

so well, and the increased United States tariff on shingles has hurt that important trade. But the prospects for the lumber business generally are of course much better, and it is hoped that the coming year will show results more nearly akin to those of the mountain mills. The most interesting feature in this industry at the moment is the possibility of timber leases being made permanent instead of being granted only for rather short terms of years.

The total output of coal was about 2,300,000 tons, as compared with 2,112,000 tons for 1908 and 2,220,000 tons for 1907. Strikes and accidents, as usual, somewhat lessened the quantity mined. Many new coal areas, particularly in British Columbia and Alberta, are being opened, and there is no doubt that coal-mining will continue to keep its place as much the most important of our mining industries.

With the copper market in a dull state and with prices at 12½ to 13 cents a pound, it is only natural that the Boundary mines should not show an increase in output over the record of last year; still, the figures are only slightly lower, the quantity for the past year being 1,588,000 tons. The largest company has taken advantage of the dullness to make great improvements, and with the general recovery in business a larger output than ever before is probable in 1910, for the accomplishment of which the equipment is superior to that of any previous year. Notwithstanding the low price of copper and low grade of the ores, the year has been profitable to the leading companies, which shows how stable the basis now is for the copper industry in the Boundary district. Only a very small part of the known mineral area is being worked, but its possibilities are shown by the fact that the largest company now has furnaces with a capacity of 5,000 tons daily, and a converting plant with a capacity of 40,000,000 lbs. of copper per annum, while the plant as a whole is the largest in the British Empire and the second largest in the world. The company next in size is also working towards a much greater output its well-balanced plant needing nothing but enlargement. As a whole, the conditions of mining elsewhere in lower British Columbia have improved during the year. The total value of all classes of minerals produced in British Columbia in 1909, was about \$24,500,000. Dear labor and insufficient transportation and smelter facilities are the main obstacles in the way of greater success. In addition to the areas tributary to the White Pass & Yukon Railway referred to a year ago, we now hear of important discoveries in the Portland Canal district which bid fair to result in a large mining camp immediately. In the Queen-Charlotte Islands and in the Skeena River district there is some mining activity, much hindered, of course, by lack of communication with the outside world.

The salmon pack for the year was 920,000 cases, much larger, as usual in the quadrennial year on the Fraser than for 1906, 1907 and 1908, but quite unsatisfactory as compared with the pack of 1,167,000 cases in the quadrennial year 1905, or of 1,236,000 cases in 1901. The shortage was more than accounted for by the loss in the sockeye pack on the Fraser River, which was only 450,000 cases, against 837,000 in 1905. On the Puget Sound the sockeye catch was 962,000 cases, against 1,100,000 in 1905. Doubtless there were less fish actually running than usual, although there were other causes for the smaller pack, taking Fraser River and the Sound together. The fish came so late that at the end of the close season on the 27th of August there had not been half the usual catch on the Fraser, and many fishermen stopped work at this time, so that the late run was partly lost. Again on the Canadian side the close season in each week was increased to 42 hours and rigidly enforced, with other restrictions, while on the United States side, whatever may be the Federal regulations nominally, there were really no restrictions. The weather also favored the Sound, causing the fish to remain there longer than usual and thus enabling twenty-five to thirty per cent. of the Puget Sound catch a much larger percentage than ever before, to be taken by purse seiners using power boats. Our own regulations seem to be both adequate and efficiently enforced, but unless the United States joins us both in making and in enforcing regulations looking to the preservation of salmon fishing in these waters, disastrous results, for which there will be no excuse whatever, must follow. In salmon fishing in other Canadian waters the catch was somewhat less than in 1908, and this is also true of halibut fishing so far as Canadian vessels are concerned. Herring fishing is growing satisfactorily and promises to be an important feature if properly cared for. Poaching by United States vessels still continues, although the Dominion Government has done something towards the protection of our waters. If foreign vessels are allowed to take immense catches of halibut in our waters, it is only a question of time when these fishing areas will be seriously depleted. We get precisely the same statement as to the facts, whether from Prince Rupert or from Vancouver, and there can be no doubt but that we must act with greater vigor and employ a larger number of Government cruisers.

Elsewhere we give figures showing the enormous money value of the salmon catch of the Pacific coast waters.

Much new land is being brought under cultivation for fruit, whether in irrigated areas or elsewhere. In the Okanagan Valley the trees suffered from the frost and the yield was not more than forty per cent. of what it would otherwise have been. Elsewhere the crops were also less than normal because of the cold winter, and the whole quantity marketed was naturally small, although very important and often very profitable to the district concerned. It is the future which promises large figures for this industry. The purchasing power of the adjacent Provinces will be enormous, and the areas being planted in British Columbia promise large quantities. Transportation and systems of packing and marketing are the most serious problems, and these are receiving the keen interest of the Government.

New areas, suitable for agriculture and grazing, are being brought into prominence, and having regard to the high price of land, the cost and scarcity of labor, the physical difficulties of clearing and lack of transportation facilities, the growth of settlement is very satisfactory. Few parts of the northern world will give so generous a response to the labor applied to the land as British Columbia.

In many of the towns and cities there is the same activity in building and the same advance in real estate values as elsewhere in Canada. Unfortunately, as elsewhere, many inexperienced people are speculating in real estate on a margin, and generally it is in real estate at a distance, about which they know practically nothing except the roseate promises of the promoter. In Vancouver and Victoria building permits show a large increase, the figures in Vancouver being about \$7,000,000 for 1909, against less than \$2,000,000 in 1904, with an unbroken record of increases in each successive year between these dates. The assessed value of property in Vancouver, which in 1900 was less than \$20,000,000, was in 1909 over \$72,000,000 while the great growth in clearing house figures has already been mentioned. Speculation in real estate is inevitable with such facts to promote it, but it is hardly possible for eastern people to understand the prices which are being paid. They simply do not bear any relation to the past experience of such a city as Toronto, and those who invest should surely not do so unless they feel that they have personal knowledge of the property or have every reason to place full confidence in their advisers. The probability that speculators will be punished for the excessive prices being paid for outlying properties in this city is almost the only cloud over the prosperity of the Province at the moment. Transportation engages the attention of the people perhaps more than any other industrial subject, and the prospect for a great increase in mileage is excellent. The financial position of the Province is now so strong that it can well afford to help sound, undertakings of this kind, especially as the opening up of many most promising districts depends absolutely on railway facilities.

#### United States

In the three Pacific Coast States in which we are directly interested the conditions are not markedly different from those of Canada. The business of the year was much better than that of 1908, and even if disappointing in the rapidity of recovery in some branches at the end of 1909 almost all kinds of business were doing as well as or better than in 1906. The year was marked by two of the so-called Expositions, which in new countries do much to advertise resources and industrial possibilities. At Seattle the Alaska-Yukon Pacific Exposition was a complete success. Although sensibly moderate in size, it was visited by 3,700,000 people, and appears to have done good to the whole coast; the authorities were able to pay their obligations and to return something to those who, as shareholders, projected the enterprise. The city of San Francisco also, by the Portola Festival, celebrated the discovery of the bay by Gaspar de Portola, and incidentally the recovery of the city from the great earthquake.

In lumber the recovery has been slower than was expected. As elsewhere, a growing improvement took place as the year progressed, and the outlook for a prosperous year in all branches in 1910 is excellent.

The wheat crop of Oregon, Washington and Idaho was 61,000,000 bushels, against 40,210,000 in 1908, and 60,242,000 in 1907. The price has been so high that the farmers have doubtless made much more money out of this crop than in any preceding year. California and Mexico are now becoming such large consumers of Pacific Coast wheat that European shipments are declining.

Fruit-growing of the same character as in British Columbia is already developed on a large scale in Washington, and the business thus far has done so well that large new areas are being added yearly. Reliable statistics are not yet obtainable, but apparently about 300,000 acres are already under irrigation, with about 50,000 acres in addition in process of completion. Of this irrigated land about 40,000 acres are already in orchards, and this is being added to at the rate of about 20,000 acres each year. The value of orchards