NINTH

ANNUAL REPORT

—OF THE—

BRITISH COLUMBIA

BOARD OF TRADE

FROM 7TH JULY, 1887, TO 6TH JULY, 1888.

OFFICE: BANK OF B. C. BUILDING, VICTORIA, B. C.

INCORPORATED OCTOBER 28, 1878.

VICTORIA, B. C.
"THE COLONIST" STEAM PRINTING HOUSE,
1888.

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OFFICERS.

ROBERT WARD, Esq., J. P. - - - - President
THOS. EARLE, Esq., . - - Vice President
WILLIAM MONTEITH, Esq. - - - Secretary

COUNCIL. (8)

R. P. RITHET, Esq., J. P.
M. T. JOHNSTON, Esq.
E. C. BAKER, Esq., M. P.
E. G. PRIOR, Esq., M. P.
A. A. GREEN, Esq.
T. B. HALL, Esq.
J. H. TURNER, Esq., M. P. P.
E. A. McQUADE, Esq.

ARBITRATION BOARD. (12)

R. P. RITHET, Esq., J. P.
M. T. JOHNSTON, Esq.
E. C. BAKER, Esq., M. P.
E. G. PRIOR, Esq., M. P.
A. A. GREEN, Esq.
T. B. HALL, Esq.
J. H. TURNER, Esq., M. P. P.
E. A. McQUADE, Esq.
THOS. R. SMITH, Esq.
JOSHUA DAVIES, Esq.
H. F. HEISTERMAN, Esq.
J. H. TODD, Esq.

MEMBERS.

NAME.	OCCUPATION.	RESIDENCE.
Alexander, R. H.	Manager Sawmill	Hastings
Baker, E. C., *M. P.*	Conveyancer & Notary	Victoria
Bales, Jas. Chestney	Public Accountant	Victoria
Barnard, F. S.	Victoria Transfer Co.	Victoria
Bullen, W. F.	Accountant	Victoria
Burns, Gavin H.	Manager Bank B. N. A.	Victoria
Boyd, John	Merchant	Victoria
Byrnes, Geo.	Auctioneer and Com. Mer.	Victoria
Caton, J. A. T.	Merchant	Victoria
Clarke, Wm. R.	Harbour Master, &c.	Victoria
Croasdaile, H. E., *J. P.*	Land Agent	Victoria
Cowan, M. H.	Merchant	Victoria
Drake, M. W. T.	Barrister-at-Law	Victoria
Dunsmuir, R., *M.P.P.*	Prop. Wellington Colliery	Departure Bay
Davies, Joshua	Auctioneer & Com. Mer't	Victoria
Drake, Wm. T.	Merchant	Victoria
Devlin, J. C.	Produce Merchant	Victoria
Dupont, C. T.	Capitalist	Victoria
Ellis, W. H.	Printer	Victoria
Earle, Thomas	Merchant	Victoria
Eberts, D. M.	Barrister-at-Law	Victoria
Erb, Louis	Brewer and Maltster	Victoria
Ewen, Alexander	Salmon Canner	New Westminster
Fell, James	Grocer	Victoria

MEMBERS—CONTINUED.

NAME.	OCCUPATION.	RESIDENCE.
Ferguson, J. B.	Bookseller & Stationer	Victoria
Flummerfelt, A. C.	Merchant	Victoria
Finlayson, Roderick	Lloyd's Agent	Victoria
Foster, F. W.	Merchant	Clinton
Grant, John, *M. P. P.*	Merchant	Victoria
Green, Alex. Alfred	Banker	Victoria
Gray, Alex. Blair	Merchant	Victoria
Goodacre, Lawrence	Butcher	Victoria
Gordon, William	Commission Merchant	Victoria
Heisterman, H. F.	Fire Ins. & Land Agent	Victoria
Higgins, D. W., *M.P.P*	Editor "Daily Colonist"	Victoria
Hibben, T. N.	Stationer	Victoria
Harris, D. R.	Civil Engineer	Victoria
Hayward, Charles	Contractor & Builder	Victoria
Heathorn, Wm.	Manufacturer	Victoria
Hall, T. B.	Mill Owner	Victoria
Irving, John	Manager C. P. N. Co.	Victoria
Johnson, E. M.	Land Agent	Victoria
Johnston, Matthew T.	Merchant	Victoria
Jackson, Robert E.	Barrister-at-Law	Victoria
Jones, A. W.	Agt. Canada Life Ins. Co.	Victoria
Langley, Alfred J., *J.P.*	Chemist & Druggist	Victoria
Laidlaw, Jas. A.	Salmon Canner	New Westminster
Livock, Wm. Thos.	Factor H. B. Co.	Victoria
Loewen, Joseph	Brewer & Maltster	Victoria

MEMBERS—CONTINUED.

NAME.	OCCUPATION.	RESIDENCE.
Leiser, Simeon	Merchant	Victoria
Lumby, M.	Farmer	Spallumcheen
Lubbe, T.	Engineer	Victoria
Marvin, Edgar	Merchant	Victoria
Marvin, Edward B.	Ship Chandler	Victoria
Mason, Henry S.	Barrister-at-Law	Victoria
Miller, Munro	Printer	Victoria
Monteith, William	Ins. & Com. Agent	Victoria
Morison, George	Druggist	Victoria
Mara, J. A., *M. P.*	Merchant	Kamloops
McQuade, E. A.	Ship Chandler	Victoria
McAlister, John	Master Shipwright	Victoria
McDowell, W. J.	Printer	Victoria
Nelson, Hon. Hugh	Lieut.-Gov. B. C.	Victoria
Nicholles, John	Merchant	Victoria
Pitts, Sidney J.	Merchant	Victoria
Pooley, C. E., *M. P. P.*	Barrister-at-Law	Victoria
Prior, E. G., *M. P.*	Merchant	Victoria
Pendray, Wm. J.	Soap Manufacturer	Victoria
Rashdall, G. H.	Flour Mill Owner	Spallumcheen
Robins, S. M.	Supt. V. C. M. & L. Co.	Nanaimo
Redon, L.	Hotel Keeper	Victoria
Rithet, Robert P.	Merchant	Victoria
Redfern, Charles E.	Watchmaker, &c.	Victoria
Strouss, Carl	Merchant	Victoria

MEMBERS—CONTINUED.

NAME.	OCCUPATION.	RESIDENCE.
Strouss, Morris	Merchant	Victoria
Saunders, Henry	Grocer	Victoria
Sayward, William P.	Lumber Merchant	Victoria
Shotbolt, Thomas, *J.P.*	Chemist and Druggist	Victoria
Shears, Walter	Draper	Victoria
Stelly, George	Contractor	Victoria
Sears, Joseph	Contractor, &c.	Victoria
Springer, Benj.	Manager Sawmill	Moodyville
Smith, T. R.	Asst. Comm'r H. B. Co.	Victoria
Sehl, Jacob	Manufacturer	Victoria
Tye, Thomas H.	Merchant	Victoria
Todd, Jacob H.	Merchant	Victoria
Turner, J. H., *M.P.P.*	Merchant	Victoria
Van Volkenburgh, B.	Butcher	Victoria
Vowell, A. W.	Gold Commissioner	Donald
Williams, Robert T.	Bookbinder	Victoria
Ward, William C.	Banker	Victoria
Ward, Robert, *J.P.*	Merchant	Victoria
Wilson, C.	Barrister-at-Law	Victoria
Wilson, William	Clothier	Victoria
Weiler, John	Furniture Manufacturer	Victoria
Warren, James D.	Steamboat Owner	Victoria
Wright, G. B.	Merchant	Illecillewaet
Wood, W. F.	Commission Merchant	Victoria
Yates, James S.	Barrister-at Law	Victoria

NINTH ANNUAL REPORT

—OF THE—

British Columbia Board of Trade.

(7th July, 1887, to 6th July, 1888.)

VICTORIA, B. C., 6th July, 1888.

To the Members of the British Columbia Board of Trade:

GENTLEMEN,—As customary at this season, your Committee, appointed by the Council, beg to present the usual Annual Report in which are briefly reviewed the proceedings of the Institution during the past 12 months and to which is appended, as in former years, statistical and other information regarding the trade of this Province.

MEMBERSHIP.

At date of the last Annual Report there was a total Membership of	97
To which during the past 12 months have been added (new members)	2
Making together	99
But during the same period there have been 5 resignations and 1 death, say together	6
Leaving on the roll an Active Membership of	93

Being 4 short of the total number at date of last Annual Report.

This falling off will however be more than equalized by the new members about to be balloted for.

NEW MEMBERS.

The new members elected during the past year were as follows, viz:

Strouss, Morris.....Merchant.....Victoria.
Lubbe, Theo..... " ..... "

RESIGNATIONS.

The resignations of the following gentlemen were tendered and accepted within the same period, viz.:

Mansell, Henry.....Boot and Shoe Merchant.....Victoria
Short, Henry.....Gun Maker..... "
Charles, Henry.....Late Chief Factor H. B. Co.... "
Shakespeare, Noah...Late M. P.....for..... "
Neufelder, E. C.....Merchant..... "

MEETINGS.

During the period in question there have been held in all 24 meetings, of which 4 were general and 20 meetings of Council.

Your Committee would draw attention to the fact that the aggregate number of Council meetings exceed by many that of any previous year, which clearly demonstrates the increasing utility of the Board.

DEATH.

By the demise of Mr. Joseph Spratt the Board has lost an old and valued member and the community one of its most energetic and enterprising citizens. Mr. Spratt had been connected with the Board from its foundation.

MAIL AND TELEGRAPH COMMUNICATION.

The withdrawal by the Dominion Government of the subsidy heretofore paid for the maintenance of an efficient steamship service between Victoria and San Francisco, in accordance with the terms of Union, has caused widespread dissatisfaction amongst our mercantile community, and the matter has been energetically taken in hand by the Board,

whose representations to the Dominion Government on the subject have been met by an assurance that the service will be strictly maintained. At the present moment negotiations are about being consummated which will provide for an immediate resumption of the service with every possibility of the number of trips per month being largely increased. A temporary contract has meanwhile been completed which provides for the carrying of mails by steamer direct, at least once a week, commencing to-morrow, July 7th.

The Board has also been engaged in making representations to the Dominion Government regarding serious irregularities and delays in connection with the mail service between Victoria and Puget Sound and between Victoria and points in Oregon and California *via* Puget Sound. In the opinion of your Committee the inefficient character of the overland service makes it all the more necessary that the alternative service by steamer between this place and San Francisco should be maintained.

The efforts of the Board in connection with the non-calling at this port of the mail steamers to and from China and Japan, have not been productive thus far of very satisfactory results, inasmuch as the steamers in question do not yet call off Victoria regularly on the inward and outward passages for the purpose of landing and embarking mails, passengers and freight.

Pending construction of the new steamers which are destined for the service in question, the present means of transport can merely be looked upon as provisional, and there is ample room for the expectation that upon the replacing of the present temporary conveyances by the vessels which are to form the nucleus of a permanent service the claims of this port (Victoria) as the commercial centre of the Province will be fully recognized. In the meantime arrangements are in progress with a view to meeting any possible objection which might be urged on the ground of insufficient harbor and

wharf accommodation by providing all necessary requisites for the safe berthing of the larger vessels.

This Board has also received the assurance of Sir Arthur Blackwood, of the General Post Office, London, who on the occasion of his recent visit to this city was interviewed by the President, to the effect that a subsidy from the Imperial Government would only be granted to the steamers upon various conditions, *inter alia*, that of landing and receiving mails at such ports as would insure the quickest despatch in distribution.

A copy of the Board's petition to the Chancellor of the Exchequer in connection with this matter will be found in the Appendices, as also copies of various communications exchanged with the Dominion Government, all relating to the foregoing subject.

* * * * * *

The refusal of the Dominion Government to sanction the formation of a private Company to construct, maintain and operate a line of telegraph between the City of Victoria and some point on Puget Sound, has been the means of depriving the Province of a commercial necessity, the absence of which exercises a detrimental influence upon its trade. Copies of correspondence exchanged upon this subject with the authorities at Ottawa will show that the Board has been quite unable to elicit from them any reason for their refusal to grant the permission asked for.

VICTORIA HARBOR IMPROVEMENTS.

The continued efforts of the Board to secure some sufficient appropriation from the Dominion Government for the improvement of Victoria Harbor, have not met with that success which the importance of the case demands; but the matter has been taken up by the Department of Public Works. Mr. Perley, the Chief Engineer of the Department, having visited Victoria during the past year and ordered the necessary examination of the harbor, with the view of ascer-

taining the approximate cost of such work as may be deemed necessary. A small sum, $12,500, has been appropriated for the dredging of the channel, but no permanent improvements can be effected without the removal of existing obstacles to navigation, and it is to be hoped that the Dominion Government may yet realize, and take steps to remedy, the disadvantages accruing to the Port of Victoria from the delay in proceeding with this necessary work. It will be seen from the Appendices that steps have been taken to deepen and otherwise improve the outer harbor with a view to facilitating the entrance and accommodation of deep draft vessels, and that the permission of the Dominion Government to make use of the Government dredging appliances has been sought.

BONILLA POINT SIGNAL STATION.

It is gratifying to learn that this much felt want will shortly be supplied, the Dominion Government having decided upon proceeding at once with the work. The existence of such a station will doubtless prove of the utmost value to shipping frequenting these waters and remove a source of danger which has hitherto been productive of many casualties. The Board has for several years past been unceasing in its efforts to have this work commenced, and it is satisfactory to find that in this instance their recommendations have been acted upon by the Government.

PILOTAGE AND TOWAGE.

Your Committee regret being unable to record any mitigation of the difficulties which were alluded to in the last Annual Report of the Board, and which have for some years past tended to render the ports of this Province extremely unpopular with ship owners. Any regulations which may have the effect of unduly inconveniencing shipping, or of enhancing the cost to vessels of visiting our ports, must of necessity operate to the detriment of the commercial interests of the Province, and your Committee sincerely trust that the repeated and urgent remonstrances of the Board may ulti-

mately prove effectual in bringing about a much needed change by the establishment of uniform Rules and Regulations for the management of Pilotage matters, which will be applicable to the entire Province, in lieu of the present unsatisfactory system.

The unreciprocated facilities afforded by our Shipping Laws to foreign tow boats—referred to in the Board's last Annual Report—still continue to be extended, greatly to the disadvantage of our local tow boat owners. Your Committee can merely express the hope that the continued representations of the Board may induce the Dominion Government to give the matter the attention it deserves.

RAILROAD CONSTRUCTION.

Although the Parliamentary Session at Ottawa has just closed without any appropriation having been made for the purpose of assisting railroad construction within this Province, the promotion of which would be of the greatest benefit in colonizing the country and developing its resources, it is satisfactory to learn that assurances have been given by the Government which will enable the Shuswap and Okanagan Railway Company to proceed with the construction of that line so that the subsidy applied for may be fairly expected to be granted during the next session of Parliament. It may be here mentioned that no new subsidies to Railway Companies were granted during the recent session.

It is to be hoped that other projected lines may in the near future be also commenced. Mining and agricultural enterprise in the interior of the Province must remain at a comparative stand-still in the absence of such necessary facilities for transport.

The extension of the Esquimalt and Nanaimo Railroad northward from Nanaimo to Comox and the branch of the same line to a point on the Straits of Fuca, where it will connect by means of a Steam Ferry with the American system of railroads on the opposite shore, will, it is confidently ex-

pected, be commenced at an early date, and when completed will afford a means of transporting to markets hitherto unattainable the output of our coal mines as well as the other natural products of Vancouver and adjacent Islands. The line in question will doubtless in the near future be carried even beyond the point to which it is about to be extended, and in all probability will shortly traverse the entire length of the Island from North to South. As a means of bringing under settlement remotely situated districts and developing the resources of the country, the existence of such a line cannot be too highly valued, as it is hoped that the Dominion Government may see fit to promote the rapid completion of the extension by granting a liberal subsidy. The Board has constantly advocated the work in question.

IMMIGRATION.

From statistical information kindly furnished the Board by the Provincial Immigration Agent, Mr. John Jessop, (see Appendices) it will be observed that immigration continues on an increasing scale.

With a view to ascertaining whether some further impetus might not be given to immigration by a more general circulation of printed information regarding the Province and its resources, the Board procured from the Portland Board of Trade full particulars as to the character of the information compiled and distributed by the Oregon State Board of Immigration. It appears that by such means immigration into Oregon has been largely induced. The facilities which under this system are afforded immigrants, immediately upon arrival, for procuring easily and without expense the fullest and most reliable information relative to available land, its cost, capabilities, &c., also appear to be productive of excellent results and in the opinion of your Committee it would be highly beneficial to this Province were a similar Board to be formed here under the direction and control of the Local Government. It may be here mentioned that the Board has

had frequent applications from competent persons in Eastern Canada who are desirous of acting as immigration agents for this Province.

INSOLVENCY LAW.

The continued absence of any practical legislation on the part of the Federal Government, whereby an equitable distribution of insolvent estates might be depended upon, has exercised an adverse influence upon the commercial anvancement of this Province in common with the rest of the Dominion. The Board having been requested to give an expression of opinion relative to a petition of the Toronto Board of Trade (see Appendices) praying for the passage of a suitable bill by the Dominion Government, or, failing this, that a measure be passed giving to each Province liberty to deal with the matter, subject to any Federal law which might thereafter be enacted, was unanimously in favor of the latter alternative and replied accordingly. Since then, however, nothing further has been heard upon the subject and another session has terminated without the matter having been brought to a satisfactory issue. There is hardly any need to repeat here what was emphatically stated in the last Annual Report of the Board, viz.: That until such necessary legislation be enacted it is useless to hope for the restoration of that confidence, the absence of which must tend to hamper and discourage commercial enterprise.

A draft of a proposed Provincial Act for abolishing priority amongst execution creditors was submitted to the Board by the Local Government with the request that the Board might give an expression of opinion as to its provisions. At a special meeting of Council held on 4th April last it was unanimously agreed that the proposed act would not meet the requirements of the trading community. In the Appendices will be found a copy of the resolution then passed.

SMUGGLING BY INDIANS.

The delay in providing the necessary means of prevent-

ing the wholesale smuggling into Canadian territory of American products purchased by British Columbia Indians while on their periodical visits to ports on Puget Sound, has been the cause of serious loss not only to a large portion of our trading community but also to the revenue of the country.

It is generally believed that the permanent services of an efficient revenue cruiser and the establishment of Customs' stations at convenient points along the coast will be necessary in order to put a stop to this illicit traffic, and the Board has energetically advocated the adoption of such measures, and has urgently pressed upon the Dominion Government the necessity of at once commissioning such a vessel, as also of stationing preventive officers at such points as may be selected for the purpose. These suggestions have been favorably received by the Government, and the Board understands that active steps are being now taken to procure a suitable vessel for the service in question. Reference to the Appendices is requested for full information on the subject.

FISHERIES.

The delay in adjusting the difficulties which have grown out of the seizure last year of British sealing schooners in Behring's sea by United States cruisers has tended to greatly disturb and curtail the operations of our sealing fleet.

It had been hoped that the provisions of the new treaty between Great Britain and the United States would have dealt with this matter and the deferred settlement of existing differences must operate to the detriment of this particular branch of our Fishery interests.

It is to be regretted that some decided action has not been taken by the Imperial authorities to prevent a reoccurence of the outrages committed on our sealing fleet and to secure proper compensation for the losses already inflicted.

* * * * * *

It is hoped that the result of the surveys undertaken by the Dominion Government for the purpose of locating the

positions of the various Cod banks which are said to exist off the west coast of Vancouver Island and in the vicinity of Queen Charlotte Islands may be such as to justify an early and extensive development of this profitable industry. In the event of the removal by the United States of the duty upon imported fish we can look forward to the initiation and rapid growth of an extensive trade in dried and salted fish. Your Committee feel constrained to direct attention to the fact that but slight efforts have been made to discover markets for the large quantities of sea fish which the waters of this Province are capable of yielding.

The question of licensing Salmon canning establishments and of the best mode of doing so in order to protect our rivers from the danger of over fishing is a matter that has recently again engaged the attention of the Board, and in the Appendices will be found a copy of a report made by a special Committee appointed to consider the subject, as also of correspondence exchanged thereupon with the Department of Fisheries. It is satisfactory to note that the suggestions made by the Board have been practically carried into effect.

The usual statistical information relating to the salmon catch for 1887 will be also found in the Appendices. This important branch of our export trade continues to make steady advance. In the Appendices will also be found a copy of a minute of Council of the Board having reference to the Fishery provisions of the treaty with the United States and to the Behring's Sea seizures.

MINING DEVELOPMENTS.

The increasing activity in mining operations noticed in the Board's last Report has continued during the period under review.

The opening of new collieries in the Comox district of Vancouver Island will have the effect of not only materially adding to our export trade but of bringing under settlement

the lands available for the purpose situate in the vicinity of new mines, and the extension of Railroad construction northward on Vancouver Island will now doubtless be commenced without delay.

On the mainland quartz mining operations are in certain localities being pushed forward with energy, but lack of facilities for transporting machinery and supplies, as also the output of the mines themselves, must necessarily retard the development of this, one of our chief resources.

The continued failure to secure from the Dominion Government a subsidy for any of the projected lines of railroad, which would render possible the extensive development of our mining interests, has virtually the effect of restricting operations to mere "prospecting."

In the opinion of your Committee there can be no doubt as to the great results which would be derived from the construction of such a line as the proposed Ashcroft and Cariboo Railroad. The present cost of sending supplies into or of transporting ore from the region in question renders successful mining on an extensive scale simply impossible.

Reference is asked to the Appendices for the usual Statistical information regarding the output of our mines.

UPPER YUKON COUNTRY.

In the Appendices will be found a copy of a report made by a Special Committee of the Board containing valuable information regarding this remote and almost unknown district of the Province. In view of the natural resources of this region it is to be hoped that Government assistance may be extended in order to provide facilities for opening the country to prospectors and traders.

ADDRESS TO THE LATE HON. THOS. WHITE.

On 10th August last the Board had the honor of presenting an address to the late Hon. Thos. White, Minister of the Interior, &c., a copy of which is contained in the Append-

ices. The address embodies a brief digest of various matters which at that time were engaging the attention of the Board and which it was desired should be brought under the notice of the Dominion Government. The advent of Mr. White, a member of the Cabinet, and a gentleman who had always evinced a warm interest in the progress and welfare of this Province, was considered a favorable opportunity for bringing to the notice of the Government the matters touched upon in the address.

The Board has since learned with deep regret of the death of this gentlemen, and desires to place on record its high appreciation of the Hon. gentleman's worth as a public officer and statesman.

FRASER RIVER NAVIGATION.

The Board has on several occasions used its best efforts in urging upon the Dominion Government the necessity for improving the navigation of the Fraser River by dredging the channel and removing obstructions, and it is satisfactory to learn that this important work is receiving attention with a prospect of existing difficulties being effectually overcome. Meanwhile sea going ships have safely ascended the river and are now loading lumber at New Westminster.

FINANCE.

From the Secretary's account current and statement, copies of which are Appended hereto, it will be seen that the finances of the institution continue in a satisfactory condition. The Board is now possessed of $2,833.73 (including cost of furniture and maps, &c., in Board Room.)

The net surplus for the past year appears small in comparison with former exhibits, the apparent shrinkage being due to the fact of the Board's operations during the past 12 months having largely exceeded in volume those of any previous year, which necessitated a correspondingly greater expenditure.

* * * * * *

In respectfully submitting for the consideration of the Board the foregoing brief digest of the proceedings of the Institution during the past year, your Committee take pleasure in pointing to the fact that the trade of the Province has within the period reviewed continued in a satisfactory condition. Business failures have been few and of trivial importance. Marked progress has been made in the development of our mining and other resources and with increasing facilities for travel and transport the capabilities of the country as a field for settlement and enterprise are becoming more widely known. Your Committee are of opinion that still greater progress can be looked forward to during the ensuing 12 months, and do not doubt that the good which has resulted from the labors of the Board in the past will continue to form an incentive to prosecute the work with equal success in the future.

We are, Gentlemen,

Your obedient servants,

ROBT. WARD, President.
THOS. R. SMITH, Vice-President. } Committee.
WM. MONTEITH, Secretary.

BRITISH COLUMBIA BOARD OF TRADE.

STATEMENT.

Showing Financial Position on the 30th of June, 1888.

ASSETS.

Cash in Savings' Bank at 4% per annum	$ 109 62	
Cash in hand per account current	7 46	
		$ 117 08
Funds invested on Mortgage at 8%	1,350 00	
" " " 9%	800 00	
		2,150 00
Dues not collected (good)		257 00
Furniture and Maps in Board Room		309 65
		$2,833 73

LIABILITIES.

	Nil

MEMORANDUM.

Total assets as above	$2,833 73
Total assets on 30th June, 1887	2,787 27
Net gain for year	$46 46

Victoria, B. C., 30th June, 1888.

W. MONTEITH,
Secretary.

Examined and found correct:

H. F. HEISTERMAN, } Audit
MATTHEW T. JOHNSTON, } Committee.

WILLIAM MONTEITH, in account current with the BRITISH COLUMBIA BOARD OF TRADE.

1st July, 1887, to 30th June, 1888.

Dr.

1887. July 1—To Balance from last account		$ 19 77
1888. June 30—	Quarterly Dues collected to date	1047 00
	Entrance Fees " "	40 00
	Interest on Mortgages, say 9 months on $1350 @ 8%	81 00
	Interest on Savings' Bank Deposits	20 52
	Withdrawals from Bank	885 00
		$2093 29

Cr.

1888. June 30—By Savings' Bank Deposits	$50 00		
Interest on Band Deposits to date	20 52		$ 70 52
Loan to Geo. Jones on Mortgage @ 9% p.a.			800 00
Office Rent, 12 months @ $25.00			300 00
Salary Sec.-Treasurer, 12 months @ $35.00			420 00
Printing			103 10
Stationery			25 83
Gas and Fuel			12 25
Cleaning Offices, 12 months @ $4.00			48 00
Telegrams			39 70
Type Writing and Engrossing			42 69
Binding Blue Books, &c			33 60
Maps and Charts			76 00
Newspapers and Periodicals			18 50
Newspapers (500 copies special edition of S. F. Journal of Commerce)			50 00
Miscellaneous as Under:			
Circulars	$ 8 20		
Commission on collections of Interest	1 95		
Taxes	5 84		
Sundry petty expenses	1 50		$ 17 49
Postage			23 40
P. O. Box Rent			3 75
Repairs to Shelves			1 00
Balance to next year			7 46
			$2093 29

Victoria, B. C., 30th June, 1888.

W. MONTEITH, *Secretary-Treasurer.*

Examined and found correct:

H. F. HEISTERMAN, } Audit
MATTHEW T. JOHNSTON, } Committee.

AUDIT REPORT.

To the President and Members of the B. C. Board of Trade:

GENTLEMEN,—We, the undersigned Audit Committee, appointed by your Board to examine the books of the Secretary-Treasurer, beg leave to report, that we have examined the Books and Vouchers, together with the account in Savings' Bank and Cash on hand in possession of the Secretary, and find the same true and correct in every particular and briefly enumerated as follows:

Cash in Savings' Bank	$109 62
Cash on hand 30th June	7 46
Amounts due by Members	257 00
Total	$374 08

In accordance with the recommendation of your Audit Committee last year the sum of $800 has been invested on Mortgage at 9% per annum, and making with the previous Mortgage of $1,350.00 invested at 8% per annum, a total investment on Mortgage of $2,150.00.

Your Committee have also examined the Mortgages and documents belonging to said Mortgages, and would like to have the Mortgages made to the Board of Trade officers and their successors in office in lieu of the form adopted in the case of the larger one, which is made in the name of the former Secretary individually and not as Secretary to the Board; and we would suggest that the Mortgages be submitted to the Solicitor of the Board with a view to having our suggestion carried out.

All which is respectfully submitted.

H. F. HEISTERMAN, } Audit
MATTHEW T. JOHNSTON, } Committee.

Victoria, B. C., 4th July, 1888.

APPENDICES.

APPENDIX No. 1.

LIST OF ADDITIONS TO LIBRARY (30TH JUNE, 1888.)

1. Annual Report of the Board of Trade, Portland, Oregon.
2. Oregon as it is—Information for Immigrants.
3. Report of State Board of Immigration—State of Oregon.
4. Annual Reports of Harbor Commissioners of Montreal, 1883-86.
5. By-Laws of " " "
6. Acts relating to " " "
7. Official Documents and other information relating to Improvement of Ship Channel between Montreal and Quebec.
8. Articles of Association and By-Laws—Dominion Chamber of Commerce.
9. Act of Incorporation, Rules and Regulations and Proceedings of the Royal Society of Canada (4 volumes).
10. Debates in Dominion House of Commons—Second Session, 6th Parliament.
11. Supplementary Estimates for fiscal year ending 30th June, 1888.
12. Consular Report (1886) on Trade of Hyogo and Osaka (Japan.)
13. Statistical Record and Abstract (Canada) for 1886.
14. Johnson's Graphic Statistics.
15. Annual Report Corporation of Victoria, 1887.
16. Statement of Expenditure Dominion Election, 1887.
17. Budget Speech, Sir Charles Tupper, April, 1888.
18. Public Accounts (Canada) 1887.
19. Report on Canadian Archives, 1887.
20. Report on Hudson's Bay Expedition, 1886.
21. Tables of Trade and Navigation, 1887.
22. Annual Report and Supplement, Minister of Public Works, 1886-87.
23. Report Minister of Justice, 1887.
24. Report Minister of Agriculture, 1887, and Appendix.
25. Annual Report Department of Interior, 1887.
26. Report of Secretary of State, 1887.

27. Annual Report of Department of Militia and Defence, 1887.
28. Report of Auditor General, 1887.
29. Annual Report of Department of Indian Affairs, 1887.
30. Annual Report of Department of Marine, 1887.
31. Report on Canadian Archives, 1887.
32. Report of Commissioner of North West Mounted Police, 1886-87.
33. Lists of Shareholders in Chartered Banks of Dominion of Canada, 1887.
34. Colonial and Indian Exhibition, 1886—Report.
35. Antwerp International Exhibition, 1885—Report.
36. Census of Manitoba, 1885-86.
37. Report of Commissioners upon Lobster and Oyster Fisheries of Canada.
38. Report of Select Committee on Existing Natural Food Products of North West Territories.
39. Report on Adulteration of Food, 1886.
40. Special Report on Fisheries Protection Service (Canada) 1886.
41. Report of Superintendent of Insurance (Canada) 1886.
42. Returns of Mortuary Statistics, 1886.
43. Copy of Fishery Treaty with United States.

APPENDIX No. 2.

RE SUBSIDY TO SAN FRANCISCO AND VICTORIA MAIL STEAMERS.

On 6th January, 1888, Mr. E. C. Baker, M. P., was requested by the British Columbia Board of Trade to wire Dominion Government protesting in strongest possible manner against withdrawal of Subsidy.

TELEGRAM FROM E. C. BAKER, M. P., TO POSTMASTER GENERAL, 6TH JAN., 1888:

"Great consternation here regarding summary withdrawal of San Francisco Mail Subsidy. Regarded here as breach of Terms of Union. Please wire intention of Government."

TELEGRAM FROM POSTMASTER GENERAL TO E. C. BAKER, M. P., 7TH JAN., 1888:

"San Francisco mails continue by same route as for months past. No summary change. Wish of Government that British Columbia should have benefit improved modes of Mail Service both *via* Vancouver and San Francisco."

RESOLUTIONS OF COUNCIL OF BOARD OF TRADE, 12TH JAN., 1888:

"That Mr. Baker be asked to reply to the telegram of Postmaster General with reference to the Victoria and San Francisco Mail Service and call his attention to the fact that notwithstanding the statement of the Minister that no summary change had been made in the conveyance of mails, the steamers had discontinued taking the mails on account of the Subsidy provided for in the Estimates having been withdrawn. FURTHER, that the President be requested to call the attention of the Postmaster General to the matter by telegram."

"WHEREAS by the Terms of Union between the Colony of British Columbia and the Dominion of Canada it was agreed under Clause 4 of the Terms as follows:

'The Dominion will provide an efficient Mail Service fortnightly by Steamer communication between Victoria and San Francisco and twice a week between Victoria and Olympia; the vessels to be adapted for the conveyance of freight and passengers.'

"AND WHEREAS it has been reported to this Board that the Dominion Government has discontinued the Subsidy to the line of Steamers now running between this Port and San Francisco, and this Board is not aware that any other line of Steamers has been subsidized;

"AND WHEREAS in the opinion of this Board notwithstanding the existence of other mail facilities, necessitated by the increased demands of Commerce, it is of the utmost importance to the Commercial interests of British Columbia that regular steamer communication as provided for by the Terms of Union, should be maintained between Victoria and San Francisco;

"RESOLVED,—That this Board call the immediate attention of the British Columbia Senators; Members in the Dominion Parliament and the Government of British Columbia to the breach of agreement made by the Dominion Government in discontinuing the service provided for under the Terms of Union above quoted and that they be requested to protest in the strongest manner possible against the action taken by the Dominion Government as herein set forth."

TELEGRAM TO POSTMASTER GENERAL FROM BRITISH COLUMBIA BOARD OF TRADE, 12TH JAN., 1888:

"British Columbia Board of Trade strongly protests against withdrawal of Subsidy to Steamships between Victoria and San Francisco, and considers such withdrawal a breach of Terms of Union and calculated to jeopardize to trade and commerce of the Province."

(Signed), ROBT. WARD, President.

TELEGRAM FROM POSTMASTER GENERAL, OTTAWA, TO PRESIDENT BRITISH COLUMBIA BOARD OF TRADE, 16TH JAN., 1888:

"Mail Service by Steamer had ceased and contract expired. Commercial service is subject for consideration. Government recognizing Terms of Union."

(Signed), A. J. McLELLAN.
Postmaster General.

LETTER FROM PROVINCIAL SECRETARY TO BRITISH COLUMBIA BOARD OF TRADE, 16TH JAN., 1888.

SIR,—A copy of the Resolution passed by the Board of Trade, re the withdrawal of the Ocean Mail Subsidy between this Province and San Francisco, was duly received, and the matter having been before the Executive, a Minute strongly protesting against such a step being taken without the concurrence of the Province, was passed, and the following telegram was dispatched to the Honorable the Secretary of State by His Honor the Lieut.-Governor:

"The Government of British Columbia protests against discontinuance of the Subsidy for the Steamship Mail Service between this Province and San Francisco. That service was intended as much for trade and commerce as for the carriage of mail matter. Canada, in the Terms of Union, undertook to maintain the service in perpetuity and has no right to discontinue it without the concurrence of the Province, one of the high contracting parties."

I have the honor to be,
&c., &c.,
(Signed), JOHN ROBSON,
Provincial Sec'y.

W. MONTEITH, ESQ.,
Secretary B. C. Board of Trade,
VICTORIA.

REPORT OF SPECIAL COMMITTEE TO COUNCIL OF BOARD OF TRADE, AND RESOLUTION, 19TH JAN., 1888:

"The Committee appointed by Council of the Board of Trade, to whom was referred the question of the discontinuance of the Mail Service between this Port and San Francisco, by steamer, as provided for by the Terms of the Union, and the reply of the Honorable the Postmaster General to the telegram from this Board, beg to report as follows:

"1. That the position taken by the Honorable the Postmaster General appears to be entirely unjustifiable, and your Committee are at a loss to understand how the Government could disregard the Treaty Agreement between the Dominion and this Province, bearing upon this

important matter, without first conferring with the representatives of this constituency in the Federal Parliament, and with the Provincial Government, which we are informed has not been done.

"2. That from the printed returns of the Post Office Department it would appear that the subsidies now paid by the Dominion Government for Mail services within and to this Province, after deducting the Revenues, are less than they were immediately after Confederation by nearly $30,000.00, as the following comparative figures between the returns for the year 1874 and 1887 shew, viz. :

1874—Cost for Mail service by Rail....	*nil*	
" " " Land...	$ 34,469 25	
" " " Water..	19,033 79	
" " " Ocean...	54,000 00	
		$107,503 04
Less Revenue for Stamps, &c....		13,655 53
Net expenditure for 1874.....		$93,847.51
1877—Cost for Mail service by Rail....	$ 24,809 94	
" " " Land...	41,677 86	
" " " Water..	37,790 55	
" " " Ocean...	17,640 00	
		$121,918 35
Less Revenue for Stamps, &c....		57,420 00
Net expenditure for 1887.....		$ 63,498 55
The difference being.....		29,349 16

"less in 1887 than in 1874, in the face of which it seems not only unjust but most unreasonable to deprive this Province of any of the existing Mail service and the attendant facilities for regular communication between this Port and San Francisco, which is the principal market and shipping port on the Pacific coast.

"3. That this Province since confederation has yearly largely increased its contribution to the Revenues of the Dominion Government for duties, etc., as shewn by the Customs Returns, the collections under this head at this Port having been increased from $342,400.89 in 1872 to $918.972.15 in 1887, which in the opinion of your Committee fairly entitles this Province to all the additional Mail facilities extended since confederation and also to such further facilities as the demand for commercial intercourse and the interests of trade and commerce from time to time may demand.

"4. That the determination of the Honorable the Postmaster General to cancel the Mail contract by Steamer between San Francisco and Victoria, apart from the fact that it is a breach of a Treaty agree-

ment between the Dominion Government and this Province, appears in striking contrast with the policy of the Dominion Government in advocating a Subsidy for the China-Japan line of Steamers; and in the opinion of this Board the Victoria-San Francisco service is of as great and perhaps greater importance to this Port and Province.

"5. That the contention of the Honorable the Postmaster General that the Overland Mail Service *via* Puget Sound meets all the requirements of this Province is not correct and shews that he has either been misinformed, or has a misconception of the facts, and your Committee are prepared to point out several cases since the Steamers have discontinued carrying the Mails in which the non-arrival of letters by steamer has caused merchants here serious loss and inconvenience.

"6. Be it therefore resolved,—That this Board in adopting the foregoing report reiterates the opinion expressed at a previous meeting that a protest be made against the discontinuance of the Mail service by Steamer between Victoria and San Francisco as a breach of the Treaty agreement between this Province and the Dominion, and that the Representatives of the Province in Parliament, and the Provincial Government be requested to insist upon the renewal of the said Mail service in the interest of the trade and commerce of this Port and the Province at large.

"And that a copy of this Report and Resolution be sent to the Honorable the Postmaster General, the Representatives of this constituency in the Dominion Parliament, and the Provincial Government.

"And further that the members and Provincial Government be requested to take immediate action to give effect to the wishes of this Board upon the matter referred to herein."

LETTER FROM BRITISH COLUMBIA BOARD OF TRADE TO PROVINCIAL SECRETARY, 20TH JAN., 1888.

"SIR:—I am directed by the President and Council of the British Columbia Board of Trade to acknowledge receipt of your letter of 16th inst., and to convey to you the thanks of the Board for the prompt action taken by the Provincial Government in reference to the recent withdrawal of the Ocean Mail Subsidy.

"I am further directed to hand you the accompanying copy of a report made by a Committee of the Board with relation to the same matter."

I have the honor, &c.,

(Signed), W. MONTEITH,
Secretary.

THE HON. THE PROVINCIAL SECRETARY,
James Bay.

REPLY TO ABOVE FROM PROVINCIAL SECRETARY, 21ST JAN., 1888:

VICTORIA, 21st January, 1888.

"SIR:—I have the honor to acknowledge receipt of your letter of the 20th instant, and enclosures.

"The excellent Report of the Board of Trade will be laid before the Executive at the earliest possible date, when decisive action thereon will doubtless be taken, the Government being fully alive to the vital importance of the matter therein referred to."

I have the honor to be,

Sir,

Your obedient servant,

(Signed), JNO. ROBSON,

Provincial Secretary.

W. MONTEITH, ESQ.,
Secretary B. C. Board of Trade,
VICTORIA.

LETTER FROM BRITISH COLUMBIA BOARD OF TRADE TO POSTMASTER GENERAL, 24TH JAN., 1888:

"SIR:—By direction of the President and Council of the British Columbia Board of Trade I have to acknowledge receipt of your telegram of 16th inst. having reference to the withdrawal of the subsidy to the San Francisco and Victoria Mail Steamers, and to transmit herewith a copy of a Report made by a Committee of the Board in connection with this matter."

I have the honor to be,

&c., &c.,

(Signed), W. MONTEITH,

Secretary.

THE HON. A. J. MCLELLAN,
Postmaster General,
Ottawa.

LETTER TO POSTMASTER GENERAL, OTTAWA, FROM BRITISH COLUMBIA BOARD OF TRADE, 26TH JAN., 1888:

"SIR:—In connection with the matter of the withdrawal of the subsidy to the San Francisco and Victoria Mail Steamers, regarding which I had the honor of addressing you on the 24th instant, I am now directed to further point out that snow blockades, such as that which recently caused such serious interruption to traffic, and delay to mails, between Portland, Oregon, and Tacoma, W. T., tend to make the land route very uncertain in winter, and should form another reason for main-

taining the Ocean Mail service between this place and San Francisco as formerly."

I have the honor to be,
&c., &c.,
(Signed), W. MONTEITH,
Secretary.

THE HON. A. W. MCLELLAN,
Postmaster General,
Ottawa.

LETTER FROM POSTMASTER GENERAL TO BRITISH COLUMBIA BOARD OF TRADE, 14TH FEB., 1888:

POST OFFICE DEPARTMENT, CANADA,
OTTAWA, 14th February, 1888.

"SIR:—I have the honor to acknowledge your letter of the 24th ulto., enclosing copy of a Report made by a Committee of the Victoria Board of Trade with reference to the termination of the contract for the conveyance of Mails by the steamships running between Victoria and San Francisco, and the withdrawal of the Subsidy heretofore paid therefor.

"In reply I beg to say that I have given the views and statements contained in the documents which you enclose my most careful consideration, but am unable to see that any valid reasons are therein adduced for the continuance of the Mail service to which reference is made.

"The question of the maintenance of the Steamship line in question for general purposes of traffic is one with which the Post Office is not called upon to deal. My own action has been limited to the discontinuance of a Mail service, which, considered as a means of Postal communication, has ceased to have any value at all commensurate with its cost.

"The Committee of the Board of Trade, I observe, seem to be of opinion that the present time is very ill-chosen for affecting an economy in this direction, inasmuch as the the total cost of mail conveyance in the Province of British Columbia, according to the latest printed return only exceeds the total revenue from the sale of Postage Stamps by $63,498; the figures standing $121,918 for expenditure and $57,420.00 as an offset of revenue; whereas, in the year 1874 there was a balance against the Province upon a similar comparison, of nearly $94,000.

"Upon this I have to remark:—

"1. That the figures quoted by the sub-Committee embrace only three-quarters payment for Railway service, and that to get a correct estimate of the annual outlay under this head one third, or something over $8,000 has to be added to the printed figures, and that with this addition the deficiency referred to, for the year ended 30th June last, must be placed at about $71.500.

"2. That the expenditure for Mail conveyance within the Province does not represent the whole outlay for Postal service, which also includes the important item of Postmasters' salaries and various miscellaneous disbursements. Comparing the total postal revenue from the Province with the total expenditure and estimating for a full years' payment for Railway service, it appears that the Department collects in the Province very little over one-third—something under 35 per cent—of what it expends. This being far the lowest ratio of revenue to expenditure to be found in any Province of the Dominion there would seem to be strong reasons for trying to establish a more satisfactory balance.

"3. That the figures for the year 1874, to which the sub-Committee appeal as a standard of comparison are altogether too exceptional in their character to be fairly used for such a purpose. In that year the Province yielded in Postal Revenue only about 19 per cent. of the amount expended for Mail service ; and manifestly that was a condition of things which could only be regarded as temporary and provisional. Manitoba and the North West Territories were, for a time, in a somewhat similar position, but the Revenue from the Province and the Territories now amounts to 53 per cent. of the expenditure for Mail purposes therein.

"In conclusion I would only say that there is no intention on the part of the Government to disregard the obligations created by the Terms of Union between British Columbia and the Dominion, and that the withdrawal of the Mails from the Steamers plying between Victoria and San Francisco must only be regarded as an act of Departmental policy grounded on reasons which have appeared not only satisfactory, but cogent."

I have the honor to be,
Sir,
Your obedient servant,
(Signed), A. W. McLELLAN,
Postmaster General.

W. MONTEITH, Esq.,
Secretary Board of Trade,
Victoria, B. C.

Minute of Council and Resolution of Board of Trade re Subsidy to San Francisco and Victoria Mail Steamers, 5th March, 1888:

"The Council of the Board of Trade having considered the letter from the Honorable the Postmaster General, dated Ottawa, 14th February, beg to express their appreciation of the courtesy shewn by him in giving so fully his views upon the withdrawal of the Mail Subsidy to the Steamship line between this Port and San Francisco and Postal matters generally in this Province, and now report thereon as follows, viz. :

"That while the Board has every disposition to allow the greatest possible latitude in the discussion of the subject of the withdrawal of the Ocean Subsidy referred to, they cannot admit the conclusion arrived at by the Hon. the Postmaster General, viz. : 'That his action has been limited to the discontinuance of a Mail service, which, considered as a means of Postal communication, has ceased to have any value at all commensurate with the cost,' for the following reasons, viz. :

"1. It is in the public interest that regular communication by steamer between this Province and San Francisco should be maintained in accordance with the Terms of Union as well for mails as for the conveyance of mails and passengers.

"2. The overland service has been and is likely to be irregular and very uncertain during the fall, winter and early spring.

"3. Invoices and documents relating to shipments by Steamer which are now sent by overland mail, do not as a rule reach the Post Office here when they arrive on regular schedule time until 24 hours after the arrival of the goods, and during the last two months the mails per overland have frequently been from five to ten days behind time, which causes much inconvenience and unnecessary delay in obtaining the delivery of goods arriving by steamer.

"4. Without a subsidy, the Government have no control over the sailing of the Steamer, and it is an important point in the service that it should be regulated to meet the convenience and requirements of the public who may wish to avail themselves of the ocean service in travelling to and from San Francisco, and which control could only be established by a subsidy being granted.

"That, with reference to the portion of the letter from the Hon. the Postmaster General referring to the cost of conveying Mails in this Province, this Board is much pleased to learn that the Revenue shews a gratifying increase from 19 per cent. of the total expenditure on this account in 1874 to 35 per cent. in 1887, and although the comparison made with other Provinces may not be favorable, this Board has the fullest confidence that it will only be a question of a few years until the Revenue of the Province will compare as favorably with the expenditure as that of any other Province in the Dominion, and this Board views with alarm any action which may be taken for the purpose of economy alone (whether taken by the Government or the Post Office Department) to curtail in any way mail communication either within or without the Province, as tending to retard its advancement commercially as well as its material development.

"That in the opinion of this Board the ocean service between this

Province and San Francisco is of as great importance and perhaps greater than the proposed service between the Province and Japan and China, which it is openly reported the Dominion Government is prepared to subsidize, and if the San Francisco overland service can be pleaded as an excuse for discontinuing the former, it can with equally good reason be used for refusing a subsidy to the latter, as at present the mails from China and Japan reach this Province more quickly and more frequently *via* San Francisco than direct by the C. P. R. Steamship line.

"RESOLVED,—That the foregoing Minute be adopted and that a copy of same be forwarded to the Hon. the Postmaster General for his consideration in conjunction with the previous reports forwarded to him upon this subject."

LETTER FROM THE HON. THE POSTMASTER GENERAL TO BRITISH COLUMBIA BOARD OF TRADE, 16TH MARCH, 1888:

POST OFFICE DEPARTMENT, CANADA,
OTTAWA, 16th March, 1888.

"SIR:—I am directed by the Postmaster General to acknowledge the receipt of your communication of the 5th inst. enclosing a memorial from the British Columbia Board of Trade, setting forth objections to the discontinuance of the Mail service by water between Victoria and San Francisco and, in reply, to inform you that the subject to which you refer will receive due enquiry and consideration."

I have the honor to be,

Sir,

Your obedient servant,

WM. WHITE,
Secretary.

W. MONTEITH, ESQ.,
Secretary B. C. Board of Trade,
VICTORIA, B. C.

TELEGRAM FROM BRITISH COLUMBIA BOARD OF TRADE TO MR. E. C. BAKER, M. P., 4TH MAY, 1888:

"Board of Trade very anxious to learn decision regarding Victoria and San Francisco Steamship Subsidy. Nothing short of renewal satisfactory. Board anxiously awaiting definite reply with view to further action if unsatisfactory."

(Signed), ROBT. WARD,
President.

TELEGRAM FROM THE HON. THE POSTMASTER GENERAL TO BRITISH COLUMBIA BOARD OF TRADE, 5TH MAY, 1888:

"Mr. Baker submits your message of yesterday. I will lay it before Council to-day and answer."

(Signed), A. W. McLELLAN.

TELEGRAM FROM THE BRITISH COLUMBIA BOARD OF TRADE TO HON. THE POSTMASTER GENERAL, 11TH MAY, 1888:

"British Columbia Board of Trade anxiously awaits definite reply to their communication relative to San Francisco and Victoria Steamship Subsidy in accordance with Terms of Union."

(Signed), ROBT. WARD,
President.

TELEGRAM FROM BRITISH COLUMBIA BOARD OF TRADE TO MR. E. C. BAKER, M. P., 14TH MAY, 1888:

"Postmaster General wired me fifth acknowledging receipt my message to you and promised to submit matter to Council same day. No reply arriving wired him eleventh asking definite decision. Cannot get reply. Kindly advise Board actual position of matter."

(Signed), ROBT. WARD,
President.

RESOLUTION OF COUNCIL BRITISH COLUMBIA BOARD OF TRADE, MAY 18TH, 1888:

"RESOLVED,—That copies of the Correspondence and Minutes of Council of this Board, which have been passed relative to the San Francisco-Victoria Mail Steamship Subsidy, be forwarded to the Provincial Government, and to the Municipal Council of Victoria, asking them to take prompt action to resist by all lawful means the course adopted by the Dominion Government in deliberately breaking one of the Terms of Union entered into at Confederation, without the full consent of this Province, one of the High Contracting parties thereto."

TELEGRAM FROM MR. E. C. BAKER AND MR. E. G. PRIOR, M. P.'S:

OTTAWA, 21st May, 1888.

"British Columbia members have assurance of Government that San Francisco mail service shall be strictly maintained according to Terms of Union."

(Signed), { E. C. BAKER.
E. G. PRIOR.

APPENDIX No. 3.

RE CHINA AND JAPAN MAIL STEAMSHIP LINE.

LETTER FROM THE BRITISH COLUMBIA BOARD OF TRADE TO THE RIGHT HON. THE SECRETARY OF STATE FOR THE COLONIES:

VICTORIA, 20TH August, 1887.

SIR:—By direction of the President and Council of the British Columbia Board of Trade, I have the honor to transmit under separate cover, a Petition addressed by the members of the Board to the Right Hon. the Chancellor of the Exchequer, in reference to the subsidizing of a line of Mail Steamers between this Province and China and Japan, and the Board respectfully requests that you may be pleased to direct that the Petition in question be duly forwarded to its destination.

I have the honor,

&c., &c.,

(Signed), W. MONTEITH,

Secretary.

TO THE RIGHT HON.

SIR HENRY HOLLAND.

Secretary of State for the Colonies,

London, S. W.

To the Right Honorable George Joachim Goschen, Chancellor of the Exchequer, Etc., Etc.

The Petition of the British Columbia Board of Trade of Victoria, British Columbia, one of the Provinces of the Dominion of Canada, having special reference to the application of the Canadian Pacific Railway Company for a Subsidy from the Imperial Government for a line of Steamships from Vancouver, the Terminus of the Canadian Pacific Railway, to China and Japan.

HUMBLY SHEWETH:

1. That the Town of Vancouver is not situated on Vancouver Island as the name would indicate, but on the Mainland of British Columbia, and is separated from Vancouver Island by the Gulf of Georgia, about fifteen miles in width.

2. That Victoria, the capital of British Columbia, is situated on Vancouver Island, and with the Harbor of Esquimalt, which adjoins and forms part of the Port of Victoria, is the first Port on British Territory inside the Straits of San Juan de Fuca.

3. That Esquimalt is the Naval Station for Her Majesty's Fleet on the North Pacific, the site of the recently completed Graving Dock and

the proposed Government Fortifications, and in the immediate vicinity of where Battery C is to be stationed by the Dominion Government.

4. That Victoria since the first settlement of the country has been, and still is, the principal Commercial Centre for the whole of British Columbia, having regular communication with all other parts of the Province and daily communication by steamer with Vancouver and the United States of America.

5. That the direct commercial relations of Victoria with Great Britain constitute a very large proportion of the commerce of that Port both in imports and exports.

6. That the Port of Victoria is still deeply interested in continuing its direct commercial relations with Great Britain, and, as the carrying trade to and from Great Britain is principally *via* Cape Horn, it would appear to be antagonistic to the interests of the Canadian Pacific Railway Company that this connection should continue. For this and other similar reasons the Canadian Pacific Railway Company have shewn a desire to ignore this Port.

7. That the Canadian Pacific Railway Company since establishing this line of steamers have so far refused to acknowledge the just claims of this Port and Esquimalt, by declining to allow the said steamers to call at this Port to land and receive mails and passengers.

8. That the contention of the Railway Company that the transcontinental mails would be seriously delayed by the Steamer calling at this Port is not correct, as the daily steamer from Victoria makes close connections with the daily trains from Vancouver, and any mails arriving after the departure of the daily train are held for the following day.

9. That if the Mails were landed at Victoria, those for the Naval authorities and local districts would be distributed twenty-four hours earlier, and transcontinental mails would be forwarded by first daily Steamer from Victoria, to connect with the first daily train from Vancouver, which would cause no detention whatever in their delivery at destination.

10. That the delay of the Steamers and expenses of calling at Victoria would be inconsiderable as the Steamers pass within a short distance (not exceeding one mile) from the Port.

YOUR PETITIONERS THEREFORE HUMBLY PRAY:

That before granting any subsidy to the line of steamers referred to, the Imperial Government will be pleased to make it a condition in the contract that the Steamers shall call at Victoria both on the inward and outward passage to land and receive mails, passengers and freight.

And your Petitioners as in duty bound will ever pray, &c.

Signed on behalf of the Members of the Board of Trade of British Columbia, this 26th day of August, A. D. 1887.

ROBT. WARD, President.
W. MONTEITH, Secretary.

LETTER FROM SECRETARY TO GOVERNOR-GENERAL TO BRITISH COLUMBIA BOARD OF TRADE, 11TH OCTOBER, 1887.

OTTAWA, 11th October, 1887.

SIR :—I am directed by His Excellency the Governor-General to forward to you the accompanying copy of a despatch addressed to him by the Secretary of State for the Colonies, in reference to a Petition from the members of the British Columbia Board of Trade on the question of subsidizing a line of Mail Steamers between British Columbia, China and Japan.

The Petition, as you will learn from the despatch, has been duly forwarded to the Chancellor of the Exchequer.

I have the honor,

&c., &c.,

(Signed), HENRY STREATFIELD,
Gov.-Genl's Secretary.

THE SECRETARY,
B. C. Board of Trade.

(COPY.)

SIR HENRY HOLLAND TO THE MARQUESS OF LANSDOWNE :

DOWNING STREET,
22nd September, 1887.

MY LORD :—I have the honor to inform you that I have received from the British Columbia Board of Trade a letter dated Victoria 26th of August 1887, enclosing a Petition addressed by the members of the Board to the Chancellor of the Exchequer upon the subject of the question of subsidizing a line of Mail Steamers between British Columbia, China and Japan.

I request that you will inform the Secretary of the British Columbia Board of Trade that this Petition has been duly forwarded to the Chancellor of the Exchequer.

I have, &c.,

(Signed), H. T. HOLLAND.

LETTER FROM BRITISH COLUMBIA BOARD OF TRADE TO SIR WM. PEARSE, 14TH JAN., 1888:

VICTORIA, 14th January, 1888.

SIR:—By direction of the President and Council of the British Columbia Board of Trade, I have the honor to transmit herewith a copy of a Report made by a Special Committee of this Board in reference to alleged difficulties in connection with Custom requirements which have led to the ignoring of this place as a calling point by the Steamers of the Canadian Pacific Steamship line, under instructions from the Superintendent, Capt. H. Webber.

I am, Sir,

&c., &c.,

(Signed), W. MONTEITH,

Secretary.

SIR WM. PEARSE, BART., M. P.,
Govan,
Glasgow, N. B.

REPORT OF COMMITTEE RE CHINA AND JAPAN MAIL STEAMSHIP LINE, 12TH JAN., 1888.

To the President and Council of the British Columbia Board of Trade:

GENTLEMEN:—Your Committee appointed to confer with the Collector of Customs with the view of ascertaining what facilities would be extended to the Steamers of the Japan-China line in connection with the Canadian Pacific Railway, beg to report as follows:—

1. That your Committee had an interview with the Hon. W. Hamley, Collector of Customs at this Port, on Monday, the 9th instant, and full information regarding the difficulties alleged by Captain Webber, the Resident Agent for the Steamers, to have been put in the way to cause detention of the Steamers at this Port by the Customs, was laid before your Committee by the Collector.

2. That from the information and documents laid before your Committee it would appear that every facility had been extended to Captain Webber, and the other officers of the Steamer, which could reasonably be expected, and that the Collector had given instructions and arranged for the entering and clearing of the Steamers on arrival, whether on Sundays or after Custom House hours, immediately the Master or Purser applied for the same, without causing any unnecessary detention.

3. That in the opinion of your Committee, Captain Webber had made demands for greater latitude in connection with the entering and clearing of these steamers than the Law warrants, or the Collector would have been justified in acceding to.

4. That the contention of this Board that the steamers should land the mails, passengers and freight for this Port on the inward voyage is nothing more than its importance as the principal commercial centre for the Province reasonably demands; and that the delay necessary to accomplish this (if proper arrangements were made) would not affect in any serious degree the delivery at destination of other local and through mails, passengers and freight.

5. That under the existing arrangement the mails and passengers for this Port have not reached here until two days after the Steamer touched here on the inward voyage, and freight has generally been delayed several weeks before reaching the consignees in this city.

6. That other steamer lines calling here with freight on board for different points in this Province and the neighboring territory, experience no difficulty and very little delay in landing cargo, mails and passengers for this Port, when on their inward voyage, and in the opinion of your Committee the same arrangements could be applied to the Japan-China Steamers were the Agent desirous of complying with the wishes of this community.

7. That there seems to be no disposition on the part of the Agent of the Japan-China Steamers to fulfil the repeated promises of those claiming to have the authority to deal with this matter, to wit:—E. Frazer, Esq., of New York; H. Abbott, Esq., representing the C. P. R.; and Captain Webber himself.

Your Committee therefore recommends that this Board bring the attention of the owners to this matter with the view of ascertaining from them what arrangements would be necessary to secure the landing and despatching of mails, passengers and cargo to and from this Port on the inward and outward voyages each trip; and that it is desirable that this Board should use its influence to secure such additional facilities and accommodations as may reasonably be required by the owners.

(Signed), { R. P. RITHET.
THOS. EARLE.
J. H. TODD.

Victoria, B. C., 12th Jan., 1888.

W. MONTEITH, Secretary.

FAIRFIELD WORKS, GOVAN,
NEAR GLASGOW, 10th February, 1888.

W. MONTEITH, ESQ.,
British Columbia Board of Trade,
Victoria.

SIR:—I am desired by Sir Wm. Pearse to acknowledge receipt of

your esteemed favor of 14th ulto., and the copy of the report made by a Special Committee of your Board, respecting the calling at your Port of the steamships "Abyssinia," "Batavia" and "Parthia."

I have given this question the most careful consideration and have had the advice of Captains who have had personal knowledge of the locality, as well as a thorough investigation of the Admiralty Charts, and have been compelled to conclude that in the present absence of shelter, calling at Victoria to land Mails, Passengers and Freight from large Ocean Steamers, drawing 24 feet, cannot be done without incurring an amount of danger, which I do not consider justifiable.

As soon however as Victoria is rendered eligible to receive such large Steamers as the "Abyssinia," the owner will be very glad indeed to send them.

I am, Sir,

Yours very faithfully,

DONALD R. MACGREGOR,
Manager of the Steamers.

APPENDIX No. 4.

RE TELEGRAPH CABLE FROM VICTORIA TO PUGET SOUND.

LETTER FROM BRITISH COLUMBIA BOARD OF TRADE TO THE HON. THE MINISTER OF PUBLIC WORKS:

VICTORIA, 23rd August, 1887.

SIR:—By direction of the President and Council of the British Columbia Board of Trade, I have the honor to refer you to a letter addressed by you to Mr. E. C. Baker, M. P., dated 4th inst., in which you inform him, in reply to a request made through his medium by this Board, that the Government cannot grant permission to a private Company to construct and operate a telegraph and cable line from Victoria to Puget Sound.

I am desired to respectfully inquire of you upon what grounds the permission asked for is refused.

I have the honor,

&c., &c.,

(Signed), W. MONTEITH,
Secretary.

TO THE HON.
THE MINISTER OF PUBLIC WORKS,
Ottawa.

LETTER FROM THE HON. THE MINISTER OF PUBLIC WORKS TO BRITISH COLUMBIA BOARD OF TRADE :

OTTAWA, 2nd September, 1887.

SIR :—I have to acknowledge the receipt of your communication dated the 23rd ulto., asking on behalf of the British Columbia Board of Trade to be advised upon what grounds permission is refused to a private Company to construct and operate a telegraph and cable from Victoria to Puget Sound.

Your obedient servant,

(Signed), A. GOBEIL,

Secretary.

W. MONTEITH, ESQ.,
Secretary B. C. Board of Trade,
VICTORIA, B. C.

LETTER FROM BRITISH COLUMBIA BOARD OF TRADE TO THE HON. THE MINISTER OF PUBLIC WORKS :

VICTORIA, 21st September, 1887.

SIR :—I am instructed by the President and Council of the British Columbia Board of Trade to acknowledge receipt of your letter of 2nd inst., and to say that the Board had hoped you would have seen fit to vouchsafe a reply to the question asked in their communication of 23rd ulto., in reference to the refusal of the Government to grant to a private Company permission to construct and operate a telegraph and cable line from Victoria to Puget Sound.

I am directed to again respectfully inquire upon what grounds this permission is denied, and to add that responsible parties here are prepared to construct and operate the line should the requested permission be forthcoming.

I am, Sir,

Your obedient servant,

(Signed), W. MONTEITH,

Secretary.

TO THE HON.
THE MINISTER OF PUBLIC WORKS,
Ottawa.

LETTER FROM THE HON. THE MINISTER OF PUBLIC WORKS TO BRITISH COLUMBIA BOARD OF TRADE :

OTTAWA, 31st September, 1887.

SIR :—I am directed by the Minister to acknowledge the receipt of your communication dated the 21st inst., asking on behalf of the Board of Trade of British Columbia for reasons why Government will not grant

permission to a private Company to build a telegraph line from Victoria to Puget Sound.

I have the honor,

&c., &c.,

(Signed), A. GOBEIL,

Secretary.

W. MONTEITH, Esq.,
Secretary B. C. Board of Trade,
Victoria.

APPENDIX No. 5.

RE IMPROVEMENTS TO VICTORIA HARBOR.

Letter from British Columbia Board of Trade to the Hon. the Minister of Public Works:

Victoria, 14th December, 1887.

Sir:—The President and Council of the British Columbia Board of Trade direct me to respectfully call your attention to the various reports and recommendations which have been furnished your Department in reference to the projected improvements to Victoria Harbor.

The Board have had the benefit of learning Mr. Perley's views in reference to the matter, and the report of that gentleman will doubtless have placed the Department in possession of the necessary information.

I am directed to respectfully request that you will kindly recommend a sufficient appropriation to be made in the estimates next Session to admit of this necessary work being speedily commenced and promptly finished.

I have the honor,

&c., &c.,

(Signed), W. MONTEITH,

Secretary.

To The Hon.
The Minister of Public Works,
Ottawa.

Letter from Department of Public Works to British Columbia Board of Trade:

Ottawa, 23rd December, 1887.

Sir:—I am directed by the Minister to acknowledge the receipt of your communication dated the 14th inst., calling attention on behalf of

the British Columbia Board of Trade to the improvements required at the Harbor of Victoria, B. C.

I have, &c.,

(Signed), A. GOBEIL,
Secretary.

W. MONTEITH, Esq.,
Secretary B. C. Board of Trade,
Victoria.

Minute of Council of British Columbia Board of Trade re Outer Harbor:

Victoria, B. C., 21st June, 1888.

The Board having again had under its consideration the question of affording facilities for the China steamers to touch and discharge mails, passengers and freight at this Port regularly, and having had before them the report of Mr. F. C. Gamble, Resident Engineer, Public Works Department, showing the present depth of water available at the mouth of the harbor in the neighborhood of the Outer Wharf, from which it would appear to be possible to make the depth of water sufficient to admit of these steamers going alongside the wharf at low water, if increased by dredging an average of about six feet, and as the matter is one of great importance to the interests of this Port, the Board respectfully recommends that some further steps be taken in this matter with the view of accomplishing the object indicated, and advises the following action, viz:—

That the Dominion Government be applied to for the services of the Government dredger to dredge the entrance of the harbor up to and in the neighborhood of the Outer Wharf, as soon as it is available for that purpose, after completing the dredging now in hand in Esquimalt harbor, for the purpose of making the water up to and alongside the Outer Wharf at least 25 feet, and that the City Members be asked to use their influence to obtain compliance with this request.

In connection with this application, the Board would represent as follows:—

1. That as the piles at the Outer Wharf are driven to a depth of from 9 to 14 feet in the mud, there appears to be no difficulty in dredging to the required depth.

2. That the time and expense to be incurred in doing the work would not be large and the immediate benefit to this port would be very great.

3. That although the continuous dredging of the harbor and widening of the channel at its mouth are necessary and of the utmost import-

ance, it is the opinion of this Board that the work recommended in the foregoing report will result in an immediate advantage to this port, and should be taken in hand at the earliest moment, and if possible during the months of July, August or September, to obviate the delays which would be caused by bad weather if deferred until a later period.

N. B.—The Board has since been advised that the services of the Government Dredger will be given at an early date.

APPENDIX No. 6.

RE IMMIGRATION.

PARTICULARS FURNISHED BY MR. J. JESSOP, PROV. IMMIGRATION AGENT:

For the half year ending 31st December, 1887, the population of British Columbia was increased, as nearly as could be ascertained, by about 5,000. Of these probably two-thirds settled on the Mainland and one-third on Vancouver Island.

One half of the total value of settlers' effects for the year 1887 amounted to $29,500.

During the half year ending 30th June last the estimated increase to the population of Vancouver city is about 2,000. New Westminster city and district have increased nearly if not quite 1,000. It may reasonably be assumed that 1,000 additional new settlers have been added to the great interior of the Mainland east and north of New Westminster district; while close upon 2,000 have been absorbed in Victoria, Nanaimo, Wellington, the East Coast districts, from Sooke to Comox, including Alberni, and the coast of Mainland north-west of New Westminster district. This will give a vaguely approximate total of 6,000 as an increase for the half year.

Total value of settlers' effects entered in the different Customs' Houses for the same period, as follows:—

Victoria	$23,013
Vancouver	15,653
New Westminster	4,597
Nanaimo	1,450
Total	$44,713

Total value of settlers' effects for the year ending 20th June, $74,213. This is largely in excess of any preceding year.

Supposed increase of population in British Columbia for the year

ending 30th June, 1888, 11,000. Of this number probably 8,000 were added to the Mainland population, and 3,000 to that of Vancouver Island.

For the half year of 1888 just expired 185 Chinese have each paid the $50 tax in Vancouver, and 24 in Victoria ; total, 209.

VICTORIA, 30th June, 1888.

APPENDIX No. 7.

RE INSOLVENCY LAW.

LETTER FROM THE BRITISH COLUMBIA BOARD OF TRADE TO THE HON. THE SECRETARY OF STATE, OTTAWA :

VICTORIA, 4th January, 1888.

SIR :—By direction of the President and Council of the British Columbia Board of Trade, I have the honor to transmit herewith a copy of a resolution passed at a recent meeting of that Institution in reference to the urgent need of an Insolvency Law, which matter the Board has on several former occasions had the honor of laying before the Government.

I have the honor,

&c., &c.,

(Signed), W. MONTEITH,
Secretary.

THE HON.
THE SECRETARY OF STATE,
Ottawa.

RESOLUTION PASSED BY COUNCIL OF BRITISH COLUMBIA BOARD OF TRADE, 30TH DEC., 1887, RE INSOLVENCY LAW :

RESOLVED,—That a communication be addressed to the Secretary of State calling his attention to the continued necessity for an Insolvency Law, this necessity having been frequently brought to the attention of the Government from time to time by the Board ; and that the Dominion Government be respectfully urged to legislate on this matter without further delay, "the non-existence of any Bankruptcy Law being considerably prejudicial to the commercial interests of this Province."

LETTER FROM THE HON. THE SECRETARY OF STATE TO THE BRITISH COLUMBIA BOARD OF TRADE :

OTTAWA, 12th January, 1888.

SIR :—I have the honor to acknowledge the receipt of your communication of 4th inst. transmitting a copy of a resolution passed at a

recent meeting of the British Columbia Board of Trade, with reference to the urgent need of an Insolvency Law which it is alleged exists in the Province of British Columbia, and to state that the matter will receive attention.

I have, &c., &c.,

(Signed), G. POWELL,
Under Sec'y of State.

W. MONTEITH, Esq.,
Secretary B. C. Board of Trade,
Victoria, B. C.

Petition of the Toronto Board of Trade to the House of Commons.

To the Honorable the House of Commons of the Dominion of Canada, in Parliament assembled:

The Petition of the Board of Trade of the City of Toronto, humbly sheweth :

1st. That since the year 1880 there has been no Law on the Statute Books of the Dominion governing the equitable distribution of the Estates of Insolvent Debtors.

2nd. From time to time since then the various Boards of Trade and Commercial organizations representing the mercantile classes of the Dominion, have spent a great deal of time and labour, and have incurred great expense in framing a measure on the subject referred to, and have used every effort to induce the Government to facilitate the enactment of the same.

3rd. At the Session of the Dominion Parliament held in 1886, a Select Committee of the House was appointed, who, after much arduous labour and careful consideration of all the measures on the subject which had been proposed in various quarters, hearing evidence and suggestions, etc., framed a Bill, which was presented to the House by the Chairman, the Hon. J. J. C. Abbott, Q. C., and which embodied substantially the provisions considered essential by this and other Boards of Trade, with great unanimity for many years.

4th. The Bill referred to, however, was never discussed in the House, nor was it pressed farther than its initial stages.

5th. Upon representations being made by the respective mercantile bodies to the Provincial Governments of the Provinces of Ontario and Quebec, measures were passed by them dealing with the subject, as far as it was possible in connection with civil rights, without assuming to trench upon the jurisdiction of the Federal Parliament, to whom the subject of Bankruptcy and Insolvency has been assigned by the British North America Act.

6th. Much as these measures have been appreciated by the business men of both the Provinces and those doing business therein, the scope of them is necessarily limited, and many of the powers and remedies which creditors ought to have in dealing with the Estates of Insolvent Debtors are wanting, while no provision is made for the discharge of Insolvents. The measures themselves are quite different, and the operation of them is rendered difficult where the Debtors and Creditors each reside in different Provinces.

7th. In the Provinces other than those of Ontario and Quebec, no enactments whatever exist providing for the equitable distribution of the Estates of Insolvent Debtors, and gross frauds and preferences are consequently perpetrated by dishonest Debtors, who are at liberty to deal with their Estates as they please, setting their Creditors at defiance, thereby injuring the credit of Canada abroad, and tending seriously to restrict that interprovincial trade which the people of Canada have contributed so liberally in the building and operation of vast lines of transcontinental Railways, etc., to encourage.

WHEREFORE YOUR PETITIONERS HUMBLY PRAY:

1st. That your honorable body would be pleased to facilitate the passage at the present Session of the Bill reported by the Select Committee referred to, or some such measure.

2nd. Failing this, that in the public interest a measure be passed giving to each Province liberty to deal with the matter, subject to any Federal law which may thereafter be passed, so that there may be no doubt as to the jurisdiction of the Provincial Legislature in legislating upon the subject, in a thorough and comprehensive manner.

And your Petitioners as in duty bound will ever pray, etc.

Signed on behalf of the Toronto Board of Trade,

W. D. MATHEWS, President.
EDGAR A. WILLS, Secretary.

TORONTO, March 7th, 1888.

APPENDIX No. 8.

RE SMUGGLING BY INDIANS.

RESOLUTION OF BRITISH COLOMBIA BOARD OF TRADE, 7TH OCT., 1887:

RESOLVED,—That as attention of the British Columbia Board of Trade has been called to the systematic smuggling by Indians who are regularly employed in various capacities in the neighboring territory of the United States during certain seasons of the year, which Indians are

in the habit of investing their earnings in articles of merchandise of American manufacture liable to duty when imported into the Province, by which the Government are defrauded of a large amount of revenue, and the legitimate traders deprived of their business. This Board recommends that the attention of the Federal Government be immediately called to the matter through our members of Parliament, and that they be requested to urge upon the Government the necessity of taking immediate action to prevent the continuance of this illicit traffic, and further that some provision be made for preventing the landing of such goods by Indians by publishing a notice that such goods will be seized, in order that during next month, when the Indians will be returning to their homes in British Columbia, the traffic may be prevented.

RESOLUTION OF BRITISH COLUMBIA BOARD OF TRADE, 6TH JAN., 1888 :

RESOLVED,—That in the opinion of the Board, one of the best means of stopping the practice of smuggling by Indians from the United States would be to appoint several preventive officers and station them at certain points along the coast at the time of the year when such smuggling is chiefly carried on.

N. B.—Copy of above resolution was forwarded to the Minister of Customs 10th January, 1888.

REPLY DATED 18TH JANUARY, 1888, WAS RECEIVED AS FOLLOWS :

OTTAWA, 18th January, 1888 :

SIR :—I am in receipt of yours of 10th inst. with resolution of the Board of Trade, suggesting the best means of stopping the practice of smuggling by Indians from the United States into British Columbia.

This matter shall have the best consideration of the Department.

Yours truly,

(Signed), M. BOWELL.

W. MONTEITH, ESQ.,
Secretary B. C. Board of Trade,
VICTORIA, B. C.

APPENDIX No. 9.

RE FISHERIES OF BRITISH COLUMBIA.

MINUTE OF COUNCIL OF BRITISH COLUMBIA BOARD OF TRADE, RE BEHRING'S SEA SEIZURES :

In view of the great importance to the Province of the Seal fishing industry, the large amount of capital invested therein, the annual outlay

for outfits, and wages of the various persons engaged in the business; and the recurrence of so many seizures of British Columbia vessels in Behring sea whereby widespread loss and distress have resulted to those engaged in the industry and to their families; besides affecting most disastrously the commercial interests of the Province; and considering also that the matter of the seizures above referred is still in abeyance, this Board strongly urges upon the Dominion Government the advisability of referring the entire question relating to the Seal Fisheries in Behring Sea to the International Commission appointed or about to be appointed in connection with what is commonly termed the Fisheries question, and suggests that the matter of Seal Fisheries in Behring Sea, and the seizures of vessels already referred to, should be dealt with by the said Commission. The Board also recommends that in view of the large number of persons directly interested in the industry residing within the Province, the Commission should hold sitting at Victoria to enable them to obtain more ready access to persons and papers.

ROBT. WARD, President.
W. MONTEITH, Secretary.

VICTORIA, B. C., 30th Sept., 1887.

MINUTE OF COUNCIL OF BRITISH COLUMBIA BOARD OF TRADE SUGGESTING BEST MEANS OF PROTECTING THE INTERESTS OF BRITISH COLUMBIA ON QUESTIONS RELATING TO FISHERIES:

In the event of a renewal in substance of the Treaty of Washington, 1871, the Board is of opinion that if British Columbia is included therein it would be advantageous to the Province.

The taking of Seals should be included with the conditions set forth in Article XVIII of said Treaty, and, as provided therein, the liberties granted should continue to apply solely to the Sea fisheries, and that the Salmon and Shad fisheries, and all other fisheries in rivers and the mouths of rivers should continue to be reserved exclusively for British fishermen.

The Board would advocate the free interchange of the products of the Fisheries, including fish oils and fish guano, and that provision should be made for the free admission on both sides of tins and packages containing fish and fish oils. The Board also advocates the free interchange of coal, coke, lumber, timber, spars and other products of the forest; also turpentine, rosin, wool and hops.

The Board is opposed to any Treaty discriminating in favor of a foreign country as against the Empire of Great Britain.

ROBT. WARD, President.
W. MONTEITH, Secretary.

VICTORIA, B. C., 29th Sept., 1887.

MINUTE OF COUNCIL OF BRITISH COLUMBIA BOARD OF TRADE RE REGULATION OF SALMON FISHERIES:

1. That this Board acknowledge the receipt of the letter of the Deputy Minister of Fisheries, dated Ottawa, 15th inst., and convey to the Department the gratification felt by the Board at the action proposed to be taken with the view of restricting to some extent the fishing for Salmon in the rivers and waters of British Columbia.

2. At the same time, in the opinion of the Board it is desirable that some further representation be made to the Department upon the matter, and the urgent necessity for additional restrictions more plainly pointed out, as it is yearly becoming more apparent that the supply of Salmon on the Fraser River and elsewhere in the Province, on account of over-fishing, is threatened by exhaustion, or at least so great a diminution as would virtually put a stop to this most important industry in British Columbia and the consequent loss to the Province of the large annual expenditure for labor and material, besides affecting in a very material way the food supply of the Indian population.

3. The Board would therefore again direct the attention of the Department to the urgent necessity that exists for further immediate action to restrict in some material way the taking of Salmon for export in the waters of British Columbia, with the view, if possible, of making the industry a permanent one to the Province, and beg respectfully to submit the following suggested regulations, which, in the opinion of this Board, would advance the end in view while not causing any hardship to those who have invested large sums of money in the Canning business, or others who may follow the business of Salmon fishing for a living.

4. In support of the contention of this Board that the permanency of this industry is endangered we would respectfully call attention to the steadily decreasing supply of Salmon on the following Rivers on this coast, viz.:

Sacramento River....	from	126,387	cases in	1882	to	53,900	cases in	1887
Columbia River.....	"	629,438	"	1883	"	373,800	"	"
Fraser River, B. C...	"	196,300	"	1882	"	128,800	"	"
Alert Bay, B. C.....	"	4,500	"	1882	"	3,000	"	"
Rivers Inlet, B. C....	"	20,382	"	1882	"	11,100	"	"
Smith's Inlet, B. C...	"	5,000	"	1883	"	*nil*	"	"

Being a decrease of 72% in a period of six seasons, while in nearly every instance the number of Cannery establishments and of hands employed have largely increased.

The Board readily admits that it is difficult to suggest a scheme for the limitation of Canneries applicable to all rivers and places in British

Columbia, but thinks it is most desirable that some steps be taken immediately, and should hardships arise in carrying out the regulations in any special cases they can be dealt with by the Department on their merits as they occur.

The Board suggests the following Regulations for limiting Salmon Canneries :

a. That applicants for a new Cannery or other licenses for packing Salmon for export shall give notice of their intention to make such application to the Resident Inspector, giving full particulars and shall publish same for thirty days.

b. That no license shall be granted until after the expiry of thirty days.

c. That the Resident Inspector shall forward all applications to the Department and receive their instructions before granting any application.

d. That the number of licensed boats to each Cannery shall not exceed forty.

e. That the total number of boats for the whole of Fraser River shall not exceed 500 boats employed in taking fish for Cannery purposes or for export beyond the Province.

f. That no Cannery shall be allowed to use the fish from more than 40 boats, but may employ "outside boats," and such "outside boats" so employed shall be counted as part of the licensed boats belonging to the Cannery employing them, and the number of the said Canneries' licensed boats shall be reduced accordingly.

g. That no restriction shall apply to any boats fishing for local consumption, for sale when fresh, or for salting for local market, but all fishing establishments, whether for freezing or salting, or otherwise preserving the Salmon for shipment beyond the Province, shall be regulated and treated in the same way as provided for Canneries.

ROBT. WARD, President.
W. MONTEITH, Secretary.

VICTORIA, B. C., 22nd March, 1888.

SALMON PACK OF BRITISH COLUMBIA, SEASON 1887.

CANNERIES.	Per "Titania" (London) 28 Sept., '87	Per Goldstre'm (Liverpool) 29 Oct., '87	Per Arg'leshire (London) 31 Oct., '87	Per Clairmont (London) 11 Nov., '87	United K'ngdom via San Francis'o	Aust'alia	Canada.	San Francis'o	Local.	TOTAL.
FRASER RIVER—										
Ewen & Co.	9,019		7,616	2,018	4,166					22,819
Bon Accord Fishery	4,000		7,064		2,044		2,400			15,508
Laidlaw & Co.	2,500	4,824	233			2,000			523	10,080
Wellington Packing Co.	2,500	6,000	2,993						32	11,525
Delta Canning Co.	2,500	4,192					3,000		442	10,134
Harlock Packing Co.	2,500	3,738	274				76			6,588
Phœnix Packing Co.				3,624		300	2,050	2,250		8,224
British America Packing Co.				1,212			5,725	1,500	100	8,537
E. A. Wadham's				6,484	605		2,761			9,850
Richmond Canning Co.							9,800		350	10,150
British Columbia Packing Co.				1,351			6,625	1,500		9,476
British Columbia Fishery	1,645		4,270							5,915
SKEENA RIVER—										
Windsor Canning Co.	2,988		4,631	3,500					626	11,745
Inverness Canning Co.				11,113					600	11,713
Balmoral Canning Co.		3,500		4,417					400	8,317
British America Packing Co.							12,965			12,965
Skeena Packing Co.						12,738	800			13,538
RIVERS INLET—										
Rivers Inlet Canning Co.	3,000		4,023							7,023
Wanuck Packing Co.								4,082		4,082
ALERT BAY—										
Alert Bay Canning Co.	3,000								822	3,822
	33,652	22,254	31,104	33,719	6,815	15,038	46,202	9,332	3,895	202,011

United Kingdom	127,544 cases
Australia	15,038 "
Canada	46,202 "
San Francisco	9,332 "
Local	3,895 "
	202,011 cases

Fraser River	128,806 cases
Skeena River	58,278 "
Rivers Inlet	11,105 "
Alert Bay	3,822 "
	202,011 cases

APPENDIX No. 10.

REPORT OF SPECIAL COMMITTEE OF BRITISH COLUMBIA BOARD OF TRADE RE UPPER YUKON COUNTRY.

To the President and Members of the British Columbia Board of Trade:

Your Committee appointed to report on matters relating to the Region known as the Upper Yukon River, beg to report:—

They have had several interviews with Captain Wm. Moore, who has submitted to them Maps of the Upper Yukon River, and from whom they have obtained much interesting information of that comparatively unknown Region.

It is represented that the Upper Yukon, of which River several thousand miles of navigable water flow through British territory, is rich in gold deposits, and that during last year some 350 miners were engaged in those parts, and found profitable diggings, and as high as $140 was taken to the hand in a single day.

Gold bearing quartz has also been found.

The Region also abounds with fur bearing animals.

From the information afforded the conclusion is, that a large and valuable mining region exists, and which in the near future will attract an important mining population.

The existing means of getting to that Region are attended with great expense and absolute hardships and deter all but hardy adventurers and explorers from attempting to reach it.

It appears, however, from Maps and notes which have been laid before the Committee that a short route has been discovered which if opened up by the construction of a Trail, would make it possible to reach that Region in the short time of about 6 days after leaving Victoria.

The Route is described briefly as follows:—At the head of Lynn Canal (in Alaskan Territory) there is a Bay, named Shagna Bay, which is accessible to sea-going vessels of the largest size, and is perfectly protected from winds, and besides having good anchorage, affords excellent facilities for the erection of wharves.

From that Bay to navigable water on Takoun Lake or Windy Arm, which is part of the Upper Yukon River, the distance by land is only, it is said, about 47 miles, 17 miles of which are in Alaska and the remainder (30 miles) in British Columbia.

Arrived at Takoun Lake or Windy Arm the vast Yukon River is navigable (with the exception of White Horse Canyon) to its mouth in Behring Sea, for River Steamers of large tonnage.

The land Route referred to crosses a range of mountains through a pass, the altitude of which is 2400 feet above the level of the sea, or 1200 feet less than that of Chilcoot Pass, which is the only other known practicable Pass.

It thus appears that only a distance of 47 miles has to be traversed by land to reach the navigable waters of the Upper Yukon River, and when this route has been opened it will be possible to reach those regions in about 6 days from Victoria ; 4 days being occupied by Steamer to Skagna Bay and 2 days in land travel, and a country of vast possibilities to the Miner and Trader will then be within easy reach.

It is stated that the Government of the United States will, at an early date, construct a trail through the portion of the Route in their Territory—that is, from Skagna Bay to the Summit of White Pass—a distance of about 17 miles.

The remainder of the Route, 30 miles, as before mentioned, traverses British Columbia, and the Committee therefore recommend that the Local Government should be urged to consider the matter herein submitted, and to adopt means for continuing the trail from the point of termination in Alaska, to Takoun River or Windy Arm, thus securing a trail over the entire distance of 47 miles.

Inasmuch as such a trail would also open a way into the North West Territory (also a rich mining Region) the Local Government would no doubt obtain the co-operation of the Dominion Government in a work which would be beneficial to both Governments.

Another matter also deserving consideration is that at present Canadian goods destined for the Upper Yukon in British Columbia and North West Territory, pass through United States territory, and are in consequence subject to the duties of that country, the effect of which is that that Region is entirely supplied with goods from United States, and practically the country as a source of Revenue, or as an outlet for Canadian trade, is valueless to the Dominion.

The Dominion Government should therefore endeavor to arrange with the Government of the United States a scheme by which goods purchased in Canada could be passed through Alaskan Territory, in Bond, and probably the system which was adopted and is now in force in relation to the Stickeen River and Cassiar might be applied at Skagna Bay.

A memorandum of distances from Juneau City to various points on the Yukon River is appended.

MATTHEW T. JOHNSTON,
R. P. RITHET,
THOMAS EARLE,
} Committee.

DISTANCES FROM JUNEAU CITY TO VARIOUS POINTS IN THE YUKON REGION.

From Juneau City to the Mission		95½	Miles.
" Mission to Head of Salt Water		25	"
" "	Boundary	35½	"
" "	Head of Lake Linderman	44	"
" "	Head of Lake Bennett	49	"
" "	Foot of Lake Bennett	75¼	"
" "	Takish House	99¼	"
" "	Head of Marsh Lake	100	"
" "	Foot of Marsh Lake	116¼	"
" "	Head of Miles Canyon	145½	"
" "	Head of Lake Labarge	176	"
" "	Foot of Lake Labarge	208	"
" "	Hoodelnika River	240	"
" "	Big Salmon River	274	"
" "	Little Salmon River	311	"
" "	Rink Rapids	371	"
" "	Chilcat House	411	"
" "	Pelly River	437	"
" Pelly River to Stuart River (R. F.)		120	"
" Stuart River to Forty Mile Creek		120	"

VICTORIA, B. C., February 9th, 1888.

APPENDIX No. 11.

ADDRESS TO THE LATE HON. THOS. WHITE, MINISTER OF THE INTERIOR.

To the Honorable Thomas White, Minister of the Interior, &c., &c.:

SIR:—We, the President and Members of the British Columbia Board of Trade desire to extend to you a hearty welcome on this your second visit to the Pacific province, and would avail ourselves of the opportunity afforded by your presence, as a member of the Cabinet, to lay before you various public matters demanding, in our opinion, the attention of the Dominion Government.

MAIL AND TELEGRAPH COMMUNICATION.

The transfer by the Government of the Telegraph lines within the Province to the Canadian Pacific Railway Company has proved a source of considerable inconvenience to the community generally, and we would respectfully urge that the recommendations made to the Dominion Government by this Board, to grant the necessary permission to a private

Company to maintain and operate a line of telegraph at and from the City of Victoria to connect with the Puget Sound Company's line, be carried out.

STEAM COMMUNICATION BETWEEN BRITISH COLUMBIA AND CHINA AND JAPAN.

The inauguration of this service, and the results which might fairly be expected to follow, are hailed with much satisfaction by this Board.

We regret, however, that the Canadian Pacific Railway Company has not thought fit to arrange for the steamers in question to call at this place, to land mails, freight or passengers for Victoria or Esquimalt, (Her Majesty's Naval Station adjacent), thereby creating a delay of fully 24 hours.

The Board, in view of the many claims which this port, as the chief business centre and capital of the Province, possesses, would strongly represent their feeling herein, and to point out to the Dominion Government that in their opinion no subsidy towards the said steamship line should be granted by the Imperial or Dominion Governments, unless upon the condition that the said steamers shall be directed to call at Victoria inwards and outwards for the purposes named,

VICTORIA HARBOR IMPROVEMENTS.

This matter has been fully represented to the Government both by this Board and by the members for Victoria City, but we regret that no appropriation for the purpose has been made by Parliament. We would again press upon the Government the growing necessity, so long existing, for improving Victoria Harbor, and would respectfully ask that the work be taken in hand without further delay.

BONILLA POINT SIGNAL STATION AND TELEGRAPH LINE.

This Board cannot too strongly urge upon the Federal Government the importance and necessity of a station at this point, and it seems hardly credible that the Dominion of Canada should possess no signal and telegraph station on its Pacific Seaboard. Numerous shipping casualties and loss of life might have been averted had such an establishment existed, and the great value of a signal station in this locality cannot be over estimated. The Board trusts that the Government will take into its consideration the recommendations already made with a view to their speedy accomplishment.

PILOTAGE.

The system at present in force involves considerable vexation and unnecessarily heavy expenditure on shipping, by reason of the existence of a separate pilotage authority for each port in the Province, and we are of opinion that the remedy for the evils complained of is the abolition

of separate Boards, and the establishment of a central authority under the Dominion Government, and this the Board urgently recommends.

TOWAGE.

Is a matter involving a long standing grievance by reason of the undue facilities (which are not reciprocated) afforded by our shipping laws to foreign tow boats. Legislation by the Dominion Government is respectfully asked in order that our own ship owners may not continue to be hampered in the prosecution of an industry which can hardly thrive under the existing law.

It would also be a direct benefit to British Columbia shipping interests were the law prohibiting foreign vessels from engaging in coasting trade in Canadian waters strictly enforced. American steamers running between ports in Oregon and Washington Territory and Alaska now call en route at two or more ports in British Columbia, which is clearly a violation of the law and which if prevented might tend to develop local enterprise in that direction.

INSOLVENCY LAW.

This Province in common with the rest of the Dominion continues to feel the want of necessary legislation on this point, the absence of which surrounds all business operations wich a degree of uncertainty not by any means conducive to the development of our resources or the expansion of our trade. The Board would respectfully direct your special attention to this much felt want.

FISHERIES.

One of our leading industries, viz., Salmon canning, would, in the opinion of this Board, be greatly benefited where the Dominion Government to provide by legislation for the restriction of such establishments to a number proportionate to the fishing capacity of the various rivers, as the granting of licenses indiscriminately must result in the rapid deterioration and ultimate exhaustion of these valuable fisheries.

The present system of licensing, viz., by imposing a tax on each boat, in lieu of on each cannery, is also a matter of general complaint. The Board has at the present time a special committee engaged in examining into and reporting upon these and other points bearing upon the subject of our Fisheries. We need hardly bespeak your good offices in connection with a matter of such importance to this Province.

BEHRING'S SEA SEIZURES.

The recurrence of the disagreeable events which last season threatened to cause serious international difficulties, points to the necessity for the speedy adjustment of the question at issue; and, inasmuch as the

interests of this Province are deeply involved, we sincerely trust that a new treaty with the United States containing favorable fishery provisions may shortly be negotiated. In addition to this there was the cost of outfit. With respect to the seizures lately made in Behring's Sea, the Board would respectfully ask that prompt steps be taken for the legal representation of the Dominion Government at the approaching trial of the imprisoned crews. It would be greatly to the advantage of this Province were such provisions to include free interchange of all the products of fisheries including fish oil.

It may here incidentally be remarked that the wages alone of the men employed last season on board our own Sealing fleet amounted to upwards of $75,000.

CUSTOMS' TARIFF.

The recent heavy and sudden increase in rates of duty on many articles of import, especially on such as cannot be cheaply manufactured within the Dominion, and which are used in the construction of Public works, has tended to adversely affect the trade interests of this Province, and in view of the frequent and unexpected changes to which the Dominion Customs Tariff appears ever liable, engendering as it does a feeling of uncertainty, and consequent lack of enterprise, it is to be hoped that the Government may, in response to the many representations that have been made to them on the subject, see fit to devise some remedy for this oft recurring trouble. This Province, in view of its isolated position, feels more than others the evil effects of these sudden changes.

In conclusion we would say that recognizing in you one who has always manifested a genuine interest in the welfare and progress of this Province, we submit for your kindly consideration the various points touched upon in this address, in the full assurance that your best efforts will be directed in furtherance of our views.

Tendering you our best thanks for your courtesy in attending this meeting,

We are,

Sir,

Your obedient servants,

For the members of the B. C. Board of Trade,

Signed, { ROBT. WARD, Preident.
W. MONTEITH, Secretary.

VICTORIA, 10th August, 1887.

APPENDIX No. 12.

RESOLUTION PASSED BY COUNCIL OF BRITISH COLUMBIA BOARD OF TRADE RE NAVIGATION OF FRASER RIVER, 14TH MARCH, 1888:

1. WHEREAS, the navigation of the Fraser River has hitherto been impeded by the constant displacement of the channel in the vicinity of the Sand Heads and the continual shifting of the buoys marking said channel;

2. AND WHEREAS, in consequence of the imperfect navigation referred to herein and no authoritative Charts of said River being in existence, it has not been found practicable to procure vessels to enter said river for the purpose of carrying the products of the Lumber Mills established at New Westminster and other points on said river;

3. AND WHEREAS, the Dominion Government has already taken preliminary steps to establish a permanent channel sufficient to admit vessels of reasonable tonnage; and the thorough completion of this work will, it is believed, fully supply a long felt want and enable manufacturers to find an outlet for their products on an extensive scale in foreign markets.

RESOLVED, that this Board represent to the Dominion Government the urgent necessity of completing said work at the earliest possible moment and that an appropriation be made by the Government for that purpose.

The Board would also recommend that upon completion of the work now in progress, the Dominion Government authorize and carry out a survey and prepare a Chart of said River in order that the publication of the same in the proper quarter may enable Ship owners and Underwriters to ascertain all requisite information to be obtained thereby.

VICTORIA, B. C., 14th March, 1888.

SHIPPING.

APPENDIX No. 13.

PORT OF VICTORIA, B. C.—Statement exhibiting the number of vessels, with their tonnage and crews, which arrived at and departed from this Port (Seaward) during the Fiscal year ending 30th of June, 1888, distinguishing the countries to which they belong, not including vessels trading between Ports within the Dominion :

ARRIVED.

Under what Flag.	Number.	Tons.	Crew.
British	55	26,302	909
United States	503	479,470	24,521
German	1	50	14
Norwegian and Swedish	2	2,092	37
Bolivian	4	3,407	57
Chilian	2	1,542	26
Total	567	512,863	25,564

DEPARTED.

Under what Flag.	Number.	Tons.	Crew.
British	47	25,632	906
United States	503	471,120	24,388
Norwegian and Swedish	1	50	14
Bolivian	1	762	14
Chilian	1	616	12
Total	553	498,180	25,334

RECAPITULATION.

ARRIVED.

Under what Flag.	Number.	Tons.	Crew.
British Steamers	20	10,249	426

Under what Flag.	Number.	Tons.	Crew.
British Sailing Vessels	35	16,053	483
Total British	55	26,302	909
Foreign Steamers	484	467,293	24,301
Foreign Sailing Vessels	28	19,268	354
Total Foreign	512	486,561	24,655
Total British and Foreign	567	512,863	25,564

DEPARTED.

Under what Flag.	Number.	Tons.	Crew.
British Steamers	29	17,043	645
British Sailing Vessels	18	8,589	261
Total British	47	25,632	906
Foreign Steamers	491	469,145	24,291
Foreign Sailing Vessels	15	3,403	137
Total Foreign	506	472,548	24,428
Total British and Foreign	553	498,180	25,334

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PORT OF VICTORIA, B. C.—Annual return, showing the description, number and tonnage of vessels built and registered; also the number, tonnage and value of vessels sold to other countries at this Port, during the Fiscal year ending 30th June, 1888:

STEAMERS.

	Built.		Registered.	
Class of Vessel.	No.	Tonnage.	No.	Tonnage.
Steamers (Screw)	5	92.21	3	345.56
Total Steamers	5	92.21	3	345.56

SAILING VESSELS.

Sailing Vessels	1	41.25	5	450.82
Total Sailing Vessels	1	41.25	5	450.82
Grand Total	6	133.46	8	796.38

PORT OF VICTORIA, B. C.—Statement of Vessels, British, Foreign and Canadian, entered inward (from sea), at this Port during the fiscal year ending 30th June, 1888:

BRITISH WITH CARGOES.

From—	No. of Vessels.	Tons Registered.	Tons Freight.	Crew.
United Kingdom	10	8,020	11,812	170
United States	4	1,616	351	71
China	1	729	1,000	20
Siam	1	709	1,080	16
Sandwich Islands	1	799	30	25
Japan	1	1,241	30	69
Total	18	13,114	14,303	371

FOREIGN WITH CARGOE.

From—	No. of Vessels.	Tons Registered.	Tons Freight.	Crew.
United States	390	354,366	18,755	18,735
Sandwich Islands	1	593	28	14
From Sea Fisheries	3	186	15	35
Chili	1	1,046	75	16
Total	395	356,191	18,873	18,800

CANADIAN WITH CARGOES.

From—	No. of Vessels.	Tons Registered.	Tons Freight.	Crew.
United States	3	251	327	20
From Sea Fisheries	11	795	55	130
Total	14	1,046	382	150

BRITISH IN BALLAST.

From—	No. of Vessels.	Tons Registered.	Crew.
United States	3	3,480	55
Japan	3	6,209	196
Total	6	9,689	251

FOREIGN IN BALLAST.

From—	No. of Vessels.	Tons Registered.	Crew.
United States	111	125,154	5,763

	No. of Vessels.	Tons Registered	Crew.
Peru	1	742	12
Mexico	2	2,306	36
Sandwich Islands	1	842	15
Chili	1	76	7
United States of Columbia	1	1,250	22
Total	117	130,370	5,855

CANADIAN IN BALLAST.

From—	No. of Vessels.	Tons Registered.	Crew.
United States	15	1,161	112
China	2	1,292	25
Total	17	2,453	137

RECAPITULATION.

WITH CARGO.

Under what Flag.	No. of Vessels.	Tons Registered.	Tons Freight Weight and Measure.	Crew.
British	18	13,114	14,303	371
Foreign	395	356,191	18,873	18,800
Canadian	14	1,046	382	150
Total	427	370,351	33,558	19,321

IN BALLAST.

Under what Flag.	No. of Vessels.	Tons Registered.		Crew.
British	6	9,689	.....	251
Foreign	117	130,370	.....	5,855
Canadian	17	2,453	.....	137
Total	140	142,512	.....	6,243
Grand Total	567	512,863	.....	25,564

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PORT OF VICTORIA, B. C.—Statement of vessels, British, Canadian and Foreign, entered outwards for sea, at this Port during the fiscal year ending 30th June, 1888:

BRITISH WITH CARGOES.

Destination—	No. of Vessels.	Tons Registered.	Tons Cargo Weight and Measurement.	Crew.
United Kingdom	4	2,887	4,340	67
United States	4	2,280	1,383	68
Total	8	5,167	5,723	135

FOREIGN WITH CARGOES.

United States	209	206,759	4,195	10,815
Chili	1	616	8	12
Total	210	207,375	4,203	10,827

BRITISH IN BALLAST.

Destination—	No. of Vessels.	Tons Registered.	Crew.
United States	1	700	13
Australia	2	2,814	37
Japan	7	14,108	472
Total	10	17,622	522

CANADIAN IN BALLAST.

United States	20	1,809	124
Mexico	1	142	17
China	1	396	10
To Sea Fisheries	7	496	98
Total	29	2,843	249

FOREIGN IN BALLAST.

United States	291	264,897	13,541
To Sea Fisheries	5	276	60
Total	296	265,173	13,601

RECAPITULATION.

WITH CARGO.

Under what Flag.	No. of Vessels.	Tons Registered.	Tons Freight.	Crew.
British	8	5,167	5,723	135
Foreign	210	207,375	4,203	10,827
Total	218	212,542	9,926	10,962

IN BALLAST.

Under what Flag.	No. of Vessels.	Tons Registered.	Tons Freight.	Crew.
British	10	17,622	.....	522
Canadian	29	2,843	.....	249
Foreign	296	265,173	.....	13,601
Total	335	285,638	.....	14,372
Grand Total	553	498,180	9,926	25,334

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PORT OF VICTORIA, B. C.—Statement of vessels, British and Foreign, employed in the Coasting Trade of the Dominion of Canada, which arrived at or departed from this Port during the fiscal year ending 30th June, 1888:

VESSELS ARRIVED.

	Number.	Tonnage.	Crew.
Steamers—Screw	245	29,654	1,713
Paddle	359	273,037	7,402
Sternwheel	54	34,992	1,026
Total Steamers	658	337,683	10,141
Sailing Vessels—Schooners	82	3,104	398
Sloops	19	45	20
Barges, &c	1	835	10
Total Sailing Vessels	102	3,984	428
Grand Total	760	341,667	10,569

VESSELS DEPARTED.

Steamers—Screw	240	27,540	1,680
Paddle	366	278,105	7,481
Sternwheel	52	33,696	988
Total Steamers	658	339,341	10,149
Sailing Vessels—Schooners	84	3,192	401
Sloops	15	35	16
Total Sailing Vessels	99	3,227	417
Grand Total	757	342,568	10,566

RECAPITULATION.

	Number.	Tonnage.	Crew.
Arrived—British	760	341,667	10,569
Total	760	341,667	10,569
Departed—British	757	342,568	10,566
	757	342,568	10,566
Grand Total Arrived and Departed	1,517	684,235	21,135

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Statement showing the number, class and tonnage of vessels built and registered; and also the number, class, tonnage and value of vessels sold to other countries during the fiscal year ending 30th June, 1888:

Class of Vessel.	Built. No.	Built. Tonnage.	Registered. No.	Registered. Tonnage.	Ships, new or old, sold to other Countries.
Steamers—Screw	5	92.21	3	345.56	.....
Total Steamers	5	92.21	3	345.56	.....
Sailing Vessels—Schooners	1	41.25	5	450.82	.....
Total Sailing Vessels	1	41.25	5	450.82	.....
Grand Total	6	133.46	8	796.38	.....

CUSTOMS STATISTICS.

APPENDIX No. 14.

EXPORTS.

Exports from the Port of Victoria, B. C., from 1st July, 1887, to 30th June, 1888:—

Produce of the Mines—Gold in dust and bars	$560,756 00
" " Coal	2,866 00
" " Granite	95 00
Total of the Mines	563,717 00
Produce of the Fisheries	1,159,504 00
" Forest	5,197 00
Animals and their Produce	296,297 00
Manufactures	31,956 00
Miscellaneous	658 00
Total	$2,057,329 00
Goods not the produce of British Columbia	65,610 00
Total Exports	$2,122,939 00

Exports from the Port of New Westminster, B. C., for the fiscal year ending 30th June, 1888:—

Produce of the Forest	$88,981 00
" Mines (Platinum)	2,609 00
" Fisheries	3,762 00
Sundries	898 00
Total Exports	$96,250 00

Exports from the Port of Nanaimo, B. C., for the fiscal year ending 30th June, 1888:—

Produce of the Mines (coal)	$1,168,399 00
Produce of the Forest	71,994 00
Total Exports	$1,240,393 00

Memo. of Coal shipments from Nanaimo for the fiscal year ending 30th June, 1888:—

Country where sent.	Tons.	Value.
United States	324,869	$1,137,040 00
Sandwich Islands	2,240	7,839 00
Mexico	3,020	10,570 00
China	3,700	12,950 00
Total	333,829	$1,168,399 00

Exports from the Port of Vancouver, B. C., for the fiscal year ending 30th June, 1888:—

Produce of the Mines	$154,996 00
" Fisheries	391 00
" Forest	361,199 00
Animals and their Produce	18,492 00
Agricultural Products	1,110 00
Manufactures	17,351 00
Total	$553,539 00

Exports, the produce of Canada, from the Province of British Columbia, for 16 years, ending 30th June, 1887:—

Year.	Mines.	Fisheries.	Forest.	Animals and their Produce	Agric'l Produce	Manufactures	Total.
1872	$1,389,585	$ 37,706	$214,377	$214,700	$ 142	$1,540	$1,858,050
1873	1,224,362	43,361	211,026	259,292	2,885	1,197	1,742,123
1874	1,351,145	114,118	260,116	320,625	5,296	443	2,051,743
1875	1,929,294	133,986	292,468	411,810	9,727	——	2,777,285
1876	2,032,139	71,338	273,430	329,027	3,080	68	2,709,082
1877	1,708,848	105,603	287,042	240,893	3,083	1,500	2,346,969
1878	1,759,171	423,840	327,360	257,314	462	——	2,768,147
1879	1,530,812	633,493	273,366	268,671	2,505	57	2,708,848
1880	1,664,626	317,410	258,804	339,218	3,843	100	2,584,001
1881	1,317,079	400,984	172,747	350,474	248	22	2,231,554
1882	1,437,072	976,903	362,875	300,429	946	2,616	3,080,841
1883	1,309,646	1,332,385	407,624	287,394	6,791	443	3,345,263
1884	1,441,052	899,371	458,365	271,796	1,745	1,413	3,100,404
1885	1,759,512	727,672	262,071	414,364	2,324	5,948	3,172,391
1886	1,720,335	643,052	194,488	329,248	1,917	2,811	2,891,811
1887	1,832,827	910,559	235,913	380,126	10,265	1,911	3,371,601

Exports from British Columbia during the fiscal year ending 30th June, 1888:—

Countries Exported To.	Value.	Articles Exported.
Great Britain	$ 812,677	Salmon, Lumber, Furs, &c.
United States	2,328,764	Gold Dust, Coal, Fish, Hides, &c.
Germany	1,000	Curios.
China	38,879	Lumber and Coal.
Chili	33,828	Lumber.
Peru	38,078	Lumber.
Mexico	875	Coal.
Sandwich Islands	33,113	Salmon, Planks and Boards.
Australia	160,676	Salmon, Lumber, &c.
Japan	28,078	Lumber, Coal, &c.
Total value	$3,475,968	

IMPORTS.

Imports into the Port of Victoria, B. C., for the fiscal year ending 30th June, 1888:—

DUTIABLE GOODS—			
Value of Total Imports			$2,340,780 00
Entered for Consumption		$2,233,376 00	
Duty paid thereon	$748,613 98		
FREE GOODS—			
Value of Goods entered for Consumption		523,543 00	
" Leaf Tobacco subject to Excise			12,725 00
" Leaf Tobacco entered for Consumption		14,470 00	
" Coin and Bullion		145,439 00	145,439 00
" Other Imports			423,451 00
Total Value of Imports			$2,922,395 00
Total Value of Goods entered for Consumption		$2,916,828 00	

Imports into the Port of New Westminster, B. C., for the fiscal year ending 30th June, 1888:—

Dutiable Goods, value	$ 79,165 00
Free Goods, value	29,320 00
Total Imports	$108,485 00
Duties collected	$20,747 00

Imports into the Port of Nanaimo, B. C., for the fiscal year ending 30th June, 1888:—

Value of Dutiable Goods Imported	$172,394 00
" Free " "	16,284 00
Total Imports	$188,678 00
Duties collected	$41,584 03

Imports into the Port of Vancouver, B. C., for the fiscal year ending 30th June, 1888:—

Total Duties collected on Goods Imported	$50,508 33
" " " Chinamen	11,038 50
Minor Revenues	1,459 62
Total Duties collected	$63,006 45

Imports into the Province of British Columbia for 16 years ending 30th June, 1887 :—

	Value of Total Imports.	Goods Entered for Home Consumption.			
		Dutiable Goods.	Free Goods.	Total.	Duty Collected.
To 30th June, 1872.....	$1,790,352 00	$1,600,361 00	$166,707 00	$1,767,068 00	$342,400 48
From Canada.....	22,215 00	.....	22,215 00	22,215 00	
To 30th June, 1873.....	2,191,011 00	1,569,112 00	507,364 00	2,076,476 00	302,147 65
From Canada.....	75,604 00	.....	75,604 00	75,604 00	
To 30th June, 1874.....	2,085,560 00	1,676,792 00	371,544 00	2,048,336 00	336,494 47
From Canada.....	66,104 00	.....	66,104 00	66,104 00	
To 30th June, 1875.....	2,543,552 00	1,924,482 00	566,111 00	2,490,593 00	413,921 50
From Canada.....	117,654 00	.....	117,054 00	117,054 00	
To 30th June, 1876.....	2,997,597 00	2,237,072 00	707,906 00	2,944,978 00	488,384 52
From Canada.....	129,735 00	.....	129,735 00	129,735 00	
To 30th June, 1877.....	2,220,968 00	1,820,391 00	346,318 00	2,166,709 00	403,520 21
From Canada.....	163,142 00	.....	163,142 00	163,142 00	
To 30th June, 1878.....	2,244,503 00	1,905,201 00	367,926 00	2,273,127 00	426,125 14
From Canada.....	144,754 00	.....	144,754 00	144,754 00	
To 30th June, 1879.....	2,440,781 00	1,997,125 00	320,326 00	2,317,454 00	484,704 04
From Canada.....	184,951 00	.....	184,951 00	208,072 00	
To 30th June, 1880.....	1,689,394 00	1,614,165 00	122,451 00	2,457,116 00	450,175 43
From Canada.....	208,072 00	.....	208,072 00	184,951 00	
To 30th June, 1881.....	2,489,643 00	2,214,153 00	242,963 00	1,736,616 00	589,423 62
From Canada.....	387,111 00	.....	387,111 00	387,111 00	
To 30th June, 1882.....	2,899,223 00	2,472,174 00	404,287 00	2,875,461 00	678,104 53
From Canada.....	449,768 00	.....	449,768 00	449,768 00	
To 30th June, 1883.....	3,937,536 00	3,331,023 00	550,833 00	3,866,856 00	907,765 54
From Canada.....	624,207 00	.....	624,207 00	624,207 00	
To 30th June, 1884.....	4,142,286 00	3,337,642 00	702,693 00	4,040,335 00	884,076 21
From Canada.....	789,287 00	.....	789,287 00	789,287 00	
To 30th June, 1885.....	4,089,492 00	3,458,529 00	564,923 00	4,023,452 00	966,143 64
From Canada.....	927,054 00	.....	927,054 00	927,054 00	
To 30th June, 1886.....	3,953,299 00	2,951,379 00	1,060,347 00	4,011,726 00	880,226 65
To 30th June, 1887.....	3,547,852 00	3,065,791 00	560,348 00	3,626,139 00	883,421 53

Duties paid by the Province of British Columbia during 17 years, ending 30th June, 1888 :—

Duties collected for year ending 30th June, 1872.....	$ 342,400 84
Duties collected for year ending 30th June, 1873.....	301,147 65
Duties collected for year ending 30th June, 1874	336,494 37
Duties collected for year ending 30th June, 1875	413,991 50
Duties collected for year ending 30th June, 1876.....	488,383 52
Duties collected for year ending 30th June, 1877.....	403,920 21
Duties collected for year ending 30th June, 1878.....	426,125 14
Duties collected for year ending 30th June, 1879.....	484,704 04
Duties collected for year ending 30th June, 1880.....	450,175 43
Duties collected for year ending 30th June, 1881.....	589,423 62
Duties collected for year ending 30th June, 1882.....	678,104 53
Duties collected for year ending 30th June, 1883.....	907,765 54
Duties collected for year ending 30th June, 1884.....	884,076 21
Duties collected for year ending 30th June, 1885.....	996,119 36
Duties collected for year ending 30th June, 1886.....	880,393 36
Duties collected for year ending 30th June, 1887.....	877,188 78
Duties collected for year ending 30th June, 1888.....	873,952 26
	$10,305,367 26

BY-LAWS

—OF THE—

BRITISH COLUMBIA BOARD OF TRADE,

AS AMENDED TO 30th JUNE, 1888.

APPENDIX No. 15.

MEETINGS.

I. The Annual General Meeting of Members of the "B. C. Board of Trade" shall be held on the 1st Friday in July at 3 P. M. The regular Quarterly Meetings of the Board shall be held at the same hour on the 1st Friday of months of January, April, July and October each year, and at the time prescribed for the Annual General Meeting. Should the day of Meeting, either Annual or Quarterly, fall on a legal holiday, the Meeting shall be held the following day.

QUORUM.

II. At any General Meeting seven members present in person shall constitute a quorum for the transaction of business. At Council Meetings five shall form a quorum (including the President, Vice-President or Member elected to act as Chairman). Should a quorum not be formed by 3.30 on any occasion the Meeting shall stand adjourned for one week.

PLACE OF MEETING.

III. The place of meeting shall be arranged from time to time by the Council, and mentioned in the Notices calling each Meeting until such time as a regular place of Meeting shall have been determined by the Council.

ORDER OF BUSINESS.

IV. Reading Minutes of last Meeting.
Reports and Communications.
Elections to fill Vacancies.
Nomination and Election of new Members.
Unfinished business.
Miscellaneous business.

AUDIT.

V. At the regular Quarterly Meeting held in April of each year the President shall appoint a Committee of three to audit the books and accounts of the Secretary-Treasurer for presentation at the Annual General Meeting.

MOTIONS.

VI. All motions, except those for previous questions, postponement or adjournment, shall be made in writing ; and no debate shall be permitted, except on a motion regularly moved and seconded ; every motion made in writing shall be read by the proposer in his place previous to offering it to the President.

(a.) No Member shall speak twice on the same subject except by permission or by way of explanation.

(b.) A Member may call for the division on any motion, should any doubt exist as to the ruling of the President.

ALTERATION OF BY-LAWS.

VII. Notice to amend any By-Laws or to introduce a new one shall be made in writing at the regular Quarterly Meeting next previous to the one at which it is intended to be considered. Any such notice as aforesaid must contain in full "the wording of the proposed amendment or addition."

SUBSCRIPTIONS.

VIII. (a.) The annual subscription of Members shall be twelve dollars, payable by quarterly installments of $3.00 in advance, to the Secretary at the office of the Council of the Board of Trade.

(b.) Members in arrears for three months shall be deemed delinquent and their names shall be posted up in the office of the "Board of Trade" for one month, and the Secretary shall notify them to that effect. After thirty days from the date of such notice and posting their names shall be liable to be removed from the "List of Members."

(c.) A list of delinquent Members (if any) shall be read at each Quarterly Meeting, and their names duly entered on the minutes of said Meeting.

ARBITRATIONS.

IX. (1.) Before any arbitration can be entered upon the parties shall execute a bond of submission as provided by Statute hereinbefore expressed.

(2.) In case of arbitration the Arbitrators shall be selected from the "Board of Arbitration" as follows : Each party shall choose one arbitrator and the third arbitrator shall be drawn by lot, from the remainder of said Board, by the Secretary of the Board, in the presence of the

parties, unless a third shall have been agreed upon or chosen by the arbitrators within three days after the submission of the parties.

(3.) The three Arbitrators shall sit together unless the parties shall consent to the matter being heard by one or two Arbitrators alone.

(4.) The decision of the majority of the Arbitrators, when more than two sit, shall be final, and binding on both parties.

(5.) The fees for arbitration shall be as follows :

(a.) For every meeting where the cause is proceeded with, but an enlargement or postponement is made at the request of either party, not less than.....$ 5.00

Nor more than..... 10.00

(b.) For every day's sitting, to consist of no less than five hours 10.00

(c.) For every sitting not extending to five hours (fractional parts of hours being excluded) where the arbitration is actually proceeded with,—for each hour occupied in such proceedings, at the rate of..$ 2.00

(d.) Preparing forms of Submission Bond and forms of oath (to litigants not being Members of the Board $5.00 per set, said fee to be applied to the funds of the Board.

(6.) If any Arbitrator who has been duly selected (in manner aforesaid) to act, refuses or neglects to attend such arbitration, he shall be liable to pay to the Secretary of said Board a fine of $5.00 for each and every day on which he neglects to attend such arbitration unless relieved by the Council. All fines inflicted as aforesaid to form part of the revenue of the Board of Trade.

PROXIES.

X. (1.) At all meetings of the Board no Member shall be entitled to vote who has not paid all dues belonging to him.

(2.) Members in good standing shall be entitled to hold two proxies, and no more, for the purpose of voting at any meeting.

(3.) All proxies must be in writing and shall be deposited with the Secretary on or before the day of the meeting, and may be either Special or General.

EXPULSION OF MEMBERS.

XI. (1.) Any member who is declared an insolvent shall thereby be considered as retiring from the Board but shall be entitled to be nominated for re-election at any time.

(2.) Any member can be expelled by the vote of three-fourths of the members present at any meeting specially called for the purpose, at which not less than one-half ($\frac{1}{2}$) of the whole number of members are present either in person or represented by their proxies.

ENTRANCE FEE.

XII. On and after the first day of January, 1886, any person desirous of joining the Board of Trade shall pay an entrance fee of twenty dollars ($20.00) in addition to his annual subscription.

XIII. Officers, Council and Arbitration Board shall be elected by ballot.

APPENDIX No. 16.

CUSTOMS OF THE PORT.

RATES OF COMMISSION.

Whenever no special agreement exists, the following shall be collectable:

1. On purchase of stocks, bonds, and all kinds of securities, including the drawing of bills for payment of the same . 2½ per cent.
2. On sale of stocks, bonds, and all kinds of securities, including remittances in bills and guarantee . . . . . 2½ per cent.
3. On purchase and sale of specie, gold dust and bullion. . . 1 per cent.
4. On sale of bills of exchange, with endorsement. . . . . 3½ per cent.
5. On sale of bills of exchange, without endorsement. . . . . 1 per cent.
6. For endorsing bills of exchange, when desired . . . . . 2½ per cent.
7. On sale of produce, &c., from California, Oregon, Washington Territory, Sandwich Island ports and other Pacific Coast ports, with guarantee . . . . . 7½ per cent.
8. On sale of merchandise from other ports, with guarantee . 10 per cent.
9. On goods received on consignment and afterwards withdrawn . . . . . 3½ per cent.
10. On purchase and shipment of merchandise, with funds on hand, on cost and charges . . . . . 5 per cent.
11. On purchase, and shipments of merchandise without funds, and cost and charges . . . . . 7½ per cent.
12. For collecting and remitting delayed or litigated accounts. 10 per cent.
13. For collecting freight by vessels from foreign ports, on amount collected . . . . . 5 per cent.
14. For collecting general claims . . . . . 5 per cent.
15. For collecting general average,—on the first $20,000 or any smaller amount . . . . . 5 per cent.
16. For collecting general average,—on any excess over $20,000 . . . . . 2½ per cent.
17. On purchase or sale of vessels . . . . . 2 per cent.

18. For "Port Agency" to vessels with cargo or passengers from foreign ports, as under:

On vessels under 200 tons register	$ 50.00
On vessels of 200 to 300 tons register	100.00
On vessels of 300 to 500 tons register	150.00
On vessels over 500 tons	200.00

19. For disbursements of vessels by consignees with funds on hand ..... 2½ per cent.
20. For disbursements of vessels by consignees without funds on hand ..... 5 per cent.
21. For procuring freight or passengers ..... 5 per cent.
22. For chartering vessels, on amount of freight, actual or estimated, to be considered as due when the "Charter Parties" or memorandum of their conditions, &c., are signed ..... 5 per cent.
23. On giving Bonds for vessels under attachment in litigated cases, on amount of the liability ..... 2½ per cent.
24. For landing and reshipping goods from vessels in distress, on invoice value, or in its absence, on market value ..... 5 per cent.
25. For receiving and forwarding goods,—on invoice amount. 2½ per cent.
26. For advancing on freight to be earned ..... 5 per cent.
27. For effecting marine insurance,—on the amount insured ½ per cent.
28. The foregoing Commissions to be exclusive of Brokerage, and every charge actually incurred.
29. Vessels to pay clerk hire and the labor on the wharf, sorting and delivering cargo.
30. The receipt of Bills of Lading to be considered equivalent to receipt of the goods.

RATES OF STORAGE ON MERCHANDISE.

STORAGE PER MONTH.

XIV. On measurement goods 50 cents per ton of forty cubic feet (40 c. ft.) On heavy goods 50 cents per ton of 2240 lbs. Or in either case the amount actually paid if more. The consignee to have the option of charging by measurement or weight.

Any fraction of a month to be charged as a month.

REGULATIONS.

XV. (a.) Concerning the delivery of merchandise, payment of freight, &c.: When no express stipulation exists per bill of lading, goods are to be considered as deliverable on shore.

(b.) Freight on all goods to be paid, or secured to the satisfaction of the captain or consignee of the vessel prior to the delivery of the goods.

(c.) After delivery to the purchaser of goods sold no claims for damage, deficiency, or other cause, shall be admissable after goods sold and delivered have once left the City.

(d.) When foreign bills of lading expressly stipulate that the freight shall be paid in a specific coin, then the same must be procured if required, or its equivalent given,—the rate to be determined by the current value at the time at the Banks.

XVIII. WHARVES.

I. The proprietor or occupants of any wharf shall be entitled to the inside berth up to the line of his or their property.

II. The proprietor or occupant of the adjoining property may "overlap" by using the outer berth, or may use the inner berth if not required.

III. Not more than two vessels shall be allowed to lie abreast of any wharf at the same time unless they can do so without occupying a greater depth (or space) than 60 feet from the water front.

The foregoing By-Laws, Rules and Regulations were submitted to and approved by the members present at the Quarterly General Meeting of the British Columbia Board of Trade held on the 2nd of October, and finally adopted at an adjourned General Meeting on the 8th of October, A. D. 1879.

APPENDIX No. 17.

PORTS OF VICTORIA AND ESQUIMALT, BRITISH COLUMBIA.

PORT CHARGES.

Vessels bound to other Ports, coming to an anchor in Royal Roads, Pilotage free, except services of Pilot are employed, when Pilotage according to the following graduated scale shall be payable :—

Inside or North of Race Rocks to Royal Bay	$0 75	per foot.
Beachy Head to Royal Bay	1 50	"
Pillar Point to Royal Bay	3 00	"
Cape Flattery to Royal Bay	6 00	"

Vessels entering into or clearing from undermentioned Ports :—

Esquimalt Harbor (under sail)	$4 00	per foot.
do. (under steam or in tow)	3 00	"
Victoria Harbor (under sail)	4 00	"
do. (under steam or in tow)	3 00	"

Vessels proceeding from Victoria to Esquimalt, and vice versa, and having discharged or received a portion of their cargo in either Harbor, and having paid full Pilotage into either Harbor, if proceeding with the assistance of steam, shall pay $1.50 per foot.

Towage from Royal Roads or Esquimalt to Victoria Harbor, from $50.00 to $75.00.

Towage from Victoria, Esquimalt Harbor, or Royal Roads, to Sea, outside Cape Flattery, from $100.00 to $150.00.

Towage from Victoria and Esquimalt Harbor, or Royal Roads, to Burrard Inlet or Nanaimo and back :—

For vessels	400	tons and up to	500	tons	.....	$350 00
"	500	"	600	"	.....	400 00
"	600	"	700	"	.....	425 00
"	700	"	800	"	.....	450 00
"	800	"	900	"	.....	475 00
"	900	"	1000	"	.....	525 00
"	1000	"	1100	"	.....	550 00
"	1100	"	1200	"	.....	575 00
Over	1200	"			.....	600 00

SIGNALS.

One Whistle, Trim Yards.
Two " Set Fore and Aft Sails.
Three " Square Sails.
Four " Let go Hawser.
Ships to supply their own Hawser.

BALLAST (Shingle)—From $1.00 to $1.25 per ton.

FRESH WATER (at Esquimalt)—$1.00 per 1,000 gallons.

Victoria.

WHARFAGE—Free.

HOSPITAL DUES—2 cents per ton register. Sick Mariners are provided with Medical Attendance and Board, Free of Charge, at the Government Marine Hospital, Victoria.

STEVEDORE CHARGES—For Stowing Salmon, 50 cents per ton weight of 2,240 lbs.

For Stowing Lumber, from $1.25 to $1.50 per mille feet.

For Discharging General Cargo, 50 cents per ton of 2,240 lbs.

Ballast to be discharged in not less than 20 fathoms of water. This applies also to the Harbors of Nanaimo and Burrard Inlet, B. C.