

COMMERCIAL RELATIONS

OF THE

UNITED STATES

WITH

FOREIGN COUNTRIES

DURING THE YEAR

1908

IN TWO VOLUMES

VOLUME II

NORTH AND SOUTH AMERICA, ASIA,
OCEANIA, AND AFRICA



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COMMERCIAL RELATIONS OF THE UNITED STATES, 1908.

NORTH AMERICA. CANADA.

REVIEW OF TRADE CONDITIONS.

By CONSUL-GENERAL JOHN G. FOSTER, OTTAWA.

The year 1908 was one of curtailment and economy in most branches of industry and trade, but at its close general business conditions seemed healthful and satisfactory and the last three months were more active than the corresponding months of 1907. The large expenditure of money for railway construction and the bountiful crops of the past season contributed largely to favorable conditions, and at the beginning of 1909 credit and confidence seem fairly well reestablished. The value of the field crops for 1908 is estimated at \$432,534,000, and of this about \$125,000,000 comes from the three northwest provinces, a country practically unproductive a few years ago. The rapid development of this western region continues to act as a potent stimulus to the whole Dominion, and the demands connected with this development have seriously taxed the financial resources of Canada during the year and will continue to require for some time the expenditure of large sums of money.

LAND UNDER CULTIVATION AND CROP YIELDS.

The area of land under cultivation in field crops in 1908 was 27,505,663 acres. The yield per acre and the total crop value of each of the principal crops were as follows:

Crop.	Yield per acre.	Total value.	Crop.	Yield per acre.	Total value.
Barley.....	26.79	\$21,353,000	Peas.....	17.05	\$1,262,000
Beans.....	27.00	1,988,000	Potatoes.....	132.00	34,819,000
Beets, sugar.....	♦ 10.07	578,000	Rye.....	17.09	1,262,000
Buckwheat.....	24.55	4,215,000	Turnips, etc.....	373.00	17,332,000
Corn.....	62.45	11,837,000	Wheat.....		
Flaxseed.....	10.78	1,457,000	Spring.....	16.03	74,975,000
Podder.....	♦ 11.27	11,782,000	Winter.....	24.40	16,253,000
Hay.....	♦ 1.39	121,884,000	Other grains.....	32.73	10,140,000
Oats.....	31.64	96,489,000			

♦ Tons.

FARM ANIMALS, LAND VALUES, AND WAGES.

The census and statistics bulletin for January, 1909, makes the following statements concerning the values of farm animals and farm land and concerning wages:

The total value of farm animals in the Dominion in June, 1908, was \$531,000,000. The value of horses in round numbers was \$264,000,000; milch cows, \$99,000,000;

other horned cattle, \$122,000,000; sheep, \$15,000,000; swine, \$31,000,000; and the average values were \$124.74 for horses, \$34 for milch cows, \$26.35 for other horned cattle, \$5.23 for sheep, and \$9.28 for swine. The June price of wool for the Dominion was 18 cents per pound.

The average value of farm land for all the provinces is \$35.70 per acre. In five of the Provinces it is under \$30, being \$27.30 in Manitoba, \$25 in Nova Scotia, \$21.40 in New Brunswick, \$20.40 in Saskatchewan, and \$18.20 in Alberta. In Prince Edward Island the average is \$33.70 per acre, in Quebec \$41.90, in Ontario \$47.30, and in British Columbia \$76.10. Values are high in the last-named Province owing to the comparatively large extent of farm land planted in orchards and small fruits.

The average monthly wages of farm and domestic help for the Dominion was \$24.80 for males and \$13.50 for females, and by the year, \$209 for males and \$130 for females. The highest averages are reported for the western Provinces, where they reach about \$300 per year for males and \$160 for females. In Ontario and Quebec the average for males is about \$240, and for females \$120 per year, but is a little higher in the former Province than in the latter.

MINERAL PRODUCTION—FISHERY INDUSTRY.

The values of the metallic and nonmetallic minerals produced in Canada during 1908 were \$41,655,936 and \$45,367,913, respectively, making the total almost the same as that of 1907. The production of silver in 1908 amounted to \$11,667,197, an increase of more than \$3,000,000 over 1907. The production of copper in 1908 amounted to \$8,500,885, or nearly \$3,000,000 less than in 1907. The gold production amounted to \$9,559,274; pig iron from Canadian ore, \$1,664,302; lead, \$1,920,487; nickel, \$8,231,538, and cobalt, \$112,253. The chief item of the nonmetallic minerals is coal, the production of which in 1908 was valued at \$25,567,235, about \$1,000,000 more than in 1907. Portland cement was produced in 1908 to the value of \$3,709,063.

The entire catch of fish by Canadians, including fish products, seals, etc., during the season of 1907, comprising the winter fishing ended March 31, 1908, was valued at \$25,499,349. This was a decrease of about \$750,000 from that of the previous year.

The value of the fish caught, by provinces, was as follows:

Province.	Value.	Province.	Value.
British Columbia.....	\$6,122,923	Quebec.....	\$2,047,390
New Brunswick.....	5,300,564	Other provinces.....	908,422
Nova Scotia.....	7,032,330		
Ontario.....	1,935,025	Total.....	25,499,349
Prince Edward Island.....	1,492,695		

During the period 1869 to 1907, inclusive, the total value of the catch of the five principal commercial sea fish was \$458,057,310; in 1907 the value was \$15,773,648. The values were as follows:

Kind of fish.	1869-1907.	1907.
Cod.....	\$143,134,571	\$3,619,818
Herring.....	77,343,921	2,073,758
Lobster.....	87,375,675	4,084,122
Mackerel.....	48,398,478	981,506
Salmon.....	101,804,665	5,014,446
Total.....	458,057,310	15,773,648

RAILWAY STATISTICS.

The mileage of Canadian railways in 1908 was 22,966. There were 4,327 miles reported under construction on June 30, 1908. The capital invested in Canadian railways totals \$1,239,295,013, of which \$607,425,349 is in stocks and \$631,869,664 in funded debt. To these figures should be added the following items expended by the Government for railways: Cost of Intercolonial Railway, \$87,575,952; Prince Edward Island Railway, \$7,697,827; Temiskaming and Northern Ontario Railway, \$12,208,950; and New Brunswick Coal and Railway, \$1,940,375; expenditure on National Transcontinental Railway, \$30,250,191; and railway subsidies, \$185,671,736, making a total investment in railways of \$1,564,640,044.

The cost per mile of corporation-owned railways in stocks was \$28,952, and in bonds, \$30,117. The length of Government-owned railways is 1,986 miles, and the cost per mile, including equipment, was as follows: International, \$60,355; Prince Edward Island, \$28,830; Temiskaming and Northern Ontario, \$58,411; and the New Brunswick Coal and Railway, \$33,454. The number of passengers carried during 1908 on all railways was 34,044,992. The average receipts per passenger mile were 1.920 cents. There were 63,071,167 tons of freight handled, and the average receipts per ton per mile were .723 cent, .089 cent less than during the previous year. It is expected that the amount of construction work in progress during the coming season will be larger than in any previous year. There are at present under contract over 4,000 miles of railway and upward of \$90,000,000 will be required to complete the undertakings now in hand.

The report of the transcontinental railway commission, in charge of the railway construction from Winnipeg eastward, shows that the expenditure during the nine months ended December 31, 1908, was \$18,866,212, making the total expenditure to that date on this account \$45,924,156. The total mileage of grading completed was 668, and the mileage of track laid 309. The entire length of this route with the exception of the entrance into Winnipeg is now under contract. Contracts for steel rails were awarded as follows: Dominion Iron and Steel Company, of Sydney, Nova Scotia, 105,695 tons, and the Algoma Steel Company 69,123 tons. The commission expresses the opinion that the section between Winnipeg and the Fort William branch line will be ready for operation by September, 1909.

IMMIGRATION AND HOMESTEAD ENTRIES.

The following table gives statistics of the immigration into Canada for the calendar years 1906, 1907, and 1908:

From—	1906.	1907.	1908.	Total.
United States.....	63,782	56,687	57,213	177,682
United Kingdom.....	97,757	132,060	55,727	285,544
All other countries.....	34,373	88,627	35,760	178,760
Total.....	215,912	277,374	148,986	641,986

The falling off in immigration during 1908 as compared with 1907 was over 46 per cent. This was in part due to certain restrictive measures adopted by the Government, but more largely to depressed industrial and commercial conditions. A very large volume of immigration from the United States is anticipated by the government officials for 1909.

During 1908 the total number of homestead entries amounted to 38,559. The number of land patents issued by the Government during the year was 19,763, covering 5,825,288 acres.

SUBSIDIES, BOUNTIES, AND COMMERCIAL FAILURES.

The amount of mail subsidies and steamship subventions authorized by the Dominion government for the year ended March 31, 1909, was \$1,735,634, and for the year ending March 31, 1910, \$1,854,801. The amounts of bounties paid on commodities for the fiscal year ended March 31, 1908, were as follows:

Articles.	Quantity.	Bounty.
Fiber, manila.....pounds.	12,315,276	\$41,983
Iron, pig.....tons.	683,770	863,817
Lead.....pounds.	15,425,553	51,001
Petroleum, crude.....gallons.	26,081,139	391,217
Steel.....tons.	661,940	1,092,201
Steel, manufactures of.....do.	67,858	347,135
Total.....	2,787,354	

The commercial failures in Canada, according to a trade report, numbered 1,640 in 1908, against 1,278 in 1907. The liabilities were \$14,931,890, against \$13,231,259. The total liabilities exceeded those of 1907, 1906, or 1905, and during a period of fifteen years were exceeded only in 1894 and 1896.

WATER POWER AND FOREST WEALTH—TARIFF TREATY.

In a recent address on the water power and forest wealth of Canada, delivered by the superintendent of railway lands, it was stated that the total water power amounted to 25,687,907 horsepower. The greatest amount was in Quebec, where the total was 17,075,939 horsepower. Ontario was credited with 3,129,168 horsepower, Manitoba with 500,000, and the other provinces ranged from 80,000 up. The superintendent stated that no accurate estimate of forest wealth had been made, but that various estimates had been given ranging from 100,000,000 to 800,000,000 acres. He expressed the belief that there was less merchantable timber in Canada than in the United States.

It is expected that the Franco-Canadian treaty as recently amended will receive early ratification from both the Dominion and French governments, and the expectation is expressed by Canadians that this convention will prove of considerable value to the Dominion. Under it Canada obtains an average reduction of about 33 per cent on about 150 different articles, including agricultural and other ma-

chinery, typewriting machines, lean cattle, bacon, ham, tinned meats, fish, furniture, etc., and tariff reductions are granted to France on over 100 articles, including wine and many other articles of luxury.

BEET-SUGAR PRODUCTION.

The beet sugar industry is now in its eighth year in Canada. Four factories for making and refining sugar have been built in Ontario and one in Alberta, though two or three of these are not now in operation. In 1901 the legislature of Ontario set apart \$225,000 as a special fund to be paid out of the consolidated revenue of the province to encourage the growth of sugar beets and the establishment of factories for the manufacture of beet sugar. The act provides for the payment out of the fund for sugar of first-class, marketable quality at a rate of one-half cent per pound for the product of the first and second years; of one-quarter cent for the third year and nothing for any year thereafter. It also provides for a payment of not more than \$75,000 in any one year. These yearly grants were subject to the conditions (1) that in the first year of operation at least \$4 per ton should be paid for beets delivered at factories under contract irrespective of the contents of saccharine matter; (2) that in the second and third years payment should be at the rate of 33½ cents per ton for every 1 per cent of sugar in the beets; and (3) that contracts should be submitted and approved by the minister of agriculture. In 1904 this act was amended by setting apart \$150,000 additional to the special fund and authorizing a uniform payment of one-half cent per pound of refined sugar yearly for a period of five years. Under these acts the province has paid \$370,906 on 86,050,811 pounds of sugar.

The Alberta legislature has provided for a bonus of one-half cent per pound of refined sugar produced from beet root at the factory for two years commencing in 1906, and one-quarter of a cent per pound for three years following, the bonus to be divided equally between grower and company. The imports into Canada of sugar for consumption in the fiscal year ended March 31, 1908, amounted to 22,056-516 pounds, valued at \$491,463. Under a provision of the customs tariff of 1907, beet-sugar manufacturers are permitted to import non-British sugar at the preferential customs rate to the extent of two tons of such sugar for every ton of Canadian beet sugar produced. The government further assists the manufacturer of beet sugar by admitting free of duty machinery of every kind and structural iron and steel when imported for use in the construction and equipment of factories for the manufacture of sugar from beet root.

TRADE DISPUTES—RURAL MAIL DELIVERY.

There were 69 trade disputes reported to the department of labor during 1908 compared with 149 in 1907, 138 in 1906, 87 in 1905, 103 in 1904, and 160 in 1903. The number of work people involved in 1908 was approximately 26,232, compared with 34,094 in 1907. The number of working days lost through trade disputes were approximately 708,191 in 1908, compared with a loss of 613,986 days in 1907.

During the past year Canada has introduced rural mail delivery to a limited extent. In the House of Commons the postmaster-

general stated that during the year the Government had obtained 6,000 boxes from New York City. These are furnished to the patrons in rural districts at \$3 each. Forty-four mail routes were put into operation during the year at a total cost per annum of \$663.50 each over the cost of the regular mail service.

EXPORTATION OF ELECTRIC POWER.

The three Canadian power companies at Niagara have exported to the United States, since the coming into force of the electricity and fluid exportation act up to December 31, 1908, 381,000,000 kilowatt hours (kilowatt hour = 1.34 horsepower maintained for one hour). Licenses are for one year and are uniform in all respects. They are renewed each year, provided the licensees have complied with the requirements of the act and regulations, and provided also that the Canadian demands for power are such as to continue its exportation. The licenses state that a fixed quantity of power may be exported, but there is express provision that the licenses are subject to the regulations established by the Governor-General in council, and these regulations provide that:

Any license issued thereunder shall be revocable at will by the governor in council. If the licensee refuses or neglects to comply with any of the conditions from time to time imposed by the governor in council with regard to the supply and distribution of electrical energy, gas, or fluid in Canada, and moreover whenever such electrical energy, gas, or fluid is required for use of purchasers in Canada, any such license shall be revocable upon such notice to the licensee as the governor in council deems reasonable in such case.

BRITISH COMMERCIAL AGENTS—PUBLIC DEBT.

During 1908 a commissioner was appointed by the British Board of Trade (a department of the Imperial Government) to represent British commercial interests in Canada. The commissioner has appointed correspondents in St. John, New Brunswick; Winnipeg, Manitoba, and Vancouver and Victoria, British Columbia. These correspondents are in the pay of the British Board of Trade. The commissioner states that the duties he expects to discharge will be almost identical with those of American consuls stationed at different points throughout Canada.

The total net debt of the Dominion on December 31, 1908, amounted to \$291,573,767, as compared with \$253,743,452 at the end of the year 1907. The dominion revenue for the nine months ended December 31, 1908, was as follows: Customs, \$34,822,929; excise, \$11,706,824; post-office, \$5,049,575; public works, including railways, \$7,213,008, and miscellaneous, \$3,506,247; total, \$62,298,583.

The total expenditure on consolidated fund account amounted to \$50,432,621. In addition to this, there was expended on capital account during the nine months' period the following: Public works, railways, and canals, \$22,960,881; dominion lands, \$566,917; militia, capital, \$777,588; railway subsidies, \$516,126; bounties, \$1,495,442; South Africa contingent, \$15; total, \$26,316,969. •

FINANCE AND BANKING—BUILDING OPERATIONS.

On December 31, 1908, the dominion government held in specie \$61,674,579. Dominion notes outstanding on that day amounted to \$79,434,694. The post-office savings-bank balance to the credit of depositors on December 31, 1908, was \$44,895,649, and the balance to the credit of depositors in the dominion government savings banks at the end of the year was \$14,406,924.

On December 31, 1907, there were 35 chartered banks in Canada with a total paid-up capital of \$95,995,482. On December 31, 1908, there were only 33 such banks, but their paid-up capital amounted to \$96,457,573.

A report of the building operations in the Dominion during 1908 for 73 localities, including all cities having a population of 8,000 or over, shows that the total value of buildings erected amounted to \$51,453,358, a decrease of about 10 per cent, due presumably to the depressed financial condition of the country.

The cities showing a value of building operations exceeding \$500,000 were: Toronto, \$11,795,436; Vancouver, \$5,950,893; Winnipeg, \$5,513,700; Montreal, \$5,062,326; Edmonton, \$2,549,847; Ottawa, \$1,794,075; Fort William, \$1,560,835; Hamilton, \$1,331,182; Victoria, \$1,230,740; Calgary, \$1,004,520; London, \$866,330; Halifax, \$857,271; New Westminster, \$600,000; Three Rivers, \$581,900; Quebec, \$546,248; Welland, \$525,000; Regina, \$516,656, and Moose Jaw, \$500,000. The city showing the largest gain for the year was Vancouver, being \$353,299 over 1907.

FOREIGN TRADE.

The total value of the foreign trade of Canada for the calendar year 1908 was \$562,293,281, against \$646,150,769 in the previous year, a loss of \$83,857,488. Of the trade in 1908 the imports were valued at \$292,288,575, of which \$172,996,561 were dutiable and \$119,292,014 were free. The exports amounted to \$270,004,706, the shipments of home produce representing a value of \$247,630,811 and those of foreign produce \$22,373,895.

The total trade of the Dominion, showing the shares of the United States and the United Kingdom for 1908, was as follows:

Country.	Imports.		Exports.	
	Dutiable.	Free.	Home produce.	Foreign produce.
United States.....	\$88,629,889	\$87,000,050	\$82,662,340	\$10,137,827
United Kingdom.....	53,199,574	17,787,652	133,625,624	7,494,637
Other countries.....	31,167,098	14,504,312	31,342,847	4,741,431
Total.....	172,996,561	119,292,014	247,630,811	22,373,895

IMPORTS BY ARTICLES.

The principal articles of import entered for consumption, and the respective shares arriving from the United States, the United Kingdom, and all other countries during the calendar year 1908 are shown in the following statement:

Articles.	United States.		United Kingdom.		Other countries.	
	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Ale, beer, and porter.....	\$319,434		\$195,548		\$8,900	
Animals, live.....	516,876	\$349,397	5,571	\$299,158	5,134	\$22,451
Books, periodicals, etc.....	1,428,022	1,005,498	446,414	277,480	79,905	130,251
Breadstuffs.....	1,706,834	3,867,885	710,787	329,871	374,062	425,663
Bricks, tiles, etc., and manufacturers of.....	251,561	415,151	189,661	160,675	382	3,168
Buttons and materials for.....	144,217	5,734	43,367	312	75,786	3,060
Carriages, carts, wagons, etc.....	1,600,601		131,984		74,904	
Coal, coke, and coal dust.....	13,736,807	15,399,608	134,510	104,350	138	47,703
Cocoa beans, nibs, etc.....	288,670	153,804	254,945	61,301	156,842	156,109
Coffee, extracts, etc.....	152,947		27,399	11,891	1,385	503,328
Cordage, rope, etc.....	123,822	1,462,741	128,269	11,032	1,744	
Cotton, and manufactures of.....	1,902,575	6,645,788	8,098,612	268,647	1,536,458	31,709
Drugs, chemicals, etc.....	1,075,298	4,133,789	640,626	1,286,422	537,105	778,515
Earthenware, china ware, etc.....	188,904		1,169,602		68,896	
Electrical apparatus and supplies.....	1,908,441	63,981	88,706		38,516	169
Fancy articles.....	841,947		1,181,933		1,019,368	
Flax, hemp, jute, etc.....	116,270	321,844	1,968,601	3,120,468	366,369	143,742
Fruits.....	3,314,167	3,429,027	305,925	138,365	1,514,286	417,074
Furs and skins, and manufacturers of.....	182,614	1,688,539	424,717	165,828	333,644	575,632
Glass, and manufactures of.....	651,656	881	762,486	708	815,713	11,435
Gloves and mitts.....	154,188		640,044		739,461	
Grasses, fibers, etc.....	9,884	1,251,503	79	156,708	2,737	80,844
Gutta-percha, India rubber, and manufactures of.....	641,516	2,244,771	161,044	31,052	24,822	916
Hats, caps, bonnets, and material for.....	872,507	154,830	1,304,157	86,641	154,266	34,754
Hides and skins other than fur.....		1,249,525		985,342		2,278,245
Leather, and manufactures of.....	2,377,756		515,011		61,032	
Iron and steel, and manufactures of.....						
Oils.....	15,372,928	4,827,879	5,651,933	3,144,739	902,613	545,472
Oilcloth.....	2,127,115	1,821,320	139,745	118,304	129,975	117,825
Paintings, drawings, engravings, etc.....	154,191		683,644		2,398	
Paper, and manufactures of.....						
Provisions.....	417,974	173,357	193,960	206,261	164,310	50,276
Ribbons.....	2,265,496	47,752	783,257	472	295,323	12,445
Seeds and bulbous roots.....	3,075,152			106,727	224,436	
Settlers' effects.....	88,109				797,224	
Silk, and manufactures of.....	1,132,381	26,815	36,506	59,434	34,004	47,036
Spirits and wines.....	5,566,075			2,804,059		166,212
Sugar, molasses, etc.....	201,488	264,549	1,853,093	621	1,843,007	38,376
Tea.....	54,652		1,352,248		1,824,182	
Tobacco, and manufactures of.....	261,099	6,245	1,246,520		10,055,026	
Watches.....	34,456		1,408	1,805,640		824,254
Wood, and manufactures of.....	154,939	3,212,568	164,580	10,027	411,211	3,266,903
Wool, and manufactures of.....	502,972		39,952		66,179	173,341
All other articles.....	2,113,309	6,094,362	148,031	39,337	190,972	116,032
	679,732	216,848	13,245,038	1,700,188	2,098,792	295,042
Total.....	25,036,514	20,908,108	7,036,619	541,723	4,135,572	3,145,731
	88,629,889	87,000,050	53,199,574	17,787,652	31,167,098	14,504,312

EXPORTS BY CLASSES.

The exports of home produce for 1908, amounting in value to \$247,630,811, showed an increase of \$9,615,254 over 1907. Agricultural products gained \$18,515,544, and fisheries and manufactures each about \$1,000,000. The greatest decrease was shown in forest products, amounting to \$6,780,380. Animals and animal products and the products of the mine also showed decreases, the amounts being \$2,569,543 and \$1,597,611, respectively.

The value of the exports of home products, by classes, in 1907 and 1908 was as follows:

Class.	1907.	1908.	Class.	1907.	1908.
Agricultural.....	\$57,368,407	\$75,883,951	Mine.....	\$38,437,555	\$36,840,044
Animal.....	55,589,386	53,019,843	Other.....	74,225	54,915
Fish.....	13,480,400	14,435,023	Total.....	238,015,557	247,630,811
Forest.....	45,286,118	38,504,738			
Manufactures.....	27,780,366	28,892,297			

PRINCIPAL ARTICLES OF EXPORT.

Canada's best customer in domestic produce is the United Kingdom, which took articles valued at \$133,625,624, or 53 per cent of the total shipments. The United States came next with purchases valued at \$82,662,340, or a little in excess of 33 per cent.

The total value of exports for 1908 of home and foreign produce, by principal articles, and the shipments of each to the United States and the United Kingdom are shown in the following table:

Articles.	United States.		United Kingdom.		Total.	
	Home produce.	Foreign produce.	Home produce.	Foreign produce.	Home produce.	Foreign produce.
Animals, live.....	\$1,363,063	\$475,752	\$9,755,086	\$6,468,104	\$11,325,075	\$475,752
Breadstuffs.....	2,313,277	3,439	56,506,822	56,488,104	66,357,750	10,262,503
Coal, coke, charcoal, etc.....	3,867,346	158,357	18,065	4,255	4,968,506	160,667
Drugs, chemicals, dyes, etc.....	522,519	1,215,050	321,427	3,255	1,243,440	1,226,286
Fish and fish products.....	4,514,822	4,743	3,806,517	.....	13,878,285	39,393
Fruit.....	353,241	67,255	4,997,329	.....	6,630,501	79,951
Furs and skins, and manufactures of.....	1,094,706	69,777	1,450,211	10,300	2,712,616	86,639
Hay.....	33,916	2,999	496,820	.....	638,285	2,999
Hides and skins, n. e. s.....	3,416,495	12,021	269,929	.....	3,720,168	12,352
Leather, and manufactures of.....	84,731	38,289	2,202,751	10,993	2,487,083	49,764
Metals and minerals, and manufactures of.....	27,628,082	752,733	3,606,710	58,408	37,789,119	839,717
Paper.....	1,001,087	21,980	1,601,414	722	3,712,811	22,755
Provisions.....	102,104	20,306	33,932,317	11,205	34,523,936	77,937
Settlers' effects.....	1,497,462	122,376	190,024	25,660	1,750,444	150,622
Spirits and wines.....	1,063,968	63,757	88,684	3,008	1,355,965	77,327
Wood, unmanufactured.....	25,235,883	14,032	9,674,166	166,899	38,418,097	181,725
Wood, manufactured.....	2,946,424	43,805	1,508,592	13,735	4,920,747	70,485
All other articles.....	5,583,215	7,051,196	3,197,780	722,249	11,997,183	8,569,373
Total.....	82,662,340	10,137,827	133,625,624	7,494,037	247,630,811	22,373,886

ALBERTA.

CALGARY.

By CONSUL E. SCOTT HOTCHKISS.

The Calgary consular district consists of the Province of Alberta, the eastern half of British Columbia, and the western half of Saskatchewan.

From its geographical situation it is destined to become a great agricultural center, and by necessity Calgary will become the commercial and industrial center of Alberta and this section of Canada.

Bank clearing returns are regarded as the real index of the business activities of cities throughout America. The clearing returns for this city are larger, in proportion to population, than those of any other city in the United States or Canada. The clearings also show that the amount of business transacted is as great as that of many cities many times its size.

GRAIN AND FLOUR MARKET.

Calgary has three elevators with a capacity of 350,000 bushels each and one in course of construction which will have a capacity of 1,000,000 bushels. There were 1,000,000 bushels of grain marketed here in 1908, and 100,000 barrels of flour were milled by the Calgary flour mills, which have a daily capacity of 1,457 barrels. Of this flour 30,000 barrels were sold in China and Japan. Five elevator companies have their main offices in Calgary, and altogether they operate over 80 elevators throughout the Province.

This consular district contains some of the most fertile and productive lands from an agricultural and stock-raising standpoint to be found on the North American continent, and the fact that these lands are awaiting the settler is becoming widely known, judging from the immense numbers of settlers that are flocking in every year from the United States and different parts of Europe. The average yield per acre for the Calgary district for 1905 and 1906 was as follows: Winter wheat, 28.81 bushels; spring wheat, 26.27 bushels; oats, 45.49 bushels; barley, 30.21 bushels; and flax, 28.64 bushels. Alberta oats are from 2 to 15 pounds over legal weight.

IMPORTANT RAILROAD AND INDUSTRIAL CENTER.

The principal industries carried on in this district are agriculture, stock raising, fishing and trapping, manufacturing, and mining. Calgary is destined to become one of the great railway centers of Canada. The Canadian Pacific, Canadian Northern, Grand Trunk Pacific, Great Northern, and in fact every railroad that enters western Canada from any direction will make this city its headquarters. The business center of the west is rapidly shifting. It has been for years at Winnipeg, but is steadily moving toward Alberta and Saskatchewan.

Calgary is the jobbing center of the Northwest; over 250 traveling salesmen have their headquarters here. Its future as a center for manufacturing industries also is assured from the fact that cheap power is obtainable both by hydro-electric development and from natural gas.

The development work of the Calgary Natural Gas Company has reached the stage at which natural gas for power purposes is practically assured and at a minimum cost. Even better results are being obtained at Medicine Hat, to the east, where the price of natural gas is lower. At Bow Island, two wells have been sunk and gas secured at a comparatively shallow depth, one well producing 4,500,000 and the other 7,000,000 cubic feet per twenty-four hours.

Calgary, from a municipal standpoint, is taking its place among the foremost of western cities. The city owns and controls its own light and power plant, has installed a water system capable of supplying the city with water for an indefinite period, and is extensively engaged

in many other civic improvements, such as street paving, etc. Different kinds of pavements are being tried, including California asphalt, granitoid, creosoted block, and bithulithic, the contracts for the laying of all of which have largely gone to contractors from the United States. A municipal street-railway system is also being installed, the steel rails and other supplies for which are being secured from the United States. American firms have practically the only contracts for sewer pipe. At the recent awarding of a contract for supplying several miles of this material there were 8 bidders, 6 of whom were from the United States, and not one contract went to a Canadian firm.

TRADE WITH THE UNITED STATES.

It is impossible to give the value of the imports into this district, as all compilations are made at Ottawa, but the principal articles supplied from the United States are automobiles, boots and shoes, electrical apparatus, furniture, fancy goods, hats, hardware, machinery, safes, steel rails, typewriters, saddlery, etc.

The declared value of exports from Calgary to the United States in 1908 was \$236,068, against \$329,426 in 1907. The articles and their values were as follows:

Articles.	1907.	1908.	Articles.	1907.	1908.
Animals:			Hides and skins.....	\$113,837	\$1,067
Cattle.....	\$15,675	\$47,254	Household goods.....	9,190	20,990
Horses.....	500	8,450	Wood, manufactures of:		
Cement.....		29,437	Laths.....		2,207
Coal.....		4,947	Lumber.....		5,032
Emigrants' effects.....		9,399	Other articles.....	32,639	34,342
Fish.....		11,067	Total.....	329,426	236,068
Furs, raw.....	157,565	61,876			

The declared value of exports from the agency at Lethbridge to the United States during 1908 was \$159,115, against \$108,168 for 1907.

The total amount of customs duties received at Calgary during 1908 was \$426,425, and in 1907 \$604,359, while the duties received at Lethbridge for the two years were \$141,379 and \$154,640, respectively. The government creamery at Calgary has manufactured during the past five years 22,562 pounds of butter annually, the price averaging during 1908, 27.7 cents per pound.

BRITISH COLUMBIA.

FERNIE.

By CONSUL FRANK C. DENISON.

The conditions of the various business interests outside the mountains and to the south and west of Fernie were about normal, while through the Crows Nest Pass, owing to the fire in August, 1908, there was an unusual state of affairs. For many miles all kinds of property were destroyed. New buildings were then erected to replace the old, and new business houses started or old ones reestablished, which has made the season one of exceptionally hard work, so that

a survey of the commercial activities here would hardly be more than a story of the rehabilitation of Fernie.

For the last five months of 1908 the declared exports at this consulate to the United States were as follows: Coal, valued at \$353,920; coke, \$31,518; emigrants' effects, \$8,251; old copper and rubber, \$2,003; contractors' outfits, \$1,759; and horses, \$1,328. The value of American goods returned was \$22,153.

IMPORTS FOR THE YEAR—FRUIT TRADE.

The importation of goods into this district during the year ended December 31, 1908, was rather abnormal, notwithstanding that the great fire interfered to a considerable extent with trade conditions. The value of the imports for 1908, the figures being obtained as far as possible from merchants, sawmill men, and mine managers, amounted to \$580,021. Of this amount \$415,273 came from the United States and \$164,749 from the United Kingdom and other European countries.

The imports from the United States consisted of mining and saw-mill machinery and parts to the value of \$299,888; green fruits and vegetables, \$42,948; packing-house products, \$18,853; general merchandise, \$44,009; and beer and mineral waters, \$9,575. The greater portion of the green fruits and vegetables shipped into Fernie and surrounding points comes from the States of Washington, Oregon, California, Idaho, Montana, and Florida, the States ranking as to quantity in the order named. Nearly all of this class of imports comes to Fernie directly from Spokane, Wash., that city being the distributing point for such products coming to this locality. Two railways, the Great Northern and Canadian Pacific, connect Spokane and Fernie, and transportation facilities are good.

The green-fruit trade is a permanent business and likely to grow in volume, notwithstanding that the growing of fruit on this side of the international line is proving in many localities to be a success. The early fruits from the South are on the market before the fruits grown to the west of Fernie, in the Okanagan, Boundary, and Kootenay Valley districts come to maturity. This gives the southern grower a decided advantage as to price, the early fruits always commanding the highest prices.

A large proportion of the imported fruits consists of strawberries, cherries, plums, and apricots, coming from as far south as California. The imports from Florida consists almost entirely of oranges. Strawberries coming from the Hood River district in Oregon are the favorite in that line, as they are of excellent flavor and always well boxed.

HATS, BOOTS AND SHOES, MACHINERY, ETC.

A good portion of the goods under the head of general merchandise coming into this district from the United States consists of hats and the higher grades of American-made boots and shoes. In the case of macaroni, an article much used by the Italian miners, it may be surprising that some \$4,000 worth comes from the United States as compared with \$3,500 from Italy.

The large importation of mining machinery from the United States during 1908 is accounted for by the facts that a new mining plant was installed at the Hosmer coal mines, 8 miles from Fernie, and that

the Crows Nest Pass Company installed a new steel tipple at its mines. This class of imports, however, is sure to continue to be large, as new coal mines are constantly being opened or old plants refitted with new up-to-date machinery. American goods of this class have an advantage over foreign-made machinery, and as long as quality is maintained they will hold the field against competition from Great Britain, the leading competitor of the United States.

The imports of safety lamps used in the coal mines are solely from Germany. According to the statement of the miners and mine managers, these lamps are the only ones that meet the requirements of the mines. Brattis cloth, used extensively in the coal mines of this district, comes exclusively from England, and the larger portion of the pottery comes from Europe. Some \$600 worth of cut glass was imported from the United States in 1908.

A large portion of the imports for the Hosmer mines consisted of firebricks for the coke ovens, which came from Pennsylvania. Parties are investigating what is said to be a good quality of fire clay, lately discovered near Elko, some 20 miles from here.

VANCOUVER.

By CONSUL-GENERAL GEORGE N. WEST.

From all indications 1909 should show a considerable increase over 1908 in all branches of business at Vancouver and in this Province. Many new enterprises are being started, and others on a large scale are contemplated, which, if carried into effect, will add greatly to the business of this city and will make it the leading Canadian port on the Pacific coast.

The declared value of exports from Vancouver to the United States in 1908 exceeded that for 1907, as the following statement shows:

Articles.	1907.	1908.	Articles.	1907.	1908.
Animals: Horses.....	\$48,740	\$52,211	Sake (Japanese).....	\$325	\$10,430
Automobiles.....		7,011	Salt.....	330	4,538
Bones.....		3,511	Syrup.....	4,755	9,848
Butter.....	15,745	6,207	Skins.....	8,358	5,923
Coal, bituminous.....	14,272	12,496	Tea.....	52,324	53,411
Coffee.....	6,806	13,560	Tin, and manufactures of.....	49,621	9,963
Concentrates, gold.....	80,500	25,800	Wood, and manufactures of.....		
Fish and fish products:			Clapboards.....	1,056	1,966
Halibut.....	375,659	400,229	Logs—		
Salmon.....	101,272	79,976	Cedar.....	294,509	459,689
Sturgeon.....		4,814	Fir.....		4,371
Other.....	3,907	7,266	Spruce.....		18,075
Purs. raw.....	12,607	21,459	Lumber, etc.....	11,879	10,560
Gold dust.....	500	17,600	Shingles.....	970,316	965,634
Granite.....	5,601	6,529	Siding.....	957	69,806
Hides.....	73,389	104,039	All other articles.....	354,196	80,385
Household effects.....	118,284	145,708	Total.....	2,098,797	2,704,695
Iron, scrap.....		6,131	Bullion:		
Lime.....	7,142	11,884	Gold.....	190,220	1,645,108
Onions.....	150	4,775	Dore.....	171,108	
Ore:			Returned American goods.....	185,167	180,767
Copper.....	81,065	46,989	Grand total.....	3,245,292	4,530,570
Gold.....		8,570			
Piles trap.....	4,532	4,331			

The value of returned American goods may seem large, but their return does not necessarily mean that they were not salable or could not find a market. The greater part of the articles consisted of con-

tractors' outfits returned on completion of contracts, second-hand sewing machines exchanged for new and improved ones, machinery sent back for repairs to be returned here, and empty beer barrels and bottles returned for refilling.

LARGE QUANTITIES OF AMERICAN GOODS SOLD.

From the amount of goods displayed and advertised by the merchants, it appears that large quantities of American goods are handled here; especially is this true as regards boots, hats, caps, machinery of all kinds, including boilers, gasoline engines, hardware, food products and groceries, smoked meats, many articles in the dry-goods line, muslin underwear, gloves of various kinds, etc.

One class of American manufactures that is apparently not advertised or used in buildings now in course of erection is plate and other kinds of window glass of all dimensions. As many large buildings for business purposes are to be erected during the coming year, and the building of large and small dwelling houses will be very great, it would appear that Vancouver should be a place for American manufacturers of glass to seek a profitable business. Transportation can be had by railroad directly to this city.

This market should also afford opportunity for the sale of jams and pickles of various kinds, as goods of this character sold are nearly all English brands.

In all cases where goods are sold for delivery in this market, shippers should take extra precaution to see that they are securely packed in strong cases, so they will stand the rough usage they receive in course of transit, and in order to prevent damage by breakage, or from other causes. The cases used in most instances are too light in construction, and are not securely nailed or banded at the ends with hoops or iron bands. In this respect the boxes used for shipment of goods from Europe are superior to those used by American concerns.

MINING AND MINERAL OUTPUT—FRUIT.

The mines in this Province, both of metals and of coal, are being developed rapidly. New companies are being formed, and old established ones are increasing their capital to enable them to add largely to their output; especially is this true as regards coal mining, as the exportation of coal to the United States and the amount required for bunkering of steamers, in addition to the amount required for local use, are taxing the mines now in operation to their full capacity.

The value of the mineral output of British Columbia for 1908 was \$23,857,535, against \$25,882,560 in the previous year. The minerals were as follows: Gold valued at \$5,975,520; silver, \$1,518,500; lead, \$1,654,695; zinc and iron, \$280,000; copper, \$5,792,820; coal, \$5,950,000; coke, \$1,488,000; and building material, \$1,200,000. There was a decrease in the output of lead and copper, the values being \$2,291,825 and \$8,166,544, respectively, in 1907.

The apple orchards of the Province are now beginning to yield abundantly, and the fruit is of fine size, quality, and flavor, finding a ready sale in the local markets. Large quantities of various kinds

of apples find a ready market in the prairie provinces, and the shipments to the Orient have also increased. The fruit is well adapted for shipment, having a thick, tough skin which resists bruising, thus permitting its arrival in a sound condition. Shipments are generally made in boxes of one-half to one bushel capacity. During a visit to the provincial exhibition held at New Westminster, British Columbia, in the fall of 1908, one of the finest displays of fruit, including apples, pears, plums, grapes, etc., was noticed. All of the fruit displayed, it was claimed, had an excellent flavor.

The root crop was also of a great variety, of good size, and the growers of both fruit and root crops stated that the yield was large, in most instances exceeding the usual yield that they had been accustomed to in the eastern portion of Canada from the same acreage.

During the coming year there will be great improvements in the railway service through the building of branch lines, the improvement of main lines, and the building of the new lines projected, all of which have this city as their terminal point, where goods may be transshipped to and from the Orient and to other Pacific ports.

INDUSTRIAL IMPROVEMENTS.

Several new and important industries were located in and near this port during the past year, one of the most important of which is the British Canadian Wood Pulp and Paper Company (Limited) of Vancouver. This company has a large mill in course of erection, and much of the machinery has been installed. The company is capitalized at \$1,000,000, of which almost \$300,000 worth of stock has been placed. The capacity of the mill will be about 130,000 pounds of fiber paper per week, and the output at first will be confined to this class of goods. Later it is intended to add a mechanical division to enable the mill to turn out a cheaper grade of wrapping paper by employing soda stock. The market for this output of fiber paper is expected to be found mostly in Australia, New Zealand, and Japan. Fir and cedar wood will be used almost exclusively. Experiments with Douglas fir and cedar have demonstrated that it is capable of conversion into fine pulp, easily bleached, with unusually long fiber, the resinous parts of the wood being overcome by use of the soda process. The plant is located at Port Mellon, on Howe Sound, about 25 miles from Vancouver, and large ocean-going steamers can be loaded direct from the mills, thus avoiding railway transportation and several handlings of the goods.

Another pulp and paper company has been organized for the purpose of manufacturing ordinary news and wrapping paper. The plan of the company is to erect on Quatsino Sound, Vancouver Island, a sulphite mill and mechanical plant, with a weekly capacity of 600 tons. As the company controls large and valuable grants of timber, stated to be 55,669 acres, which were procured from the Government at a yearly rental of 2 cents per acre, and a royalty of 15 cents per cord as against a usual yearly timber-lease tax of 22 cents per acre and a royalty of 50 cents per 1,000 feet, it should have no trouble in making a success of its enterprises.

Another enterprise for which a plant will soon be in operation is the Nichols Chemical Company (Limited), incorporated under the

laws of Canada. The plant will manufacture chemicals, such as sulphuric and other mineral acids, the incorporation act giving the company a wide latitude. The plant has been in course of construction since July, 1908, and the buildings are now practically completed, while the apparatus is being installed, so that the plant will probably be in operation in 1909. Material for the manufacture of sulphuric and other acids may come from Japan, Sicily, or the United States, as raw material for these purposes has not yet been developed in this Province. Markets for the output of the plant will be found on the Pacific coast of Canada.

LUMBER INDUSTRY—ASIATIC LABOR.

The Brooks-Scanlon Lumber Company, of Minneapolis and Vancouver, which owns extensive timber limits in the Harrison Lake district and other sections of British Columbia, will soon commence the erection of large sawmills in this Province, so as to enable it to market from 100,000,000 to 150,000,000 feet of lumber each year. It is now doing the preliminary work of locating camps, getting in machinery of various kinds, etc. The company will export lumber to the United States, Australia, China, South America, and Great Britain. It will operate three sawmill plants; two of these will be on the Fraser River above New Westminster, the output from which will be principally for the over-sea trade, unless markets can be found in the United States for the entire output, which would be preferred. The third mill will also be erected on the Fraser River or a short distance from it, which will cut for the domestic retail trade in particular.

The Fraser River Mills (Limited), a corporation in which Americans are the largest investors, has, during the past year, completely renovated its mills and increased their capacity, and has one of the largest plants for the sawing of lumber in this Province, its estimated capacity being 1,000,000 feet every twenty hours.

From the immigration department it is learned that the number of Japanese in British Columbia is approximately 12,000; Hindus, 3,000; and Chinese 18,000. These figures represent the number who have landed in the Province, but it is believed that this has been somewhat reduced from various causes, as many have settled in the prairie provinces and the Yukon territory.

The Japanese are largely engaged in outdoor pursuits, such as fishing and work around the mills, having superseded the Chinese almost entirely in this latter work. The wages paid the Japanese vary little from that paid for white labor of the same character. The Chinese are to a very large extent employed as servants in hotels, restaurants, clubs, and laundries, and as domestic servants. A few are engaged in the mills as packers of shingles and in other labor connected therewith, also as inside men at canneries. A considerable number are also employed as truck gardeners. The Hindus are employed in various classes of work in and around the city, and are the lowest paid labor in the Province. They do not appear to be able to adapt themselves to their new surroundings as readily as the Japanese and Chinese, neither does the climate seem to agree with them, as many deaths occur among them.

IMPORTANCE OF VANCOUVER AS A PORT.

Vancouver is the western terminal of the Canadian Pacific Railroad, the company operating a fleet of steamers from here to China and Japan. Several other lines of steamers are also running from here to Australia, to New Zealand, and to the west coast of Mexico, and two lines operate to ports in China and Japan, and thence through the Suez Canal to European ports, so that the manufactured goods of the United Kingdom and Continental Europe, as well as those from the Orient, are brought in at minimum freight rates, the entire transportation being by water.

The Northern Pacific and Great Northern railroads have recently made large purchases of land in Vancouver for terminal and wharf purposes, and will in the near future make large expenditures for terminal facilities, to include docks, warehouses, and stations.

Notwithstanding the depression of the past year, local improvements have proceeded without abatement. The statistics from the building inspector's office for 1908 shows the permits issued for the erection of buildings to have cost \$5,947,423, an increase of \$322,000 over 1907. The engineer's report shows that $2\frac{1}{2}$ miles of wood-block pavement on a concrete base were laid; 1,214 miles of stone-block pavement were laid in alleys and lanes; $13\frac{1}{2}$ miles of streets were graded, and 19 miles cleared (stumps and stones removed) and rough graded; 6,600 feet of box drains and $11\frac{1}{4}$ miles of cement foot pavement were laid; and $4\frac{1}{2}$ miles of cement curbing were installed. In the matter of sewers, 8 miles of terra-cotta pipe were laid and a large extent of brick-lined concrete sewers was constructed.

The expenditure for municipal improvement amounted during the year to \$1,500,000, which is expected to be largely exceeded during the present year, as several costly bridges are to be built and a large amount of sewerage is to be installed in the residential part of the city.

The supply of water for city use was largely increased, so that in the business section the pressure is great enough to force many streams over the highest buildings by connecting the hose directly to the fire hydrants.

NELSON AGENCY.

By CONSULAR AGENT WALTER S. RIBLET.

This district suffered from the general financial depression, and in addition local conditions to a certain extent caused an added depression, which embraced the whole of this agency.

The closing of the local smelter late in 1907 resulted in a decrease in the amount of lead exported to the United States, and also had the effect of temporarily reducing the output of several properties depending upon this enterprise. Conditions, however, are adjusting themselves, and it is expected that during the present year operations will progress in such a manner as to benefit the whole district.

In August, 1908, the Fernie fire, the most destructive in the history of Canada, destroying hundreds of buildings and millions of feet of standing timber, had its effect on this immediate vicinity and over the whole district. Occurring as it did in the center of the coal and coke producing section of the country, this product was cut off for a

time, resulting in a diminished output from the smelters depending upon their supply of these products from the burned district.

MINING CONDITIONS.

The mining industry probably suffered less from the financial depression than did many others, and reports received from conservative mining men throughout the district indicate that this industry is upon a more substantial basis and in a more healthful condition than it has been for several years. In the production of copper, this district has, with all the adverse conditions, exceeded the record of any previous year, and far surpasses that of any district in the province. The total value of copper exported in 1908 is less than that of former years, which was due to a portion of the product being diverted through other ports and not to a decrease in the production. There should be an increased demand for mining machinery and supplies used in mining operations. This should apply particularly to gold-mining machinery, as several gold districts are developing mines of a very substantial character.

An electric zinc smelter at Nelson has been completed and operations were started late in the year, producing spelter and lead-silver bullion from mixed zinc-lead ore. The new plant is a departure in the smelting of ores, using a current of electricity in place of a blast, which enables the zinc to be saved in the smelting of any ore. Owing to the great value of the process, the provincial government assisted in the installation of the plant and the results have been very satisfactory.

LUMBER AND FRUIT INDUSTRIES.

The lumber industry no doubt felt the financial stringency more quickly than others and there was a general decrease in the production for the year. The prospects, however, for the coming year are much better, and an increased trade is anticipated. Apparently American lumbermen are anxious to secure as much as possible of the timber lands in this section, as is evidenced by the numerous and extensive purchases made by them of large blocks of standing timber. American manufacturers should find this a good field for the sale of wood-working machinery of various kinds and supplies used in connection with lumbering.

The fruit industry bids fair to become one of the most important in this section of the country. The Kootenay district, of which Nelson is the commercial center, is particularly adapted to the growing of apples, pears, plums, and all kinds of berries and cherries. The acreage in fruit trees in this section is estimated at between 1,500 and 2,000 acres, and preparations are being made to increase this very materially during the present year. While most of the orchards are as yet nonproducing, a sufficient number have been bearing for several years to demonstrate the adaptability of this soil and climate to the raising of the choicest grades of fruit. There will undoubtedly soon be a demand for all kinds of modern machinery, implements, and devices necessary for the cultivation, growing, and marketing of fruits. Particular attention is directed to spraying devices, both those for the large and those for the small grower, as well as to modern machinery for cultivation.

DEMAND FOR MOTOR BOATS—EXPORTS TO UNITED STATES.

The motor-boat industry is becoming an important one and the volume of business done during the past year was considerable. There is now a fleet of about 150 motor boats on the lake adjacent to Nelson, besides a great number of smaller boats and canoes of various kinds, which will be materially increased during the present year. A local plant for the manufacture of motor boats has recently commenced operations and has several orders under way. It is believed that a good business will be done in this line. There should be a good market for boats, gasoline engines, and all kinds of boat accessories.

Building operations were carried on quite extensively during the past year and a renewed activity is anticipated for the coming year, which should create a market for building material and supplies of this character.

The declared value of the exports to the United States for 1907 and 1908 was as follows:

Articles.	1907.	1908.	Articles.	1907.	1908.
Bullion:			Wood, and manufactures of—Continued.		
Gold.....	\$11,000	\$51,372	Poles.....	\$6,039	\$2,602
Lead.....	185,138	.....	All other articles.....	31,150	536
Copper, blister.....	3,400,261	2,593,252	Total.....	3,661,422	2,670,157
Emigrants' effects.....	14,838	6,045	Returned American goods.....	12,977	8,591
Furs, raw.....	400	337	Grand total.....	3,675,399	2,678,748
Ore, zinc.....	10,179	4,904			
Wood, and manufactures of:					
Lumber.....	2,417	11,109			

VICTORIA.

By CONSUL ABRAHAM E. SMITH.

The principal feature of the year on Vancouver Island was the success of the fishing industry. On the west coast there were nearly 500 whales caught, a record never equaled, yet because of the unprecedented fall in the price of oil the profit was not up to expectation. On the east coast, near Nanaimo, 20,000 tons of herring were caught, nearly double the amount of any previous season. It is officially stated that the halibut catch in the gulf adjacent to Vancouver Island reached over 40,000,000 pounds, valued at nearly \$2,000,000, although no exact statistics are given.

The salmon pack of the Province for 1908 was 542,689 cases, against 547,459 cases in 1907 and 629,460 cases in 1906. It is expected that in 1909 there will be the large run usual in the fourth year, and that the pack will exceed 1,000,000 cases, that in 1905 being 1,167,460 cases, worth \$8,330,713. Great preparations are being made by various canneries in anticipation of this big run, and nothing is left undone to secure the largest possible pack. All those engaged hope this year to make up for the outlay of the past three years, which have not yielded expected returns.

The sealing catch of the Victoria fleet was smaller in 1908 than previous years, being only 4,452, exclusive of 502 caught by Indians against 5,397 in 1907. Only 9 schooners were employed in sealing

in 1908, against 15 in 1907. The fleet also captured 33 otter skins. However, the halibut, cod, whale, and other fisheries more than made up the deficiency, and it is officially stated that the total value of the fish products of the waters of British Columbia for 1908 was about \$8,000,000.

DAIRY AND POULTRY PRODUCTS—FRUIT SHIPMENTS.

Dairy returns of the Province up to December 31, 1908, show that the creameries in operation manufactured 1,846,977 pounds of butter worth \$570,368; also that the cheese factories turned out 179,500 pounds of cheese, valued at \$22,680. There were 18 creameries in operation in 1907 and 22 in 1908. In addition to the above about 450,000 pounds of dairy butter were made in the Province. Only about one-third of the poultry and eggs consumed is supplied locally. The average price of eggs has advanced from 30 cents per dozen in 1905 to 40 cents in 1908. Eggs handled in Victoria were sometimes as high as 75 cents per dozen and during 1908 aggregated 78,900 dozens produced locally and 45,000 dozens imported. Altogether the Province imported \$720,000 worth of eggs and about the same value of dressed poultry. The imports of live stock and dressed and cured meats were large and mostly from the United States, aggregating in value between \$5,000,000 and \$6,000,000. The live stock imported included 11,400 head of cattle, 14,272 hogs, and 35,000 to 40,000 sheep. Fifteen thousand carcasses of mutton were received from Australia and 40 carloads of poultry from eastern Canada.

Notwithstanding the largely increased fruit crop of 1908, about 1,000 tons of apples alone were imported into British Columbia from the States of Oregon and Washington.

The fruit shipments of the Province for 1908 show an increase of 1,755 tons over 1907, the totals being 4,743 tons in 1907 and 6,498 tons in 1908. The total shipments in 1902 amounted to only 1,956 tons. During the year the fruit acreage was materially increased, a fact which may be realized from the quantities of fruit trees imported, which included 346,877 standard fruit trees, 924,629 seedlings and grafts, 5,402 nut and fig trees, 199,601 of small fruits, 130,731 of miscellaneous stock, total 1,607,240. Of the total number 16,695 trees were condemned and destroyed by the provincial fruit inspectors on account of disease.

BUSINESS OF VICTORIA.

As compared with 1907, there was a marked falling off in values of real estate in Victoria during 1908. The year was one of comparative stagnation, except for the work being done by the Canadian Pacific Railroad Company in extending its line from Wellington and Nannoose Bay to Alberni. There was a fair demand for labor in the city, as improvements, such as sewers, cement sidewalks, etc., were pushed steadily. There was also a large number of residences erected, generally for immediate occupation by owners, the amount of building for which permits were issued averaging \$100,000 per month, though the business thoroughfares remain almost unchanged. The competition which has existed since June, 1908, between the

Canadian Pacific Steamship Company and the Alaska Steamship Company has resulted in increased traffic between Victoria and Seattle, the arrivals reaching during July as high as 2,000 per day. The Dominion immigrant inspector reports there were 123,290 arrivals in Victoria during the fiscal year ended April 1, 1908, and that of those arriving 78,473 remained here; also that during the calendar year 1908 there were 150,000 arrivals from and departures for Puget Sound ports, most of the travelers remaining in the city only a few days or even only a few hours. Immigrants from the Orient during the calendar year numbered 14,118.

PROVINCIAL FINANCES.

Notwithstanding the financial crisis, the finances of British Columbia were in better condition at the close of the fiscal year, June 30, 1908, than at any other time in the history of the Province. This was caused principally by the enormous investments, almost entirely by capitalists of the United States, in timber royalties and licenses, and timber leases during that period, which amounted to \$2,332,610, as compared with \$1,250,665 in 1907, and by the increase in Chinese immigration, from which a tax of \$18,800 was collected in 1907 and \$345,000 in 1908. Receipts from the new tax on coal aggregated \$125,519, and mining receipts and certificates, \$145,585. The total revenue of the Province was \$5,979,055 in 1908, against \$4,444,594 in 1907. The total expenditures of the Province during the fiscal year 1908 were \$4,541,278, including \$168,928 paid into sinking funds and \$686,000 paid for redemption of provincial bonds not due. The amount of cash on hand and in bank to credit of the Province on June 30, 1908, was \$3,267,616.

A statement was made by the finance minister in regard to provincial finances on January 1, 1909. This showed that during the last six months of 1908 the total receipts of the Province were \$2,799,195, of which \$1,316,887 were from timber leases, royalties, and licenses. The expenditures during the same period amounted to \$2,286,448, including \$211,305 paid in London on half-yearly interest and sinking fund due December 31, 1908. The Government is making every effort to redeem outstanding bonds, but investors generally do not care to have the Province anticipate the date of payment.

The financial minister gives estimates for the fiscal year ended March 31, 1910, as follows: Receipts of Province \$5,948,627, of which \$2,325,000 will be from timber leases, licenses, and royalties; expenditures \$5,615,798. The debt of the Province has decreased from \$8,764,412 in 1904 to \$4,226,887, over 50 per cent.

The inland revenue for Vancouver Island during 1908 amounted to \$229,656, an increase of \$19,070 over 1907. The post-office business also showed an increase over 1908, returns being \$67,400 in 1907 and \$71,500 in 1908.

HARBOR IMPROVEMENTS—BOUNTY FOR DESTRUCTION OF ANIMALS.

The dominion government has made an appropriation of \$150,000 for dredging and drilling rocks in the inner harbor of Victoria, more than twice the amount expended last year. It is proposed to deepen

the upper basin above the Esquimalt and Nanaimo Bridge to a depth of 25 feet at mean low water, and the channel and outer basin of the inner harbor to a depth of 20 feet at the lowest state of the tide, which will give a mean average depth of about 25 feet.

While during the year steady employment has not been secured for laboring men, there were few cases of actual want. The city has employed constantly from 600 to 700 men on the streets, which has tended greatly to relieve the labor problem.

The timber standing in British Columbia is estimated at 80,000,000,000 to 100,000,000,000 feet. At the present rate of cutting, it is claimed, this will be entirely consumed in about 75 years.

The provincial government has announced its intention to put a tax in the near future on all iron ore mined in British Columbia, and a bounty on iron ore smelted in the Province.

During 1908 the provincial government paid \$12,573 in bounties for destruction of wolves, panthers, and coyotes. The bounty on wolves was raised from \$7.50 to \$15 on account of the great damage done by these pests.

LUMBER INDUSTRY.

The year 1908 opened with most of the lumber mills in the Province, both coast and interior, shut down with heavy stocks on hand. These conditions continued throughout the season, production and sales falling far below those of 1907. Prices also fell off. In the closing months of the year only 6 mills out of a total of 60 in the interior were cutting, and only 2 were running on Vancouver Island. The production of logs was also below that of the preceding year, and stocks during the autumn were much lower than in 1907. The embargo on the export of logs was raised by the provincial government for several months in order to avert destruction by the "teredo" (an insect which penetrates and honeycombs logs kept in water, rendering them worthless), while there was no demand from provincial mills. It was expected that the good harvest in the northwest provinces would result in an improved demand for lumber in the closing months of the year, but there was little improvement, though other lines of business progressed. The result was that during December lumber was at a lower price than has been known for years, which had the effect of greatly stimulating building, especially of cottages by persons of small means. Great advances are expected in 1909, when the demand is deemed certain to be quadrupled.

Several new lumber mills of extensive character are being projected by American capitalists and others who have altogether invested millions of dollars in timber in the Province, to enable them to realize on their investments. The retail stocks in the prairie provinces are below the average, and this fact, with the anticipated opening of markets in the United States, renders the trade confident of much better conditions during 1909 in the lumber industry. It is estimated that the total amount of lumber cut in the Province during the year was 1,000,000,000 feet.

The official figures of timber cut on government lands for the twelve months ended December 31, 1908, show a total of 560,364,560 feet. The quantities cut on the railway belt on Vancouver Island

are not yet available, but will not equal that of 1907. At the close of that year, there were estimated to be 170,000,000 feet of logs in the water and about 100,000,000 feet in the woods, while at the end of 1908 the supply of logs was only 70,000,000 feet. The log-scaling returns for 1908 show a total of 403,273,539 feet, more than 100,000,000 less than in 1907.

WIRELESS TELEGRAPHY.

The United Wireless Company is equipping a station at Ketchikan, Alaska, to communicate with the northern steamers. The company has stations of 2 kilowatts power (kilowatt = 1.3411 horsepower) at Catalla and Cordova and the Ketchikan station will have a power of 10 kilowatts. It will communicate with the Friday Harbor and Victoria stations.

Wireless telegraph apparatus is now being placed on all the large tugs which do scouting at the entrance to the Strait of Juan de Fuca, and it is expected that before the end of 1909 scouting off Capes Flattery and Carmanah will cease, as with vessels and tugs both equipped with the wireless telegraph it will not be necessary for the tugs to lie at the mouth of the straits to await vessels. The Canadian Pacific has given orders for the equipment of all its fleet of steamers with wireless as soon as possible.

OCEAN TRANSPORTATION AND NAVIGATION STATISTICS.

At the close of the year the new passenger steamer built on the Clyde by the Canadian Pacific Railway, for the triangular run between Victoria, Seattle, and Vancouver, at a cost of \$675,000, arrived from Scotland and was placed in service. It is the largest and finest as well as the fastest steamer now engaged in that traffic. An additional steamer has also been placed on the Prince Rupert run.

The Canadian-Mexican Line of steamships, organized in 1907, continues to run a regular steamer, leaving Victoria the last day of each month for Mexican ports direct, connecting with the Tehuantepec National Railway of Mexico. Another line, with headquarters at Seattle, was organized last year, and has monthly service from Seattle, by way of Vancouver and Victoria, not only to Mexico, but to California and Central and South American ports. The steamers of the line call at San Benito, Ocos, Champerico, La Libertad, and other ports, going as far south as Corinto, and in returning stop at La Union, Acajutla, San Jose de Guatemala, and ports along the coast of California. Special attention is to be given the handling of fruit from Mexican and Central American ports to California, Puget Sound, and British Columbia. This line is reported to have received a subsidy from the Mexican Government.

The Pacific Coast Steamship Company of San Francisco now has steamers leaving Seattle and calling at Victoria every six days for San Francisco and San Diego. There have been no other changes in regular transportation service here. The *Nippon Yusen Kaisha* continues semimonthly service by way of Victoria between Seattle and the Orient.

Arrangements have been made for a new steamship line to commence running between Puget Sound, touching at Victoria each way,

and the Orient, in connection with the Chicago, Milwaukee and St. Paul and Puget Sound railways. The first steamer expected is the *Tacoma Maru*, which should tie up on August 1, and this will be followed by the *Seattle Maru* a month later.

During the twelve months ended March 31, 1908, 3,380 vessels of all classes and nations, ocean and coasting, entered the port of Victoria, their total tonnage being 1,993,139; there cleared during the same period 3,472 vessels, of 2,041,663 tons. In the ocean trade 454 steamships and 37 sailing vessels under the British flag, of 579,228 tons and 19,863 tons, respectively, entered. The number of other steamships entered was 595. In the coastwise trade 2,172 screw steamships, 67 stern wheelers, and 51 sailing ships and barges, under the British flag, having a total tonnage of 599,809 tons, were entered; also 4 foreign vessels.

RAILROADS ON VANCOUVER ISLAND.

Among the railway charters granted by the provincial parliament is one for a railroad between Banfield Creek, the terminus of the cable telegraph station on Barkley Sound, and Beechy Bay, opposite Port Angeles, Wash. The building of this line is understood to be dependent on the extension of the American transcontinental railroads to Port Angeles.

Work is steadily progressing on the extension of the Esquimalt and Nanaimo Railroad from Wellington, on the east coast, to Alberni, at the head of Barkley Sound. A large gang of workmen is employed on it, and its completion during 1910 is confidently expected. The road is owned and controlled by the Canadian Pacific Railroad Company. That the road will ultimately be extended to Cape Scott, the extreme northern point of the island, there seems to be no doubt.

Victoria merchants are pleased that arrangements have been perfected with the Canadian Pacific Railway by which differential rates on Victoria shipments are removed, and the city now enjoys the same terminal freight rates as other British Columbia ports. This is also in effect to Seattle, and as a result larger quantities of goods from the United States are being sold here than ever before.

During the year there was an increase of passenger traffic on the Victoria electric street railway of 500,000 over that of 1907. The British Columbia Electric Company gave to employees \$66.78 bonus per man in 1908. About 700 men participate in these bonuses in Victoria, Vancouver, and New Westminster. As an evidence of the increased business of this company since 1902, when the profit-sharing system was first installed, it may be stated that in 1903 each man received \$25; 1904, \$35; 1905, \$40; 1906, \$45; 1907, \$53; and 1908, \$66.78.

MINING OPERATIONS.

During the year several new coal mines were opened adjacent to the east coast of the island, which are being successfully worked. Large shipments of coal have been made to Seattle and other United States ports.

The reduced prices of minerals generally have had a depressing effect upon the mines of British Columbia. Indeed, several were closed during most of the year. The value of the product of the mines for 1908 is estimated by the provincial mineralogist at \$24,829,-252, against \$25,882,560 in 1907, a loss of nearly \$1,000,000. Notwithstanding that the actual production of minerals was larger than in any previous year, the increase in copper alone being over 1,000,000 pounds, the total cash value shows a heavy decrease, the prices of silver, lead, and especially copper, being much below the average of recent years; that the last named, it is claimed, is below cost of production in this Province at the present rate of miners' wages. The aggregate value of British Columbia's mineral production to the end of 1908 is, in round figures, \$323,000,000. This total may be apportioned approximately as follows: Placer gold, \$70,000,000; lode metals (gold, silver, lead, and copper), \$150,000,000; coal and coke, \$95,000,000, and building stone, brick, cement, etc., \$8,000,000.

EXPORTS TO THE UNITED STATES—IMPORTS.

The declared value of exports from this consular district to the United States during 1907 and 1908 was as follows:

Articles.	1907.	1908.	Articles.	1907.	1908.
Acid, sulphuric.....	\$607	\$657	Wood, and manufactures of:		
Cement.....		27,140	Logs.....	\$28,073	\$131,877
Clams.....	18,879	3,617	Lumber.....	31,457	6,397
Coal.....	1,416,174	1,333,514	Shingles.....	109,407	20,235
Coke.....		21,994	All other articles.....	28,097	28,833
Copper.....	1,067,217	225,993	Total.....	3,100,285	2,136,668
Curios.....	6,029	986	Gold and silver:		
Fish.....	85,536	65,290	Gold bullion.....	302,631	45,007
Fertilizer.....	71,898	81,478	Silver.....	82,252	
Furs.....	77,764	43,164	Returned American goods.....	40,261	76,032
Hides.....	88,519	88,314	Grand total.....	3,525,420	2,257,707
Household effects.....	18,333	23,984			
Liquors.....	45,344	23,423			
Opium.....	5,149	9,772			

There was a great decrease in exports the last year, amounting in value to \$1,267,722. The principal items of decrease in 1908 from 1907 were copper, \$841,224; shingles, \$89,172; gold bullion, \$257,624; silver, \$82,252; and coal, \$82,660. The export of logs to the United States increased from \$28,973 in 1907 to \$131,877 in 1908.

According to returns from the department of customs at Ottawa, there were imported into British Columbia for consumption, chiefly from the United States, the following: Butter, cheese, and milk, valued at \$180,000; eggs, \$67,000; meats, \$741,000; fruits, \$258,000; vegetables, \$144,000; hops, malt, etc., \$88,000; and other articles, \$377,000, making a total of \$1,865,000.

The total value of imports at the Victoria custom-house for the fiscal year ended June 30 was: For 1906-7, \$4,252,762; for 1907-8, \$4,971,045; and for the calendar year 1908, \$4,859,609. The total revenue collected by the custom-house in the calendar year 1908 was \$1,374,534, of which \$329,921 was paid in by Chinese immigrants.