

KING!

VALLEY
KE CO.

British Columbia

lars (\$1,500,000), divided
d Dollars each, par
non-assessable.
areholders.

Directors:

R. P. McLENNAN

man, McFeely & Co., Limited., Wholesale
are: President of Vancouver Board of
Trade, Vancouver, B.C.

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Vancouver, B.C.

F. R. STEWART

R. Stewart & Co., Wholesale Provisions,
Vancouver, B.C.

JONATHAN ROGERS
Contractor, Vancouver, B.C.

Bankers:

BANK OF MONTREAL
Vancouver, B.C.

LIWELL
r, B.C.

y, Limited, is situated near the confluence
of Nicola, half a mile from the Nicola
main line of the Canadian Pacific Railway,
acres of coal-bearing land containing four

ll be opened for traffic in January, 1907.

Office of the Company at Vancouver, B.C.

LEMAN

Company

VANCOUVER, B.C.

The Monetary Times

Absorbed the INTERCOLONIAL JOURNAL OF COMMERCE, 1869;
the TRADE REVIEW, Montreal, 1870; and the JOURNAL OF
COMMERCE, Toronto.

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The Monetary Times

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with them.

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Owing to the time occupied in the transmission
of matter for insertion in the special Vancouver
Number, its publication has been deferred one week,
from January 19th to January 26th.

The editor of the Monetary Times, who is at
present in Vancouver, finds that the commercial and
financial conditions there promise the city a remark-
able growth in the near future.

ANNO DOMINI 1907.

The advent of a new year is usually accompanied
with a shower of good wishes, pretty calendars,
gloomy prophecies, and varied reflections concerning
the year which has passed into oblivion. Artists in-
variably portray the dying year in the form of a
miserable looking old person, whose worries and re-
sponsibilities have furrowed his brow in a most alarm-
ing fashion. Little Master New Year is generally
seen as a combination of a saucy looking Cupid and
an anti-Comstockian cherub. So that there will be
no mistake as to which is which, numerals are daubed
on available anatomical advertising spaces. In spite
of ancient traditions Canada might very well this year
take two of those delightful little angel boys, one to
represent the departed prosperous year, and the other
as a symbol of what it is hoped will be a yet greater
epoch-making period in the history of the Dominion.

It is scarcely safe to prophecy anything concern-
ing this country; unless, indeed, it be expansion in
almost everything. Twelve months ago people said
that the zenith of prosperity had been reached. To-
day they are saying that Canada is but on the eve of its
good days, that little Johnny Canuck has only just
jumped into his long trousers, and that the Dominion
will be in a position to call the twentieth century its
very own. When one is denied the doubtful task of
prophecy, there is always open the safer pleasure of
looking over past events.

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The Canadian mines have during 1906 produced
metals and coal as they never have before. The um-
ber industry has recorded one of the best years of its
history, and the farmers gleefully rub their hands,
telling of a record harvest incidentally causing bank-
ing institutions to look around for suitable sites for
new branches. The wheat crop shows an increase of
something like ten per cent. over 1905, for the greater
part of which Western Canada is responsible. The
rapid growth and development of the West has per-
haps contributed most to the general prosperity of
the past year. The problem of population, which is
perhaps the only really serious one with which the
country has as yet to deal, has been grappled with
masterly hands. The stream of immigration has been
constant and increasing. Arrangements are now be-
ing made by the Salvation Army to send immigrants
to the provinces where they are most needed.

The foreign trade of the country has increased
by leaps and bounds. The total trade for the past
fiscal year was the greatest in the country's history,
amounting to \$546,929,038, being an increase of \$80,-
616,612 over that of the previous year. The increase in
the export trade was even greater, the value for the
year showing an increase of \$44,184,841, while the im-
ports increased by \$31,646,686. Manufactures in-
creased nearly 20 per cent., and agricultural exports
showed a gain of almost 50 per cent. Great Britain
took 53.96 per cent. of Canada's total exports against
50.61 per cent. in 1905.

The scarcity of labor, which is part and parcel of
the population problem, has acted somewhat of a draw-
back to the progress of railway construction. In spite
of this, work on the new Grand Trunk Pacific, the
branches of the Canadian Northern, the Intercolonial,
and the Temiskaming and Northern Ontario lines,
and the extension of the Grand Trunk and Canadian
Pacific roads has been pushed forward as rapidly as
possible, labor being obtained not only from all parts