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Our purpose in presenting the statement of the Commissioner of Fisheries for the Province of British Columbia, the Hon. William Sloan and the Assistant to the Commissioner, Mr. J. P. Babcock, is to enforce upon the attention of the business interests of the Province the importance of the Fraser River and its watershed as spawning grounds for salmon and the economic importance of the run of salmon each year to these grounds to spawn. The fact of depletion in the run to the Fraser River is universally accepted and it is a safe conclusion that if present conditions are permitted to obtain, the absolute extinction of the salmon as a commercial fish will take place.

Last year the Province of British Columbia packed 1,557,485 cases of salmon conservatively valued at \$11,925,000. Of this total the Fraser River district packed 377,988 cases, of which only 123,614 were sockeye salmon, and the year of 1917 was the big sockeye year of the four-year cycle to the Fraser River. The whole of Puget Sound and Fraser River pack was only something over 260,000 cases. The last big year, 1913, over 2,500,000 cases of sockeye were packed on Puget Sound and the Fraser River, all being Fraser River fish. If the run of sockeye can be brought back to former conditions it is safe to say that the pack of Fraser River fish would exceed \$25,000,000 per year as against the present pack valued in the neighborhood of \$3,000,000 to \$4,000,000. The important economic aspect of the Fraser River salmon is emphasized by this statement and the serious conditions in which the industry is now placed calls for drastic action. If the industry is to be maintained the conclusions of both the Commissioner and the Assistant Commissioner that the prohibition of the fishing of salmon both in Puget Sound, the Gulf of Georgia as well as in the Fraser River is the only way to rehabilitate the run and will in the end prove a blessing in disguise. The American-Canadian Fishery Commission, before whom these two papers were read at its sessions at Vancouver, stated that the questions that came

The services of this journal are offered through an inquiry column, which is open to subscribers and the public generally without charge, for detailed information or opinion as to financial or industrial affairs or institutions throughout the Province of British Columbia. Wherever possible the replies to these inquiries will be made through this column. Where inquiries are not of general interest, they will be handled by letter. We think that we can assure our readers that the opinions expressed will be reliable and conservative, and that all statements will be as accurate as possible.

before it would be handled in an international way. Since this situation can be handled only in this way we expect that the necessary provisions will be put in effect looking to the upbuilding of the commercial run of fish to the Fraser River and conservation and intensive development of this important source of both the State of Washington and the Province of British Columbia.

The disastrous fire to the shipbuilding plant of J. Coughlan & Sons which took place on the morning of Wednesday, May 15th, is one of the most severe which the Province of British Columbia has ever experienced and perhaps the largest in the City of Vancouver. It is conservatively estimated that the marine and fire loss will involve an amount of over \$1,500,000. We are advised that had there been a fire boat for the protection of the water front of Vancouver on guard the fire could have been extinguished by it with a loss not exceeding \$5,000. Vancouver harbour has not got a fire boat and this fire occurred in such a way that it was very difficult to fight from the shore side; hence the rapid headway which the fire gathered and the heavy loss finally involved.

Two and one-half years ago there was a big object lesson in the lack of a fire boat when on the decline of a still Sunday summer afternoon the New England Fish Company's plant and wharf on Burrard Inlet was destroyed by fire. Had the wind from the east or the west been blowing at the time there would have been nothing to stop a huge conflagration along the waterfront of Vancouver. A north wind would have consumed factories and warehouses in that locality of the City. The only way the fire could be fought was from the water side by means of a fire boat. These two years and one-half have not proved sufficient time to place upon the waterfront a fire-fighting craft of any kind. How long a time yet must we wait for a fire boat to be placed in the service of the harbour and the City?

The hazard of the waterfront of the City of Vancouver, both on Burrard Inlet and False Creek, is known wherever fire risks are underwritten. Yet those in position of responsibility and authority have not taken one step for the protection of the life and property of the citizens of Vancouver in the important direction of providing adequate fire protection to the waterfront.