

PACIFIC SECTION

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MISSION TO JAPAN.

Question of Race Against Race—Vancouver and the Grain Commission—Notes of Progress.

Monetary Times Office,
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With the return this week of Hon. Mr. Lemieux, who went from Canada to confer with the Japanese Government on the question of emigration of Japanese to this country, it was expected that some hint would be given to an anxious West as to whether anything had been accomplished. Instead, the returned Minister handed to the reporters a brief typewritten statement to the effect that he would ever have the kindest recollections of his trip to Tokio.

The Japanese question in Vancouver and British Columbia is passing beyond the bounds of labor to that of race against race. Outward anti-demonstration may not be frequent or even apparent, but straws show the trend of feeling. The refusal of the three firemen to accept any monetary assistance from the Japanese, though it may have been tendered in the kindest way possible, was not surprising. But, when a resolution is seriously introduced and unanimously passed in the City Council, which is above all supposed to be dignified, that the police disarm the Japs, one realizes what popular feeling means.

The action of the Dominion Government in framing a regulation providing that all immigrants must come direct from the land of their birth will go part of the way in satisfying British Columbia, as it will keep out the hordes sent here by speculators in the Hawaiian Islands.

Facilities for Wheat Handling.

The report of the Grain Commission, recommending wheat elevators and terminal facilities at Vancouver, is very satisfactory. If it be acted upon without unnecessary delay, a movement of business to the West will be given that will do much to equalize prosperity. Out here, with only two main industries, lumbering and mining, we are at the mercy of the elements, so to speak; but with an additional trade the danger of a slump is less imminent. Twenty years ago this matter was first mooted by a man who was then living at Winnipeg. He interested English capital in the erection of elevators as a private enterprise. Coming to Vancouver, he agitated for the establishment of flour mills, and as he passed away he had the satisfaction of seeing the first flour mill in course of erection.

A remark made at the meeting of the Board of Trade in Vancouver on Tuesday night, when the request of the Monetary Times was received for a consensus of opinion as to the financial state of the various parts of the province, is worthy of report. Mr. A. G. McCandless, who formerly resided in Victoria, where he was mayor, stated that money was easier in Vancouver than in any other city in Canada. Mr. McCandless is one of the principals in the Standard Furniture Company, which does a very extensive business here.

Mining returns for the year show an increase from \$24,980,546 in 1906 to \$25,738,983 last year, or about three-quarters of a million dollars. This showing is considered remarkable, since the big producing mines in the Boundary were shut down for nearly a quarter of the year through shortage of coke in the first instance and the general stringency during the last two months.

Lumber Trade Conditions.

In lumbering, conditions were exceedingly good until October, when business with the prairie cities stopped entirely, and only the mills on the coast, with foreign and local trade to fall back upon, continued operations to any degree. At the beginning of last year, the output of the interior was sanguinely placed at from four hundred and fifty to five hundred million feet. But it fell far short. Last winter the cut

of logs was about 400,000,000 feet. Of this, 280,000,000 feet were cut into lumber. There was left over from the previous season 88,000,000 feet of lumber, and of the aggregate amount, only 178,000,000 feet was sold, leaving in the yards to-day, 190,000,000 feet. In 1906, 300,000,000 feet of lumber was cut, which was 20,000,000 feet more than in 1907. Although the fifty mills in the Mountain Lumber Manufacturers' Association had 190,000,000 feet of lumber on hand and 120,000,000 feet of logs available, the cut this winter will be another 100,000,000 feet of logs, which will give a possible output in 1908 of over 400,000,000 feet. The prospect is considered promising, as the people must have lumber and these mills are the most convenient to the market of Canada's middle West.

C.T.P. in British Columbia.

Mr. W. Wainwright, vice-president of the Grand Trunk Pacific, and Mr. D'Arcy Tate, assistant solicitor, are in Victoria to confer with the Provincial Government respecting the company's operations in British Columbia. They met the Provincial Executive on Wednesday and will hold another conference with them next Monday. As yet, no announcement of any kind is ready to be made public.

Another railway visitor is Mr. A. R. Creelman, K.C., of Montreal, chief counsel of the C.P.R. No particular importance is attached to his visit to the Coast, it having been given out that his business was to consult with Western officials of the company.

Steady development is shown by the formation of new companies, one of which, the Canadian Fish and Cold Storage Company, has been previously noted. The prospectus has now been issued. Its directors are: Mr. Andrew Kelly, Winnipeg, president; Mr. James Carruthers, Montreal, vice-president; Mr. J. W. Stewart, Winnipeg; Mr. Geo. H. Collins, Vancouver, treasurer and managing director; Mr. Græer Starratt, Vancouver, general manager. The base of operations will be Prince Rupert.

Notes of Progress.

The progress of the Pacific Slate Company, which has its head offices in Victoria, shows how extensive are British Columbia's resources. This company has forty men at work on Jervis Inlet, and according to experts the product is equal to the best from Wales.

The growing of flax, to which attention is being paid in Canada, is an industry which Mr. James Gauthier, of Victoria, is trying to establish at Pitt Meadows, a fine agricultural district in the valley of the Pitt River.

The Kelowna Leaf Tobacco Company has taken a practical way of making this a white man's country. It has discharged all the Chinese employed by the company, and white men have been engaged. About twenty are employed.

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thus probably stalled off the awarding of the contract to the Robert Syndicate, as the elections for Mayor and aldermen will shortly take place, and the new council will probably go all over the situation again. The Power Company would doubtless be prepared to make considerable concessions to secure a new contract.

Messrs. G. W. Stephens, president of the Harbor Commission, and F. W. Cowie, superintendent of the St. Lawrence Ship Canal, have left on a tour of inspection of the principal seaports of Europe. The object of the visit is to gain general information regarding harbors and their equipment, and to study the system by which Canadian produce is handled on the other side of the Atlantic.

The report of the past season's business, presented at the annual meeting of the shareholders of the Montreal Transportation Company, Limited, was considered satisfactory. The old board was re-elected, consisting of Messrs. Bartlett McLennan, president; Jas. A. Cuttle, managing director; T. A. Crane, A. Kingman, F. Robertson, F. W. Thompson, and A. E. Ogilvie, directors.

The Department of Marine and Fisheries having assumed contract of the pilotage of the St. Lawrence River, some changes have been introduced into the pilotage regulations. The limits of the district are now between a line drawn from Father Point to the Eastern anchorage ground at Cape Colombier and Quebec, including the Saguenay River. Pilots will be embarked on inward bound vessels and disembarked from outward bound vessels at Father Point by a steam tender. Special pilots, also stationed at Father Point, will be employed for the Saguenay River.



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