe that this is now the fourth time that I have chanced to be the only head of a department in the administration, in the city, at the time of your annual meeting, and while I am from one point of view, constrained to regret the fact that other members of the government are not with you, yet at the same time I cannot but refrain from expressing to you most sincerely for the warm welcome which you have always given me on these occasions. (Applause.)

"In looking over your annual report, I find mentioned many matters which are exclusively within the jurisdiction of the Dominion government, and consequently, with the exception of one or two items, there is little that I can say, that is the earnest desire of my colleagues. With the improved prospects of halibut, herring and other deep sea fisheries, I think we may estimate the total for the present year will be at least as good as last, when it exceeded $7,000,000. (Applause.)

Industrial Production

"When last I had the honor of addressing you, I called your attention to the comparison between the number of our population and the total of our industrial production. I feel justified in calling your attention once more to these figures, which for the year just passed are as follows:

Minerals, $25,000,000; lumber, $12,700,000; fish, $7,000,000; agriculture, $7,500,000 Dominion estimate of other manufactures, $12,500,000; total, $65,000,000; making, gentlemen, a grand total of no less than $65,000,000, which for a population that does not exceed a quarter of a million, is, I think, a most remarkable showing, and this is the more striking in view of the fact that recent reports demonstrate the very gratifying feature in the present situation that our prosperity is progressing by veritable leaps and bounds. (Applause.)

Total Trade of Province

"And now, gentlemen, if we turn to the total trade of British Columbia, we discover that during the past year our imports and exports attained the volume of $48,000,000, as against $28,000,000 in 1904, only four years ago, showing the most extraordinary advance of fully twenty millions of dollars within that very brief period of time. (Applause.) And surely, gentlemen, with such a record as this for the past few years, and with such a showing for the present year, we need entertain no feelings whatever of despondency in regard to the great future awaiting this splendid province. (Applause.) And in fact I believe that we have every reason for congratulating ourselves on the circumstance that having emerged in such excellent shape from the pressure of the recent financial storm, and having before us the cheerful prospect of finding a perfectly satisfactory market for our manufactures, as well as plenty of money for all our business requirements, which will be undoubtedly supplied by the crops of the Northwest Territories, there is the best possible ground for predicting a most prosperous year for the entire Province of British Columbia. (Applause.) A prosperity, moreover, in which I most sincerely trust not only the whole of this great province, but also the city of Victoria and the members of this Board will bountifully participate. (Applause.)

Thanks Mr. Tatlow.

Mr. Pauline: "We have to thank you, Hon. Mr. Tatlow, for your presence at our annual meeting, and we are indeed rejoiced to find that you are able to address us in the optimistic strain in which you have just spoken. While you have most clearly shown, by dealing in facts and figures, that you have not been indulging in exaggerations. (Applause). We will consequently feel ourselves perfectly justified in looking forward to a remarkable progress being made during the coming year. (Applause). And what, perhaps, more nearly concerns us than the development of the future lies in the fact that we will be justified in preparing in the near future for the renewal of the good times which we enjoyed in the recent past. (Applause).

"On the part of all the members of this board I most cordially thank you for the address which you have given us this afternoon." (Applause).

Other Officers

The other officers for the coming year are as follows:

Vice-president, L. A. Genge; council, J. Arbuthnot, J. L. Beckwith, H.

(Continued on Page 8)

RESOURCES OF DRAW MUC

Riches of the Prov Very Wide and Field

The bounding reven lumbia, which is brin year by year, now tha attractions is assured, attracting the attentio itsl, which is beginnin vast are the resources The forest area of B for instance in 182,750 of course this is no merchantable timber a eat methods of compa This vast supply is yet on but a limited ing the world wide m put, tributary as the ocean. Still the out increasing very rapid figures show.

Year	
1904	
1904	
1906	
1908	

As might be suppo put represents a very and it is estimated 000,000 has been inve manufacturing busine the 160 saw mills o well as a large nu mills, shingle mills, a factories, but does money actually inve ing timber itself, con accurate figures are

Standing

The demand for either as an investm diate manufacturing increasingly manifes in 1904 there were 1, es issued, in 1905, 2, and in 1907, 10,924. government placed timber which had as it was considered the timber heritage and not follow the States in letting prac mense national weal to private hands. B confers the right to on 640 acres of land, a large quantity of before the years m dent that private ca ready in control of which will take ma ket.

There are also larg suitable for pulp a and a number of s have been granted. have been formed to es, at least two of w active operation wit industry promises to munerative, as by r graphical condition is in a position to increasing paper tra and the orient.

Fishing

The deep-indent British Columbia ex in length, so it is bu fishing industry sh large proportions. time British Colum the Canadian provin her fish, contributin the Dominion total about 30 per cent. yearly increasing. ish Columbia halibu ounting to 16,000,000 large herring indust worked up, of whic centre at present. though not as yet sy and several project catching and canning unusually fine flavo smelt variety.

The agricultural beginning to be pr In former days com the interior was tho for the farmer. Th most pessimistic on is now known that t million acres of goo east of the Coast r probably much mor tained in the imm plared portions of fessor Macoun, aft vestigation said: "I ish Columbia south east of the Coast country up to 3,500 country up to 2,500 tion is possible."

Agricultur

The agricultural tioned are located Okanagan North and South valleys Nicola, Similkameen River valleys Lillooet and Cariboo East and West Ko

West of the coas sive tracts of arable est quality, notably valley, Westminster yet island and adja of the main line of cific railway, on the but partially explor of agricultural a which will be turne count when the c years older. Much region is fit for w all of it will prod coarser cereals, roo except the higher will afford pastur herds of cattle, hors of these districts, which settlements lished, are Chilcoti water, Bulkley, Skeena and Peace they are estimated 500,000 acres. Th vative estimate is that the late Dr. De Macoun credited th River valley lying lumbia with 10,000 land.

Diversified farmi to pay well in all lumbia, and fruit known that detail necessary. The fi industry is remark were but 6500 acr at the end of las 100,000 acres. Ter Columbia had to last year she exp this year the retur larger.

Tobacco

Tobacco growing successful in severa in Okanagan, where quality is produce commercial value.