

SEVENTH ANNUAL REPORT OF THE BOARD OF TRADE

Seventh Annual Report is Submitted at Yesterday's Session.

MUCH PROGRESS IS NOTED

Hon. Messrs Tatlow and Green Attend and Deliver Encouraging Speeches.

(From Saturday's Daily.)

THE twenty-seventh annual meeting of the Victoria, B. C., Board of Trade was held yesterday afternoon, at which there was a fairly large attendance. During the meeting Hon. R. F. Green and Hon. Capt. Tatlow were present and addressed the members of the board, dealing with the annual report and its reference to the affairs of the province.

President T. W. Paterson, M. P., occupied the chair and among those present were: Capt. Troup, L. Crease, H. A. Munn, J. J. Shalloo, W. T. Andrews, W. J. Hanna, R. H. Swinerton, Capt. J. G. Cox, F. S. Barnard, C. H. Lugin, S. Jones, D. R. Ker, J. A. Mara, A. Christie, R. E. Wootton, Thos. Esda, W. H. Bone, F. A. Pauline, Dewdney, W. H. Bone, F. A. Pauline, S. Leiser, S. Johns, H. B. Thomson, H. B. Mackenzie, W. G. Cameron, M. E. P. J. Kingham, Walter Walker, E. B. Marvin, H. E. Wilson, J. H. Sibley, J. Radiger, P. McDougall, C. F. Todd, S. J. Pitts, E. Pearson, Geo. McCandless, Anton Henderson, A. B. Fraser, Sr., R. B. McMillan, J. W. McKewen, W. D. Helmreich, E. Church, N. Hardie, A. S. Innes, E. Temple, Jas. Thomson, E. E. Billingshurst, Richard Hall, M. P., Ed. Secretary.

The minutes of the last meeting were read and on motion adopted, after which the chairman announced that the election of officers would be taken up. He also said that there had been a discussion as to who were entitled to vote, and pointed out that only those who had paid their dues were entitled to the privilege. Regarding the vice-president, he stated that the majority of the votes had been a slight mixup regarding the procedure. He stated that Mr. Bodwell had given his opinion that it was necessary that the secretary should be elected by a majority of the votes in the room, and it was for the meeting to decide how the election was to be made.

Mr. Pitts moved that the candidate receiving the largest number of votes shall be the choice of the meeting. This was carried.

The chairman then announced that Mr. J. A. Mara had been elected to the presidency of the board by acclamation and the same course had been taken with Mr. Elworthy for secretary. Messrs. Mara and Elworthy both suitably acknowledged the honor and expressed the wish that the board would continue to advance as it had in the past few years.

The chairman stated that an invitation had been extended to Lieut. Gov. Dunsmuir and the members of the cabinet to be present. His Honor was unable to accept the invitation and that Hon. Capt. Tatlow will be present to represent the government.

The scrutineers then proceeded with the election of vice-president, the council and board of arbitration.

The president's address was then read, as appended:

During the reading of the address Hon. R. F. Green chief commissioner of lands and works, entered the room and was greeted with loud applause. Hon. Capt. Tatlow said it was the third occasion that he had had the pleasure to speak at the meeting, and this time he came accompanied by the chief commissioner of lands and works, but he had to advise the meeting that the premier, personally he said he would have liked to have the premier present as the report contained many references to matters that he was interested in. He thought that the report was most imperial and not provincial and for that reason he would not deal with it at length. Regarding the question of a bridge at Seymour Narrows he said it was a very important matter and he was pleased to see that Hon. Mr. Templeman had promised that at the next session of the House of Commons a bill would be introduced to carry out the investigation. Although the report did not refer to their connection with the Dominion under the title of "better terms" he saw by the report that they had dealt with the matter and was pleased to see that British Columbians were realizing that it was necessary to have "better terms" without having to go into the question of any political issues.

Regarding the financial position of the province he said he must heartily agree with the clause in the report dealing with the subject and he thought that their position was such that they might be able to carry out the suggestions. He pointed out that the bureau of information was in a manner in a good place to give all information and he stated that during the past year they had received more applications for information than ever before. He referred to the trip of the "province" minister and said that the information gathered by the party would lead to the settlement of the Peace river section and it was very likely that the surveys would be made to define their share of the 3,000,000 acres. He also referred to the survey parties on Vancouver Island, and Bulkley valley, and said that they hoped to have Bulkley ready for settlers when they began to come to the coast. He said that the provincial supply was increasing at a very rapid rate, but although they had produced over \$1,000,000 worth of goods, they had only about half their capacity and it was steadily

increasing. The nominal condition is also good, the revenue produced being \$22,000,000 and all the ore being smelted in the province. New smelters were being erected and old ones given a larger capacity and he was proud that the output was being handled in the province.

The revenue for the province was about \$50,000,000 for 200,000 people, which was a result that all should be pleased with. This section of the province was doing his share. He was of the opinion that the country had entered on an era of prosperity that it was impossible to say where it would end and hoped that people would continue to work together in the future as in the past. He extended his best wishes for the success of the efforts of the board. (Applause.)

Hon. R. F. Green was greeted with applause when he came forward in response to the chairman's invitation to address the meeting. In his opening remarks he said that he was glad to have the opportunity to meet the members, although it had not been for a number of years. He would not be able to do so, as it was understood that he should be on the mainland, and consequently he had not gone fully into the report and was unable to deal with it at length. He congratulated the board on the report and that they were able to make so splendid a showing. The recommendations were not only for Victoria and Vancouver but also for British Columbia as a whole, and he carried out would result in a great benefit to the whole province. He was of the opinion that when the report was read the board would be able to see the signs of prosperity were not wanting in any section of the province and he looked forward to the day when the province would be able to appreciate fully its magnitude and the commission appointed to investigate the matter from all points, ease of access and freedom from logs. The following recommendations were made to the Dominion government: That in accordance with the principle heretofore affirmed, the government of Canada proceed to obtain by negotiation, purchase, expropriation or otherwise, all such lands on the waterfront of the port of Victoria, or reasonably used in connection therewith, as are owned or controlled by the province of British Columbia or the city of Victoria or other public bodies, together with such other lands as the circumstances may require, and all now in possession of the Dominion government be thereafter owned, held, administered and controlled by the government of Canada for the public benefit, and with the view to the accommodation of all interests which may be affected by any desire to centre at or use, said port.

That as soon as the land above mentioned, has been obtained, a competent engineer be appointed to make a full report on the improvements asked for in the report, and as well as on the question of breakwater accommodation so as to enable your government to deal with the matter of improvements and to decide what are advisable for immediate construction.

Mr. G. A. Keefer, agent Dominion government department of public works is now engaged in making a report upon the most feasible plan of increased harbor accommodation, including an estimate of the cost of a breakwater between Brothie ledge and Holland point. The dredge "Mudrak" has been operated almost continuously in deepening the channel of the inner harbor of Victoria. Another plant has been engaged in removing rocks in the channel which are a hindrance to the passage of vessels 16 feet at low tide will soon be secured below the railway bridge, but until the arrival of the new dredger, now under construction, which is to replace the "Mudrak" progress will be slow. The works now in progress at the harbor are being carried out in accordance with a plan of general harbor improvement prepared by this board and adopted by the government. That plan, however, was presented as preliminary to another of more general utility and the time has now arrived for its presentation.

In October last the provincial government called for tenders for the purchase of lots 5703 when the board's committee waited upon the chief commissioner of lands and works and asked that the property be placed in the hands of the Dominion government, could be sold and conveyed with this request was granted, and the Dominion government was requested to acquire the property in the interests of the port, it being pointed out that a high building, if erected on the property, would be a great menace to navigation. The matter is not yet settled, but in the meantime the lot has been rented, month by month, with building restrictions and Mr. G. A. Keefer, will deal with the question of the property in the harbor improvements generally.

National Free Port—The royal commission on transportation also recommended to the Dominion government the establishment of national or free ports and included in this list the port of Victoria. It is recommended that the port be a larger steamer, Victoria is exceptionally well situated for Australian and Oriental trade and many steamers engaged call at this port which do not enter other Canadian ports.

The Canadian Pacific railway freight cars delivered to the Dominion at Ladysmith and the Great Northern railway cars reach Victoria by ferry connection at Sydney. The advantages of these ferry services enable Victoria merchants to compete favorably with other ports.

Railway Commission—Although the Canadian Pacific railway have invariably met the representations of this board in a friendly spirit and generally acceded to our wishes, the Victoria merchants felt compelled to join the merchants of other coast cities in a complaint that that company is discriminating against coast cities in favor of Winnipeg. The distance from Calgary to Winnipeg is 940 miles and from Calgary to Victoria is 640 miles, and the latter is lower than Winnipeg. The facts have been placed before the railway commission and it is hoped a decision will be given in favor of the coast cities. After failing to obtain any redress from the Canadian Pacific, the merchants of this board were laid before the railway commission and it is hoped that a decision will be given in favor of the coast cities.

The coast merchants were also threatened with another discrimination in an attempt to raise the standard of quality of the goods which are imported from the east coast. The Victoria merchants sent delegates to Montreal and assisted in defeating that application.

Tarif Commission—A revision of the tariff on the importation of goods from the Dominion government, a commission was appointed and visited Victoria for the purpose of taking evidence upon existing conditions and changes desired. The board placed its room at the disposal of the commission for their sessions in this city, but considered the subject one that should be left principally to the various individual interests affected. A delegation from this board

carried on in Canada. In brief the case was stated as follows: "The inconsistency of the position in which our shipbuilders are placed lies in the fact that a ship can be imported free of duty, hull, machinery, and every thing else with the labor applied on her being old country labor, while our builders have to pay duty on most of the raw materials they use, as well as heavy duty on the machinery, wood, and iron, amounting to twenty-five per cent."

It was further stated that machinery represents about one-half the value of the completed ship. The commission in reporting to the Dominion government recommended: "In view of the fact that your commission was appointed to deal with matters of transportation, and that these are so vitally affected by the amount of tonnage suitable for the trade, and that tonnage can nowhere be so well supplied as from our own Canadian yards, your commission feel that the question of a tariff on machinery, wood, and iron, and that reasonable assistance necessary to cause a revival of an industry of so great importance should be given, and would therefore, recommend that a bounty of \$5 per ton gross freight, be paid by the government of Canada on the iron and steel vessels, sailing on the coast of 500 tons or over commenced and built in Canada after June 1, 1906, and \$3 per ton gross freight on all other iron or steel vessels of 300 tons or over so commenced and built after that date."

Re Marine Railway Company—The Victoria Harbor—When representing the advantages of the harbors suitable for oceanborne commerce, situated on the south and north coasts of Vancouver Island, the port of Victoria was given prominence and the commission appeared to appreciate fully its magnitude and the commission appointed to investigate the matter from all points, ease of access and freedom from logs. The following recommendations were made to the Dominion government: That in accordance with the principle heretofore affirmed, the government of Canada proceed to obtain by negotiation, purchase, expropriation or otherwise, all such lands on the waterfront of the port of Victoria, or reasonably used in connection therewith, as are owned or controlled by the province of British Columbia or the city of Victoria or other public bodies, together with such other lands as the circumstances may require, and all now in possession of the Dominion government be thereafter owned, held, administered and controlled by the government of Canada for the public benefit, and with the view to the accommodation of all interests which may be affected by any desire to centre at or use, said port.

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These matters were referred to in an endeavor to impress the commission favorably with the board's desire that Vancouver Island should be connected with the mainland of British Columbia by a railway bridge in the vicinity of Seymour Narrows, and after a review of all the facts the commission recommended: "That a further and exhaustive exploration and survey be made in order to find the best route from the plains of Alberta to an ocean port on the west side of Vancouver Island."

"That in case of the building of a bridge at Seymour Narrows or elsewhere connecting the mainland of British Columbia with the island of Vancouver, such bridge and the approaches thereto, and the land on both sides of the water running back from same, such distance as may be deemed reasonably necessary to allow of free access thereto, be owned and controlled by the government of Canada, with the view of securing equal rights on and over such bridge and its approaches, to all railways desiring to use it."

The board followed up the report by urging the Dominion government to make an appropriation sufficient to cover the cost of the survey, and the commission recommended by the commissioners, which the Hon. Wm. Templeman informs will be done at the early session to be held in November. In the meantime as a preliminary step Mr. H. P. Bell, C. P. has been requested to compile and report upon all the information now in the government offices.

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however, appeared before the commission in Vancouver, and supported the application of the boards of trade of other coast cities for placing on lumber entering the province a duty of 10 per cent, a rate equivalent to that levied on Canadian lumber when exported to the United States. This action saved much time that would otherwise have been spent in presenting the case a second time. At a later date, the following resolution in regard to the duty on tin plate was adopted and forwarded to the honorable minister of finance: "Whereas we have learned from eastern sources that the Canada Tin Plate and Sheet Steel company of Morrisburg, Ontario, have petitioned the government for a protective duty of 33 per cent on tin plate, and whereas the granting of such petition, would, in the opinion of this board, cause considerable loss to manufacturers all over the Dominion, and the development of certain canning industries and cause a general advance in prices to the consumer. Be it therefore resolved; That this board enter a strong and emphatic protest against any duty being placed on tin plate and that the honorable minister of finance be notified accordingly."

Railway Matters—The board received a memorial from the Dawson board of trade relating to transportation charges on the White Pass and Yukon route, and a request for an endorsement of the demands of the Dawson board for reduction in rates after giving the subject much consideration, it was thought inadvisable for this board on an ex-parte matter to commit itself to anything more than a request to the Dominion government to investigate the complaint made, and a resolution to that effect was adopted. The Dominion government has decided to make the investigation and the chairman of the railway commission will visit Dawson this year for that purpose.

The Pacific and Eastern Railway company for a charter authorizing the construction of a line from Victoria to the northern end of Vancouver Island and also from a point on the line to Hudson's Bay by way of Butte Inlet, Edmonton and Delta, Alberta, was considered by the board but the application was strenuously opposed in parliament by certain railway companies and was defeated. The Canadian Pacific Railway company and the Grand Trunk Pacific Railway company have obtained the very great importance of the place which Vancouver Island will occupy in the transportation systems of the country and the large amount of traffic certain to be created by the development of its resources.

Salmon—Salmon canning is a new industry in Victoria. In 1904 two traps were operated in the south coast of Vancouver Island with such satisfactory results that last year the number of traps was increased to fifteen and there are at present in operation twenty traps, some of which are practically within the city limits. The 1905 catch of the canneries erected in Esquimalt harbor last year was 35,000 cases being and catch of only four traps; the salmon caught in the other eleven traps having been sold to the Esquimaux cannery. This year another cannery has been established at the outer wharf, Victoria. The traps are operated by white labor and about 150 men are employed at good wages.

It is too early to forecast probable results of this year, but the catch of spring salmon has been very good and has kept two packing establishments busy. Several car loads of spring salmon have been shipped and this new industry has also stimulated local cooperation in the demand for ice has largely increased. These results fully justify the strenuous efforts and success of this board in getting permission to operate fish traps in the southern shores of Vancouver Island, the fisheries in yet in its initial stage but destined to become an important factor in the progress of Victoria for it will not be long before all the fish caught in the local traps will be canned on the spot or as near thereunto as possible, being tributary to this city in the future.

Victoria, B. C., June 30, 1906. F. Elworthy, Esq., secretary, The Victoria, British Columbia board of trade, Victoria, B. C.

Dear Sir—I have much pleasure in enclosing herewith a report on agriculture and immigration as requested in your letter of the 26th inst., and trust that same will cover the information asked for.

ROBT. G. TATLOW, Minister of Finance and Agriculture. Satisfactory progress was made in all branches of agriculture during the year, Victoria district (which includes the islands) sharing in the general prosperity. The total estimated value of agricultural products for the province, from statistics compiled by the department of agriculture, aggregated \$6,482,336, a gain of \$487,718 over 1904, to which the islands contributed \$1,214,240; the principal items being: fruit, \$3,740,400; butter, \$230,450; eggs and poultry, \$87,500; cattle, \$67,500; sheep, \$32,500; swine, \$37,500; hay, \$177,600; oats, \$91,500; barley, \$70,620; wheat, 69,239; peas, \$25,100; potatoes, \$63,750. Other roots, \$155,000.

One of the most notable events of the year from a horticultural point of view was the exhibition of a orchard of British Columbia fruit at the Royal Horticultural society's show in London, England. The exhibit was transported to London free of charge by the Canadian Pacific railway, and arrived there in time to participate in the exhibition, which was greatly admired by British fruit experts and the public generally. The gold medal of the society was awarded to the collection of apples and in addition seven medals were awarded to individual exhibitors. Among the samples of apples which won the highest award were several from the Victoria district, including fine specimens of Ribston Pippins and Blenheim orange.

The improvement in the fruit growing in the province—marked throughout the year—has made itself felt in the Victoria district, many new orchards being planted while the average of strawberries and other small fruits has been materially increased. Fruit growers are devoting more care to their orchards, and by the adoption of scientific treatment, upon the scientific system of the highest award were several from the Victoria district, including fine specimens of Ribston Pippins and Blenheim orange.

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It is gratifying to report that many new comers have purchased small fruit culture, poultry farming and dairying; these industries which add so much to the city's growth and prosperity and to which the soil of this district is so well fitted.

As a result of investigations recently made by expert viticulturists certain districts tributary to Victoria have been pronounced capable of producing grapes on a large scale. It has also been discovered that the climate is very favorable to the breeding of silk worms and a company is now being financed in London with the object of embarking in the production of raw silk. The fact that bysma figs were found growing wild in the Okanagan encourages the hope that the mulberry and grape will flourish with cultivation, and that two new and important industries are on the eve of being established.

One of the most serious obstacles to progress with which the farmer and fruit grower has to deal, is the scarcity, or rather the total absence of adequate labor to carry on the work of the farm and orchard. Farm help is hard to get, even at high rates of wages, and as the situation becomes more acute each season the necessity of devising some plan looking to a satisfactory solution of this difficult problem is worthy of public attention.

Probably the most important announcement of the year was that made by the management of the Esquimalt and Nanaimo Railway company with regard to its land grant of about 1,500,000 acres for the transformation of the private forest into fruit farms and orchards, the avowed policy of the company being the reclamation of large tracts of land to the uses of the husbandman. The formidable task of land clearing has begun already, and it is hoped that the company will be prepared for cropping by the spring of 1907. The commendable action of the company cannot fail to attract a desirable class of settlers to Vancouver Island and create new fields of trade for the merchants of Victoria.

The Congress of Chambers of Commerce of the Empire—On July 10th-13th, the Sixth Congress of Chambers of Commerce of the Empire will be held in London, England. Our delegates are the Hon. J. H. Turner, Robert Ward, and A. P. Luxton who will submit the following resolutions to the congress: "That in view of the great importance of accurate and intelligent reports upon current commercial conditions in all parts of the world, the imperial government be urged to make it a condition that those appointed to consult posts should be conversant with knowledge of commercial requirements."

Our delegates will also extend an invitation to hold the seventh congress of chambers of commerce in this city, communicated in the following letter: Thos. F. Blackwell, Esq., D. L., J. P., Chairman and delegate to the Sixth Congress of Chambers of Commerce of the Empire, London, Eng.

Gentlemen—The president and members of the Victoria, British Columbia, board of trade desire to direct the attention of the 8th congress of chambers of commerce of the empire to the trade of the United States and Canada with the Orient which has already increased to an extent hardly hoped for by the business men of the Orient. It is a long time ago. Not long ago that trade was done via San Francisco, but steadily and with unexampled rapidity Canadian and Puget Sound ports have shared in it and today enjoy an equal or possibly larger volume of business with the Orient and the trade is growing rapidly. This is due to geographical causes, which are influencing the policy of all the great trans-continental United States railway systems, and to the fact that the Orient, two of which have already terminated in British Columbia. In the very near future Canada will have two or more additional transcontinental railways with termini on this coast. Account must also be taken of the great activity in immigration has set in hitherto unprecedented. Besides the immense area in the northwest suitable for agriculture in this province of British Columbia we have also much land suitable for agriculture and fruit growing in practically unlimited natural resources in minerals, timber and fisheries. With such powerful factors as these the increased trade which will assuredly follow and find an outlet in the Pacific coast will assume proportions and magnitude which will be a boon to the country. It will be well, therefore, for builders of the empire to keep in close touch with the progress of Canada generally but particularly with this western portion.

For these reasons the Victoria, British Columbia, board of trade desire to extend to you a very cordial invitation to hold the seventh congress of chambers of commerce of the empire in this city, the capital of British Columbia, as we are fully assured that in no other part of the world will you be so well represented as in an assembly with similar instructive advantages.

T. W. PATERSON, President. F. ELWORTHY, Secretary. The board was honored with an address by Mr. J. S. Larke, Canadian government commercial agent, who was returning to Sydney, N. S. W., where for several years past he has done much in developing trade between Australia and Canada. This board of trade greatly appreciates the work he has done and on the occasion mentioned received very valuable suggestions for increasing that trade. The opportunity was also availed of to discuss the desirability securing preferential treatment in trade between Canada and Australia. The board found in Mr. Larke a very strong advocate of this policy who, after recommending the steps to be taken in Canada promised that he would act vigorously towards the same end upon reaching the seat of his labors.

On 28th May of this year Professor J. C. McLennan, director of the Physiological laboratory of the Toronto university, delivered a lecture, under the auspices of the board, upon the metric system of weights and measures. The subject was presented in a lucid and entertaining manner and favorably impressed the large audience. The board is indebted to Hon. Wm. Templeman, minister of finance, for the courtesy and instructive course given to the board.

Trade Commerce and Outlook—It may be stated without fear of contradiction that the trade, commerce and business generally in Victoria was never in a healthier condition than it is at the present time and the feeling of optimism in looking ahead appears to be fully justified. Following are the results for the past twelve months:

TRADE AND COMMERCE Imports \$5,354,274 Exports 1,401,817

Shipping Entered Cleared Coast trade vessels 2,325 2,864 Foreign trade vessels 1,018 1,069

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Our delegates will also extend an invitation to hold the seventh congress of chambers of commerce in this city, communicated in the following letter: Thos. F. Blackwell, Esq., D. L., J. P., Chairman and delegate to the Sixth Congress of Chambers of Commerce of the Empire, London, Eng.

Gentlemen—The president and members of the Victoria, British Columbia, board of trade desire to direct the attention of the 8th congress of chambers of commerce of the empire to the trade of the United States and Canada with the Orient which has already increased to an extent hardly hoped for by the business men of the Orient. It is a long time ago. Not long ago that trade was done via San Francisco, but steadily and with unexampled rapidity Canadian and Puget Sound ports have shared in it and today enjoy an equal or possibly larger volume of business with the Orient and the trade is growing rapidly. This is due to geographical causes, which are influencing the policy of all the great trans-continental United States railway systems, and to the fact that the Orient, two of which have already terminated in British Columbia. In the very near future Canada will have two or more additional transcontinental railways with termini on this coast. Account must also be taken of the great activity in immigration has set in hitherto unprecedented. Besides the immense area in the northwest suitable for agriculture in this province of British Columbia we have also much land suitable for agriculture and fruit growing in practically unlimited natural resources in minerals, timber and fisheries. With such powerful factors as these the increased trade which will assuredly follow and find an outlet in the Pacific coast will assume proportions and magnitude which will be a boon to the country. It will be well, therefore, for builders of the empire to keep in close touch with the progress of Canada generally but particularly with this western portion.

For these reasons the Victoria, British Columbia, board of trade desire to extend to you a very cordial invitation to hold the seventh congress of chambers of commerce of the empire in this city, the capital of British Columbia, as we are fully assured that in no other part of the world will you be so well represented as in an assembly with similar instructive advantages.

T. W. PATERSON, President. F. ELWORTHY, Secretary. The board was honored with an address by Mr. J. S. Larke, Canadian government commercial agent, who was returning to Sydney, N. S. W., where for several years past he has done much in developing trade between Australia and Canada. This board of trade greatly appreciates the work he has done and on the occasion mentioned received very valuable suggestions for increasing that trade. The opportunity was also availed of to discuss the desirability securing preferential treatment in trade between Canada and Australia. The board found in Mr. Larke a very strong advocate of this policy who, after recommending the steps to be taken in Canada promised that he would act vigorously towards the same end upon reaching the seat of his labors.

On 28th May of this year Professor J. C. McLennan, director of the Physiological laboratory of the Toronto university, delivered a lecture, under the auspices of the board, upon the metric system of weights and measures. The subject was presented in a lucid and entertaining manner and favorably impressed the large audience. The board is indebted to Hon. Wm. Templeman, minister of finance, for the courtesy and instructive course given to the board.

Trade Commerce and Outlook—It may be stated without fear of contradiction that the trade, commerce and business generally in Victoria was never in a healthier condition than it is at the present time and the feeling of optimism in looking ahead appears to be fully justified. Following are the results for the past twelve months:

TRADE AND COMMERCE Imports \$5,354,274 Exports 1,401,817

Shipping Entered Cleared Coast trade vessels 2,325 2,864 Foreign trade vessels 1,018 1,069

HOTEL PROPRIETORS, GROCERS, and all dealers in the LEADING BRANDS of Scotch and Canadian Whiskies, French and Rhine Wines, HAVANA CIGARS, Etc., Etc., are invited to mail us for our wholesale price list and best terms. PITHER & LEISER Wholesale Shippers and Importers. YATES STREET, VICTORIA, B.C. P.L.1042.

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ELITE STUDIO 56 Fort Street PHOTOS AMATEUR DEVELOPING AND ENLARGING PRICES MODERATE. COLLECTIONS Custom houses \$815,680.91 Inland revenue 175,477.37 Post Office (approximate) 57,000.00 The shipyards, lumber mills, pulp works, chemical works, cement works and other manufacturing enterprises are working so their full capacity and the demand for labor is greater than the supply. This want of labor, notwithstanding the increased wages now paid is especially felt in agriculture and fruit growing; nor is a solution of the problem yet in sight. Mention must also be made of the lack of domestic help. Wages are very high and the suitable help available is short of the demand. This has arisen from the exclusion of Chinese by the \$500 head tax and the inadequate supply of work in the Orient. It will be well, therefore, for builders of the empire to keep in close touch with the progress of Canada generally but particularly with this western portion.

It has been demonstrated that the per capita contributions of the revenue of the Dominion are fully three times as large as the average contributions of the people of the Dominion, and there is no doubt that this will continue to be the case for many years to come. The immense experience of the Dominion in this province bear a just relation to these contributions need not be here discussed, but the fact above mentioned, fully justify the contention that a judicious outlay of public money along the lines of the resources of the province and the consequent influx of population, will certainly prove an excellent investment for the country from a revenue standpoint. If, for example, by the expenditure of any considerable sum of money such an influx could be given to the settlement of Vancouver Island, and the exploitation of its unsurpassed wealth that the population would be doubled, this would mean an additional annual contribution to the federal treasury of the island of probably \$1,000,000, without adding materially to the annual charges which the islands gets from the Dominion. Hence to give the argument specific application, if the establishment of all-rail connection between the island and the mainland would lead to the doubling of the population of the former, the Dominion government would be fully warranted in incurring a very large expenditure for that purpose from the island point of revenue alone, not taking into account the benefits to the whole country that would be derived from the utilization of the great resources of this valuable island of trans-continental and trans-oceanic routes of transportation. That such an increase in population and such all-round development in the whole country would be given to the whole of its seaports. The board, therefore, feels that in pressing upon the Dominion government the claims of Victoria and Vancouver Island generally for such expenditure as will secure this much desired railway connection with the mainland, it is acting, not only in the interests of the locality with the welfare of which it is most intimately concerned, but in the interests of the whole of its seaports. (Continued on Page Six.)

VICTORIA SEALERS HAVE BEEN RO Were Prisoners at the in Siberia For A Two Years. RUSSIAN CRUISER SUNK Capt. Thompson, One ber Loaded With and Badly Treat

After being imprisoned in two years, five sealers, including Victorians had two San... all of whom were hunters... anese sealing schooner... formerly the Diana, have... and have reached Kobe. The sealers have had some trying... their schooner was... Russian cruiser Gromobol... taken to Siberia and impri... was loaded with chains and... confinement in a small unlit... ing with various other... so that when brought out... could not walk. The seal... ers Edward McNeill, seal... Capt. Thompson, the San... Russian cruiser Gromobol... taken to Siberia and impri... was loaded with chains and... confinement in a small unlit... ing with various other... so that when brought out... could not walk. The seal... ers Edward McNeill, seal... Capt. Thompson, the San... Russian cruiser Gromobol... taken to Siber