

PACIFIC SECTION

GRAIN SHIPMENTS.

Through Vancouver Port to the World's Markets— Oriental Business Prospectors.

(From Our Own Correspondent.)

Vancouver, Dec. 7th.

Action has been taken by the Board of Trade in the matter of grain shipments via Vancouver to the world's markets, the matter, after discussion, being referred to the Council to report at the next meeting. J. E. Hall, of the Vancouver Milling and Grain Company, said it would not be easy to change the channel through which the grain had run for 25 years, though there was a difference of but a few cents in sending wheat this way or the other. It was pointed out by Charles Woodward that if the same rates could be secured between Calgary and the Coast as from Calgary eastward, there would be a difference of 5½ cents per bushel in favor of the route via the Pacific, and the necessity of a Hudson's Bay route would be obviated.

Empty cars are now hauled westward, and these could be filled to the advantage of the railway company, and the large number of vessels now lying idle on this coast would enable low charters to be obtained. G. B. Mathers said he had come west to take up this question. When it was presented to the Canadian Pacific Railway and lower rates asked, the reply had been that there were no vessels here suitable for shipping wheat in. He was confident that the traffic would come. This is a question that will adjust itself in time, and with the increase of wheat acreage in the West the overflow will force its way into the channel which has its outlet here. In the meantime, local merchants and business men will do what they can, and if the Canadian Pacific Railway will give the matter a fair consideration, the result is not feared.

Note of Important Decision.

A decision that will have a far-reaching effect was handed down in the Full Court this week. A company registered in Washington State, but not in British Columbia, obtained judgment in the Seattle courts against a provincial company located in Nanaimo. They sought the Supreme Court here to have the judgment apply in British Columbia, and were successful. In the appeal to the Full Court, the point was raised whether a company not registered in British Columbia could use the courts here, and the decision was no, and the appeal was upheld, the Seattle company losing. The case was briefly discussed at the Board of Trade meeting, and referred to the Council for further consideration.

The expansion of commerce via Pacific Coast ports is noticed in two shipments recently made. One was of flour from the Columbia Flour Mills, of Enderby, B. C., to Liverpool, via the Horn. This was the first of the kind, though it is expected that others will follow. The other was a consignment of grain to Mexico from Western Alberta. These demonstrate what is possible, and it is not too much to hope that the growth of this business will be rapid.

Lumber Shipments and the Future.

Two features are noteworthy in the resumption of export shipments of lumber from the Fraser River Lumber Company, at Millside. One is that the big operators in the lumber industry appreciate the possibilities of the future, and are engaging in business on a large scale, for this plant is accounted to be the largest in the world, as well as the most modern. The second is the growing trade of New Westminster, for Millside is the name of the mill town and is located close to the Royal City. Last week, when 70 or 80 citizens of New Westminster, headed by Mayor Keary and President Cunningham, of the Board of Trade, looked over the mill premises as the guests of the management, the first of a fleet of lumber carriers for foreign ports had just come up to load. Twice a month these boats will arrive to take on cargoes. When the Fraser River waterway is improved as has been planned, the accessibility of the locations in and about New Westminster to ocean traffic will mean

the establishment of many industries there, and along the river.

From Japan to Learn.

Shintaro Ohashi, vice-chairman of the Tokyo Chamber of Commerce, who is concluding a visit to Canada and the United States, where he has been studying trade conditions, is optimistic concerning the rapidity of Japan's rise among the powers of the world. He also looks for a more extensive trade between Canada and Japan, as there are many products which may be interchanged. Mr. Ohashi is one of the prominent men of business in Japan.

While Mr. Ohashi did not form one of a party, it is very probable that what he learned during his trip to America will be laid before the business men of Japan for their benefit. During recent years, representatives from Japan have visited this country and made observations along every line of commerce and industry.

While the bank clearings for the present week in Vancouver were not in advance of those for the same week of last year, the fact that on more than one occasion of late increases have been apparent to indicate the improvement of business conditions. In Victoria, an increase is noted for November, and the record altogether is considered satisfactory.

A visitor to the coast this week is F. H. Cope, of the Edmonton Realty Co-operative Corporation, Ltd., which has been incorporated in Alberta with a capital of \$2,000,000, to invest in real estate in Edmonton and in cities along the route of the Grand Trunk Pacific. The president is Lieut.-Gov. G. H. V. Bulyea, of Alberta. Mr. Cope is here to place shares.

Have Struck Silver.

The strike of free silver on Texada Island, the first encountered there, will stimulate mining on that rich piece of volcanic uprising. The find was made in the Marble Bay mine, which has paid for itself out of its own workings. Not only local men are shareholders in Texada mines, but Americans as well, and such a discovery will mean prosecution of deep workings, for it was at the 860-foot level of the Marble Bay mine that the native silver was found.

Important visitors to the Coast this week were J. E. Walsh and R. W. Breadner, of the freight and tariff departments of the Canadian Manufacturers' Association respectively. They conferred with the business men of Nelson, and coming on to the Coast, were present at the meeting of the Vancouver Board of Trade on Tuesday, and also visited Victoria and New Westminster. In Nelson, fruit rates were considered. Protest was made at the low duty which allows the fruit growers south of the boundary to send in their product at cut prices. An adequate protection in the way of increased duty will be asked. While, perhaps, no actual results were affected, the business men of the city were brought into closer touch with the Association, through its representatives.

In Vancouver, Mr. Walsh addressed the Board on unconditional bill of lading. He explained that a special committee from the Association had drafted a special bill of lading, but the railway Commission would not accept an unconditional bill. They had then set to work and drafted a bill of lading with conditions to protect the shippers. Copies of this bill are being sent to boards of trade for approval. This bill would obligate the railway company to deliver the goods in the same condition as received.

VICTORIA, BRITISH COLUMBIA.

Trade Expansion and General Progress This Year.

The National Free Ports, the establishment of which was recommended by the Royal Commission on Transportation two years ago, have yet to take practical shape, and Victoria, B. C., as one of the ports included, awaits with eagerness the day when the scheme will have become a fact.

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