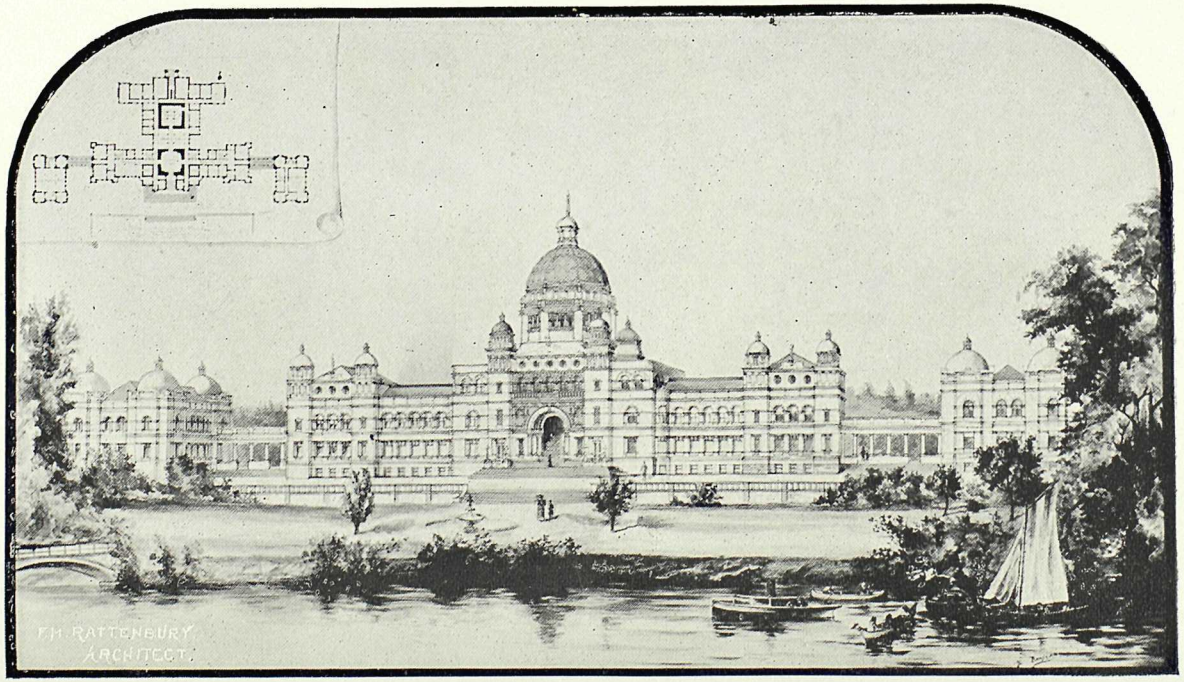


NEW PROVINCIAL PARLIAMENT BUILDINGS, VICTORIA, B. C.

SIXTEENTH

ANNUAL REPORT

—OF THE—

British Columbia

Board of Trade,

Together with Various Appendices, List of Members, Office Bearers, Commercial Charges, Etc.

OFFICE: BOARD OF TRADE BUILDING, VICTORIA, B. C.

OCTOBER, 1895.

INCORPORATED OCTOBER 28th, 1878.

VICTORIA, B. C.
THE COLONIST PRINTING AND PUBLISHING CO.
1895

INDEX.

PAGE

List of Officers, 1895-96 3
List of Past Officers from 1863 4
Membership Roll 5

ANNUAL REPORT.

Membership 11
Meetings 11
Harbors 11
Navigation 12
Ocean Trade and Mail Service 13
Graving Dock 13
Telegraphs 14
Nicaragua Canal 14
Trade with Japan 15
Railways 15
Public Works 17
Mining 17
Fisheries 21
Deep Sea Fisheries 22
Fur Seal Fisheries 23
Lumber 24
Industrial Establishments 24
Agriculture 25
Surveys 27
Immigration 27
Colonization 28
Education 28
Third Congress of Chambers of Commerce of the Empire 29
Visit of His Excellency the Gov.-General. 29
Trade and Outlook 29
Mining in West Kootenay 32
Output of the Mines 39
Mining Records 41
Mining in Alberni 42

APPENDICES.

List of Additions to the Library, with the Names of the Donors 43
Address to His Excellency the Gov.-Gen.. 46

PAGE

Immigration 50
B. C. Salmon Pack, Seasons 1894-95 54
B. C. Sealing Catch for Season 1894 56
Summary of Sealing Catch, Season 1895.. 57
Imports into British Columbia 58
Exports from British Columbia 62
Recapitulation of General Returns from Province of British Columbia, 1894 63
Recapitulation of Returns of Products from Province of British Columbia, 1894 64
Forest Wealth of British Columbia 65
Timber Regulations 65
List of Trees of British Columbia 66
Strength of British Columbia Timber 67
Area and Amount of Timber Cut 68
B. C. Lumber Fleet, 1894 69
Meteorological Register for the year 1894, Esquimalt Station 70
Coal—Crow's Nest 73
" Queen Charlotte Islands 75
Iron 76
Educational 78
Customs Statistics 80
Imports into British Columbia for the year ending 30th June, 1895 81
Inland Revenue, Canada, Divisions No. 37 and 38 82
Exports from B. C. for 25 years 82
Imports into B. C. for 25 years 83
Shipping 84
Registered Sea-Going Tonnage 89
Scale of Commercial Charges 90
Rates on Storage of Merchandise 91
Port Charges Victoria and Esquimalt 92
Nanaimo Pilot Ground 94
Code of Signals by Day or Night 94
Pilotage District of Yale and New Westminster 95
Esquimalt Graving Dock 96
Esquimalt Marine Railway 97

OFFICERS, 1895-6.

D. R. KER, - - - - - - - - - - - PRESIDENT
GUS. LEISER, - - - - - - - - - - VICE-PRESIDENT
F. ELWORTHY, - - - - - - - - - - SECRETARY

COUNCIL:

T. S. FUTCHER, A. H. SCAIFE, WM. TEMPLEMAN, R. P. RITHET,
A. B. GRAY, JOSHUA DAVIES, T. M. HENDERSON, J. H. TODD,
H. CHAPMAN, JOHN PIERCY, ED. PEARSON, ROBT. WARD,
THOS. B. HALL, A. C. FLUMERFELT.

BOARD OF ARBITRATION:

T. S. FUTCHER, WM. TEMPLEMAN, ED. PEARSON, ROBT. WARD,
H. CHAPMAN, JOSHUA DAVIES, R. P. RITHET, THOS. B. HALL,
A. H. SCAIFE, JOHN PIERCY, J. H. TODD, A. C. FLUMERFELT.

STANDING COMMITTEES.

FISHERIES:

M. T. JOHNSTON, J. H. TODD, E. B. MARVIN, H. CROFT, R. HALL.

MANUFACTURES:

THOS. B. HALL, GUS. LEISER, J. L. FORRESTER,
W. J. PENDRAY, WM. TEMPLEMAN.

HARBORS AND NAVIGATION:

R. P. RITHET, JOHN IRVING, R. H. HALL, J. G. COX, B. W. PEARSE.

PUBLIC WORKS AND RAILWAYS:

A. C. FLUMERFELT, A. B. GRAY, W. H. ELLIS,
JOS. HUNTER, A. L. BELYEA.

FINANCE:

W. C. WARD, A. J. C. GALLETLY, H. F. HEISTERMAN.

MINING AND PROPERTY:

JOSHUA DAVIES, F. B. PEMBERTON, J. H. BROWNLEE.

AGRICULTURE AND FORESTRY:

C. E. RENOUF, G. L. MILNE, P. A. PAULSON.

Officers of the Chamber of Commerce of Victoria, Vancouver Island.

FROM 1863 TO DATE OF INCORPORATION, OCT. 28TH, 1878.

YEAR.	PRESIDENT.	VICE-PRESIDENT.	SECRETARY.
1863	R. Burnaby	Jules David	A. F. Main.
1864	C. W. Wallace	Jules David	A. F. Main.
1865	Jules David	James Lowe	A. F. Main.
1866	James Lowe	Henry Rhodes	A. F. Main.
1867	Henry Rhodes	Gustav Sutro	Robert Plummer.
1868	Henry Rhodes	Gustav Sutro	Robert Plummer.
1869	Henry Rhodes	Gustav Sutro	Robert Plummer.
1870	Henry Rhodes	Gustav Sutro	Robert Plummer.
1871	Henry Rhodes	Gustav Sutro	Robert Plummer.
1872	Henry Rhodes	E. Grancini	Robert Plummer.
1873	Henry Rhodes	T. L. Stahlschmidt	Robert Plummer.
1874	Henry Rhodes	T. L. Stahlschmidt	Robert Plummer.
1875	Henry Rhodes	T. L. Stahlschmidt	Robert Plummer.
1876	Henry Rhodes	T. L. Stahlschmidt	Robert Plummer.
1877	Henry Rhodes	T. L. Stahlschmidt	Robert Plummer.
1878	Henry Rhodes	T. L. Stahlschmidt	Robert Plummer.

Officers and Membership of the British Columbia Board of Trade.

FROM DATE OF INCORPORATION, OCT. 28TH, 1878, TO JULY 12TH, 1895.

YEAR.	PRESIDENT.	VICE-PRESIDENT.	SECRETARY.	Membership.
Oct. 28th, 1878, to July 3, '80.	R. P. Rithet, J.P.	William Charles	E. Crow Baker	83
1880–1	R. P. Rithet, J.P.	William Charles	E. Crow Baker	69
1881–2	R. P. Rithet, J.P.	William Charles	E. Crow Baker	67
1882–3	R. P. Rithet, J.P.	Roderick Finlayson	E. Crow Baker	83
1883–4	R. P. Rithet, J.P.	Roderick Finlayson	E. Crow Baker	83
1884–5	R. P. Rithet, J.P.	Matthew T. Johnston	E. Crow Baker	90
1885–6	Jacob H. Todd, J.P.	Edgar Crow Baker	Wm. Monteith	99
1886–7	Jacob H. Todd, J.P.	Thomas Earle	Wm. Monteith	97
1887–8	Robert Ward, J.P.	T. R. Smith	Wm. Monteith	93
1888–9	Robert Ward, J.P.	Thomas Earle	Wm. Monteith	67
1889–0	Robert Ward, J.P.	Thomas B. Hall	Wm. Monteith	99
1890–1	Robert Ward, J.P.	Thomas B. Hall	F. Elworthy	132
1891–2	Thomas B. Hall	A. C. Flumerfelt	F. Elworthy	154
1892–3	Thomas B. Hall	A. C. Flumerfelt	F. Elworthy	170
1893–4	A. C. Flumerfelt	C. E. Renouf	F. Elworthy	161
1894–5	A. C. Flumerfelt	C. E. Renouf	F. Elworthy	164

MEMBERSHIP ROLL,

JULY 12TH, 1895.

A

NAME.	FIRM.	BUSINESS.
Anderson, W. J	McKillican & Anderson	Builders.

B

Barnard, F. S., M.P	Victoria Transfer Company	President.
Bullen, F. W., J.P	Esquimalt Marine Railway.	Manager.
Burns, Gavin H	B'k British North America.	Manager.
Byrnes, George		Auctioneer and Com. Mer.
Baker, Hon. Col. James, M.P.P		Capitalist.
Boggs, B		Insurance and Gen. Agent.
Bone, W. H	T. N. Hibben & Co	Booksellers and Stationers
Beeton, H. C	(London, England)	Merchant.
Bodwell, Ernest V	Bodwell & Irving	Barristers-at-Law.
Belyea, A. L		Barrister-at-Law.
Brownlee, J. H		Insurance Agent.
Bennett, John	(New Westminster)	
Behnsen, H. F. W	Kurtz & Co	Manager.
Bostock, H		Capitalist.
Bridgman, A. J. W	A. W. Jones & Bridgman.	Insurance and Fin. Agents.
Bryden, Jno, J.P., M.P.P		

C

Croft, Henry	B.C. Cold Storage & Ice Co.	Manager.
Crane, J. E		Insurance and Gen. Agent.
Claxton, Fred. J	Dalby & Claxton	Land Agents.
Carmichael, H	Brit. Col. Paper Mf'g Co.	Secretary.
Cox, Capt. J. G	E. B. Marvin & Co	Ship Chandlers.
Coigdarippe, J		
Crease, Lindley		Barrister-at-Law.
Cuthbert, Herbert		Auctioneer.
Cassidy, Robert		Barrister-at-Law.
Courtney, Geo. L	Canadian Pacific Railway	Agent.
Chapman, Hedley		
Coltart, John		

D

NAME.	FIRM.	BUSINESS.
Davie, Hon. Theo		Chief Justice of B. C.
Dunsmuir, James	Union Collieries	President.
Dunsmuir, Alexander	Esquimalt & Nanaimo R'y.	President.
Davies, Joshua		Auctioneer and Com. Mer.
Dupont, Major C. T		
Davidge, F. C	Davidge & Co	Shipping Agents.

E

Ellis, W. H	Colonist P. & P. Co	Manager.
Earle, Thos., M.P		Merchant.
Eberts, Hon. D. M., M.P.P.	Eberts & Taylor	Barristers-at-Law.
Erb, Louis E	Vic. Brewing & Ice Co., Ld.	Director.
Ewen, Alexander	Ewen & Co. (New Westm'r.	Canners.
Erskine, R	Erskine, Wall & Co	Grocers.
Elworthy, F	Brit. Col. Board of Trade.	Secretary.

F

Flumerfelt, A. C	Ames Holden Co., Ld	Managing Director.
Foster, F. W	(Ashcroft, B. C.)	Merchant.
Flint, A. St. G		Insurance and Gen. Agent.
Fairall, H. S		Brewer.
Futcher, Thos. S.		Japanese Wares.
Forrester, J. L	Canada Paint Co	Manager.

G

Grant, Capt. Wm		Ship Owner.
Gray, Alex. Blair, J.P.		
Goodacre, Lawrence	Queen's Market (Meat)	Proprietor.
Galletly, A. J. C	Bank of Montreal (Victoria)	Manager.
Gregory, F. B		Barrister-at-Law.
Gordon, J. B	Bradstreets	Manager.
Gowen, C. N	Vic. Brewing & Ice Co., Ld.	Director.
Giffin, J. B	R. G. Dun & Co	Manager.
Gillies, D. W	B. C. Market Co	Manager.

H

Heisterman, H. F	Heisterman & Co.	Financial and Ins. Agents.
Higgins, Hon. D. W., M.P.P		
Harris, D. R	Lowenberg & Harris	Financial Brokers.
Hayward, Chas		Contractor and Builder.
Hall, Thos. B	Victoria Flour & Rice Mills.	Proprietor.

NAME.	FIRM.	BUSINESS.
Holland, Joshua		Insurance Agent.
Hutcheson, James	Hutcheson & Co	Dry Goods.
Hunter, Joseph, M.P.P.	Esquimalt & Nanaimo R'y.	General Superintendent.
Hendryx, A. B	Kootenay Mining & Smelting Co. (Pilot Bay)	President.
Helmcken, Hon. J. S., J.P		Physician.
Hall, R. H	Hudson's Bay Co	In charge.
Helmcken, H. Dallas M.P.P.	Drake, Jackson & H.	Barristers-at-Law.
Hall, Richard	Hall & Goepel	General Agents.
Henderson, T. M	Langley & Co	Druggists.

I

Irving, Capt. John, M.P.P.	Can. Pac. Navigation Co.	Manager.
Irving, P. Æ	Bodwell & Irving	Barristers-at-Law.
Irving, Robert	(Kaslo)	Land Agent.
Irving, Robert, Sen		Capitalist.

J

Johnson, E. M		Financial Agent.
Johnston, Matthew T	Findlay, Durham & Brodie.	Merchants.
Jones, A. W., Capt	A. W. Jones & Bridgman	Insurance Agents.
Jamieson, Robert		Books and Stationery.
Jensen, William	Hotel Dallas	Proprietor.

K

Ker, D. R	Brackman & Ker Milling Co., Ld.	Man. Director.
Keefer, G. A	Keefer & Smith	Civil Engineers.
Kirk, G. A	Turner, Beeton & Co	Merchants.

L

Langley, A. J., J.P	Langley & Co	Druggists.
Loewen, Joseph	Vic. Brewing & Ice Co., Ld.	Director.
Leiser, Simon		Wholesale Grocer.
Lubbe, T		Furs and Skins.
Leiser, Gustav	Lenz & Leiser	Wholesale Dry Goods.
Luxton, A. P	Davie, Pooley & Luxton	Barristers-at-Law.
Langley, W. H		Barrister-at-Law.

M

Marvin, Edward B., J.P.	E. B. Marvin & Co	Ship Chandlers.
Mason, Henry S	B. C. Land & Inv't Co., Ld.	Director.
Miller, Munroe		Printer and Bookbinder.
Mara, J. A., M.P	(Kamloops)	Merchant.
Munn, D. J	(New Westminster)	Cannery Proprietor.

NAME.	FIRM.	BUSINESS.
McQuade, E. A	P. McQuade & Sons	Ship Chandlers.
McAlister, John	(San Jose, Cal.)	
McLellan, A. J		
Munsie, W		Sealing Schooners, Owner.
Macaulay, H. C	Spratt & Macaulay	Coal Merchants.
Macaulay, W. J		
Macrae, J. E	Dodwill, Carlill & Co	Agent.
Macaulay, Norman	Shallcross, Macaulay & Co.	Manufacturers' Agents.
McLachlan, D		
Milne, G. L		Physician and Surgeon.
Mitchell, James		Manufacturers' Agent.
McCandless, A. G	Gilmore & McCandless	Clothiers.
Mason, C. Dubois		Barrister-at-Law.
McMicking, R. B., J.P.		Electrician.
Muir, A. Maxwell		Architect.
Morley, C		Mineral Water Manf'r.
Morris, Walter	Federation Brand Salmon Can. Co.	President.

N

Nicholles, Major John	Nicholles & Renouf	Hardware and Ag'l Impts.

P

Patterson, T. W	Victoria & Sidney Railway.	Manager.
Pooley, Hon. C. E., Q.C., M.P.P.		Barrister-at-Law.
Prior, Lt.-Col. E. G., M.P.	E. G. Prior & Co., Ld.	Hardware and Implements.
Pendray, Wm. J	Pendray & Co	Soap Manufacturers.
Pearson, Ed., J.P.	Clark & Pearson	Hardware.
Pither, Luke	Pither & Leiser	Wine Merchants.
Penny, John L		
Pearson, T. B	T. B. Pearson & Co	Wholesale Clothing.
Pearse, B. W		
Payne, Robert Horne	Sperling & Co , 8 Austin Friars, London.	
Paulson, P. A	Sayward Mill Co	President.
Piercy, J	J. Piercy & Co	Wholesale Dry Goods.
Pemberton, F. B.	Pemberton & Son	Financial Agents.

R

Robins, S. M	Vanc'r Coal Co., (Nanaimo)	Superintendent.
Rithet, R. P., J.P., M.P.P.	R. P. Rithet & Co., Ld.	Merchants & Shipping Agts
Redfern, Chas. E		Manufacturing Jeweller.
Renouf, C. E	Nicholles & Renouf	Hardware and Ag'l Impt's.
Redmond, W. H	Ames Holden Co., Ld	Wholesale Boots and Shoes.
Ritter, Robert		Ship Owner.
Robertson, J. R		Financial Agent.
Robertson, Arthur	Martin & Robertson	Commission Agents.

S

NAME.	FIRM.	BUSINESS.
Spring, Charles		Trader.
Saunders, Henry		Grocer.
Sayward, William P		Capitalist.
Shotbolt, Thos., J.P		Druggist.
Sears, Joseph		Contractor.
Smith, Thos. R	Robt. Ward & Co., Ld	Merchants and Shippers.
Sehl, Jacob	Sehl-Hastie-Erskine Furniture Co., Ld.	
Spencer, C	David Spencer	Dry Goods.
Swinerton, R. H		Land Agent.
Sargison, A. G	Colonist P. & P. Co	Secretary.
Spratt, C. J. V	Spratt & Macaulay	Coal Merchants.
Stemler, Louis	Stemler & Earle	Coffee and Spice Mills.
Scott, H. J	Hamilton Powder Works	Manager.
Sieward, H. F		Ship Owner.
Scaife, A. H		Journalist.

T

Turner, Hon. J. H., M.P.P.,	Turner, Beeton & Co.	Merchants.
Tye, Thomas H	Matthews, Richards & Tye.	Hardware, Iron and Steel.
Todd, Jacob H., J.P	J. H. Todd & Son	Wholesale Grocers.
Templeman, Wm	Times Printing Co	Managing Editor.
Tugwell, Thomas		

V

VanVolkenburgh, B		Butcher.

W

Williams, Robert T		
Ward, Wm. C., J.P	Bank of British Columbia	Supt. of B. C. Branches.
Ward, Robt., J.P	Robt. Ward & Co., Ld	Merchants and Shippers.
Wilson, William	W. & J. Wilson	Clothiers.
Warren, Jas. D., Capt		General Agent.
Williams, B		Land Agent.
Wilson, W. Ridgway		Architect.
Worlock, Fred'k H		
Wootton, E. E	McPhillips, Wootton & Barnard	Barristers-at-Law.
Walker, Walter		
Webber, Lionel H		Financial Agent.
Weiler, Otto	Weiler Bros	Furniture Manufacturers.

MEMO.—All members of the Board, unless otherwise herein shown, reside at Victoria, B. C.

SIXTEENTH ANNUAL REPORT

—OF THE—

British Columbia Board of Trade,

JULY 7th, 1894, to JULY 12th, 1895.

To the Members of the British Columbia Board of Trade :

GENTLEMEN,—We beg to submit for your consideration the Sixteenth Annual Report of the Board.

Membership. Nineteen new members were elected during the period under review, the present number of active members being 164.

Meetings. The regular Quarterly General Meetings of the Board held during that time were more largely attended than in previous years. This is an unmistakable indication that interest in the business of the Board is increasing.

Harbors. At the outer wharf at Victoria there are about 3,000 feet of wharfage, with freight sheds measuring 2,500 feet by 60 feet wide. This is sufficient for the immediate requirements of ocean steamships and sailing vessels calling at the port. An official survey by the Dominion Government of the approaches to and alongside these wharves gives a uniform depth of water at low tide of 30 feet.

The light on Behren's Island, at the entrance to Victoria inner harbor, has been changed from a stationary blue to a quick

white flash light, which is more satisfactory. The usual dredging has been continued in the inner harbor and vessels having a draught of water of 14 feet can enter at lowest tides.

At Nanaimo harbor pile beacons have been erected and lights are exhibited thereon, instead of on the buoys as formerly. The change is approved by mariners. The Dominion Government has acquired Jessie Island for lighthouse purposes; and a light will be erected to mark the entrance to Departure Bay. A fog alarm was established at "Entrance Island" in October last; the light at "Gallow's Point" has been transferred to a beacon on the south of the entrance to the harbor. The depth of water in Nanaimo harbor is sufficient for the largest vessel afloat; and by extensive additions made this year to the wharves the docking accommodation is sufficient for the present shipping.

The light at the entrance of Bayne's Sound is not satisfactory; it is understood, however, that the Dominion Government has under consideration other aids to navigation which will meet the demands of the increasing trade of Comox.

The light and fog alarm recommended to be placed off Prospect Bluff, entrance of Burrard Inlet, is still under consideration of the Dominion Government.

Improvements in deepening the channel of Fraser River are being continued. Owing to the unusually high water in 1894 much damage was done to property on the banks of the river; new channels were cut by the freshets and old ones were more or less closed up. It is hoped that the Dominion Government will take such action as may be necessary to confine the river to its proper channel.

Navigation. In addition to the usual repairs to existing aids to navigation, pile beacons have been established, about three miles apart, on Sturgeon and Roberts banks, Gulf of Georgia. The wooden spar buoys at the entrance of Metlakahtla and on Hodgson Reef have been replaced by steel can buoys.

The Board has again urged the immediate construction of a stone beacon, with electric light, at Fiddle reef; an iron buoy on the west side of West rock, off Sidney Spit; and a lighthouse on Portlock Point, Prevost Island. The lighthouse will be completed on September 30th next, but as no vote has been passed by Parliament this session it is improbable that the beacon and buoy here mentioned, and other much needed works previously recommended, will be proceeded with this year.

Ocean Trade and Mail Service. Trade with China and Japan shows satisfactory expansion. The three steamships of the Canadian Pacific Steamship Company find full freights and passenger lists, and the regular sailings, one ship every three weeks, have been maintained.

The vessels of the Northern Pacific Steamship Company have also been fully engaged.

The Oregon Railway & Navigation Company have inaugurated a steamship service between the Orient, Puget Sound and Portland, Oregon. These vessels call at this port on their inward and outward voyages.

The Board recommended over a year ago that mails for the Orient be dispatched by the Northern Pacific Steamship Company's ships whenever a saving of time could be effected. The recommendation was adopted, but instead of such mails being dispatched from Victoria they are sent to Tacoma for shipment, and in consequence there is still a loss of at least 24 hours. The Board recommends this matter to the attention of the incoming Council.

The direct steamship service between Canada and the Australasian colonies continues, and the trade between these countries is increasing.

Graving Dock. Attention is directed to the reduced scale of charges for the use of the Graving Dock at Esquimalt, to be found in the Appendices. This dock will admit vessels 480 feet long, drawing 29 feet of water.

The Marine Railway at Esquimalt is capable of hauling out vessels 320 feet long, 2,500 tons dead weight, with 22 feet draught of water.

A "way" similar to the Marine Railway, only on a smaller scale, has recently been constructed at Victoria.

Telegraphs. No addition has been made to the telegraph system, and Vancouver Island is frequently cut off from the outside world in consequence of the only line being out of order. With the increasing trade of the Island, which customs returns show to be two-thirds of that of the whole Province, interruptions to telegraphic communication become year by year more serious, and the early construction and operation of an alternative cable to connect with the United States telegraph systems is imperative.

A cable to Australia, referred to in the last annual report, is still under the consideration of the Imperial, Dominion and Australasian Governments, with every prospect of early establishment.

The largely increased trade with China and Japan will necessitate a direct cable to those countries in the near future.

Nicaragua Canal. In view of the great importance of the Nicaragua Canal to the trade and commerce of the Pacific Coast, the following information is of interest: The entire length of the canal from the Atlantic to the Pacific Ocean is 169½ miles. Of this distance, however, only 26¾ miles will have to be excavated for the channel of the canal, as the remaining 142¾ miles are in lakes, rivers, and basins, which will make part of the course. The elevation of the summit level of the canal above sea level will be 110 feet, to be attained by six locks, three near either end of the canal. The Nicaragua route will reduce the distance for a sailing ship between England and Victoria by about 7,000 miles; and between Halifax and Victoria about 10,000 miles. It is hardly possible to over estimate the value of this great saving of time and dis-

tance, and the consequent impetus it will give to the trade and commerce of this Province.

Trade with Japan. A Treaty of Commerce and Navigation between Great Britain and Japan was arranged in July last, securing to each of the high contracting parties "most favored nation" privileges. The treaty does not come into effect for five years from date of signature; and it provides that certain of the British possessions, including the Dominion of Canada, shall not be subject to its stipulations, unless notice of a desire that they should be party thereto be given to the Japanese Government within two years from the date of its ratification.

In view of the increasing associations of the Province and of the Dominion generally with Japan, it is desirable that the full bearing of the details of the treaty be well understood as regards its possible effects upon this Province. The subject is recommended to the consideration of the incoming Council.

Railways. Although railway construction within the Province has been limited during the past twelve months, that which has been undertaken is of much importance to the mineral development of the Kootenay District.

The completion and operation of the Nakusp & Slocan Railroad furnishes an outlet for the silver ores of that mining section, and many thousand tons have since been shipped to the United States smelters. This road is now being extended some miles further, to reach the product of a rich group of mines situate in the heart of the Slocan country.

The Kaslo & Slocan Railroad, running from Kaslo, on Kootenay Lake, up the eastern slope of the Slocan range, is now nearly completed. This railway will furnish an easy outlet for many of the Slocan mines, from which the ore has hitherto been teamed. It also reaches some of the mines served by the Nakusp & Slocan Railroad, giving competitive transportation rates. It is expected that both of these railroads will be further extended to meet growing requirements.

Two railways will shortly be constructed to reach the gold mines at Trail Creek; one from a point on the Columbia River, to be built by the Canadian Pacific Railway Company; the other from the United States boundary line, connecting with the Spokane & Northern Railroad.

The Crow's Nest branch of the Canadian Pacific Railroad and the British Columbia Southern Railroad are not yet commenced, but it is understood that they will shortly be proceeded with.

The operation of the railroads in Kootenay District constructed during the past three years has given the mining industries a great impetus, but the completion of the lines contemplated will greatly aid further developments.

The extension of the Esquimalt & Nanaimo Railroad on Vancouver Island has been deferred.

The projected British Pacific Railroad is a matter of much importance to the Province, and it is hoped that a proposition will be made to the Provincial Government with the view of securing its early commencement. The opening up of the country lying between the coast and the eastern boundary of the Province necessitates the building of this line, which would develop the central and northern sections, where the agricultural and pastoral resources are of immense extent.

Other proposed railways to open up various portions of the Province, for which charters have been obtained, have not been commenced, owing to the absence of required capital.

In view of the sparse population of the Province, and the large extent of its area, a liberal railway policy on the part of both Provincial and Dominion Governments is required to develop the many resources of the country, especially as without governmental aid it is impossible to induce capitalists to engage in the required undertakings, involving such extensive outlay.

During the recent session of the Provincial Legislature an act was passed which permits the construction of tramways to mines, within certain limits, without applying for special legislation.

Public Works. The Parliament buildings, mentioned in the Board's previous report, have progressed, and a general idea of the outlines of the main structure can now be obtained. The color of the stone used adds to the attractiveness of the design. The buildings will cost not less than $600,000 before they are completed.

The granite foundation of the Post Office is finished, and the upper portions of the building are being erected. A Customs House, to adjoin the Post Office, is partly provided for in Dominion Government estimates, and it is expected that there will be no delay in commencing this much needed building. It is understood that these two buildings will cost $250,000.

A substantial building for military stores is in course of erection alongside the recently constructed Drill Hall. These are the public buildings in course of erection.

The Provincial Home at Kamloops has been erected at a cost of $25,832. The cylinder pier bridge over Thompson River, at Ashcroft, will cost $11,288. Several smaller bridges were built during 1894. The contract has been let for a Court House at Nanaimo; it is estimated that the building when completed will cost $28,000. Existing roads were repaired and new ones made, to increase means of connection in outlying districts.

Mining. The expectations in mining development outlined in the Board's previous report have been fully realized. The coal output during 1894 was 1,012,953 tons, the second best year on record, disposed of as follows: Exported, 827,642 tons; consumed at home, 165,776 tons; with less than two weeks' production on hand at the end of the year. Shipments were made from Nanaimo, Departure Bay and Union ports, on Vancouver Island, to California, of 649,110 tons, the remainder being shipped to Washington State, U. S. A., Alaska,

Petropaulovski, and to the Hawaiian Islands. The coal taken from the collieries at Union produces superior coke. At these collieries are now being erected 100 coke ovens, for the product of which there is a profitable market, both locally and in California.

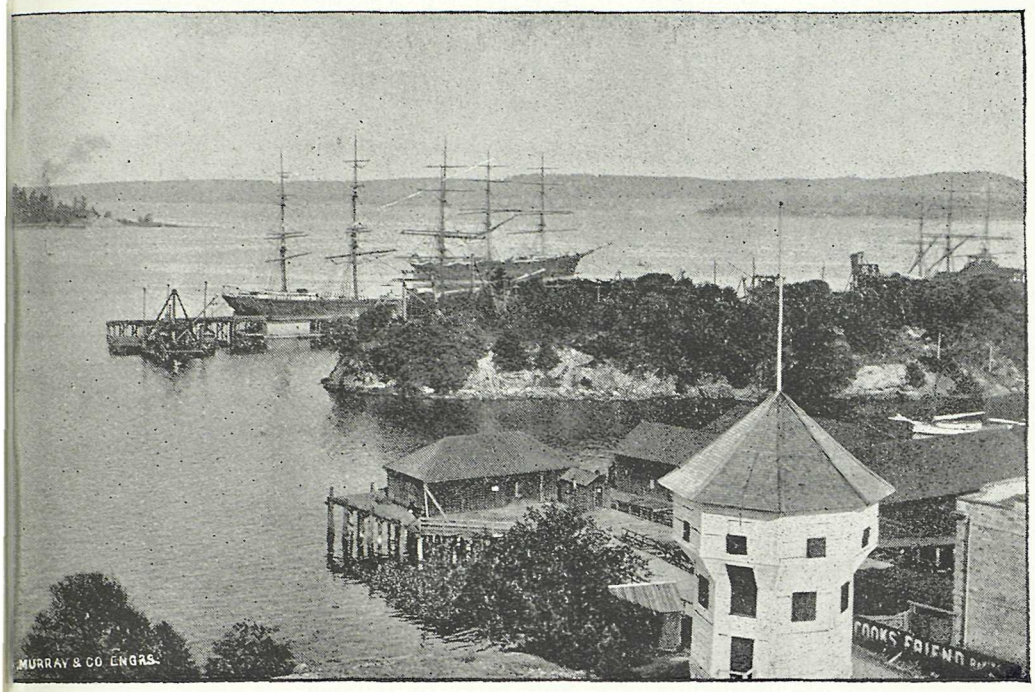
Other beds of coal exist on Vancouver Island and adjacent islands, but at present they are undeveloped. Boring operations are now being carried on near Port McNeil, at the north end of Vancouver Island.

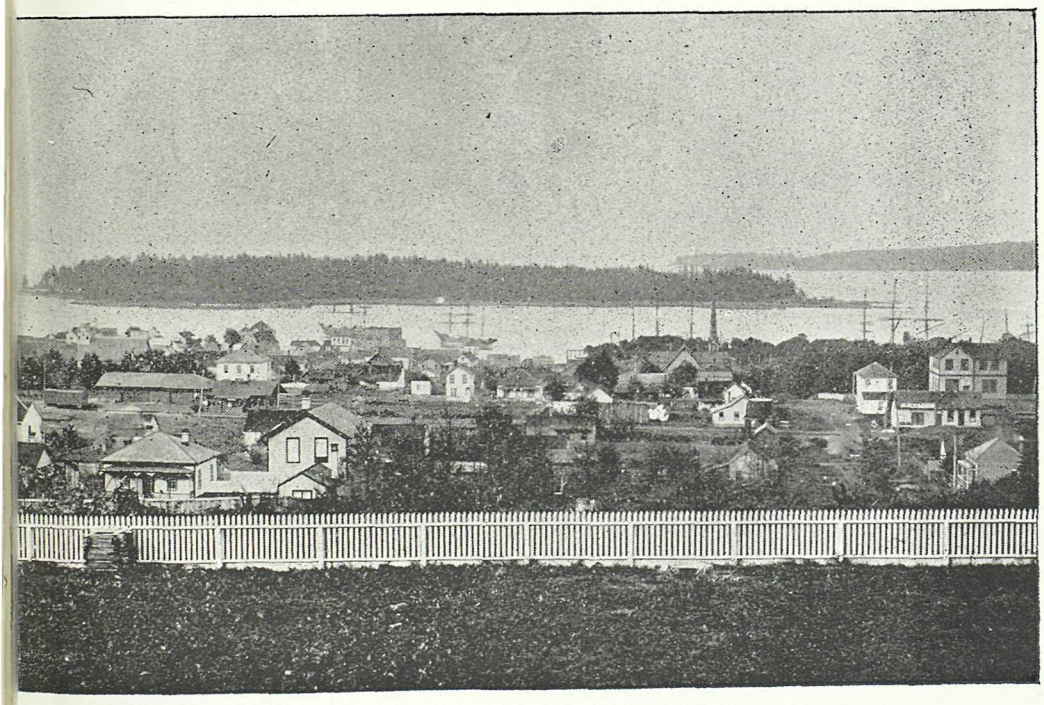
On Graham Island, Queen Charlotte group, from eight to ten miles inland from a good harbor, three beds of bituminous coal have been discovered and prospected. They range from 7½ to 16 feet in thickness and are of superior quality. Two large seams of anthracite have been also found near the east shore of Yakom lake. Analyses will be found in the Appendices. The deposits have attracted the attention of capitalists and there is every prospect of this valuable coal being developed on a large scale in the near future.

Dr. Dawson, head of the Geological Department of the Dominion of Canada, has officially reported that the coal formation of Graham Island is less disturbed and older than that of Vancouver Island, and is the only one on the Coast known to contain both anthracite and bituminous coal.

The outcroppings of coal near the Crow's Nest Pass, on the mainland of British Columbia, extend a distance of about 30 miles, and the superior quality is indicated by the analyses to be found in the appendices. This coal produces excellent coke, which will be in great demand in the mining districts. At present coke costs in Kootenay $14 per ton ; but when the projected British Columbia Southern Railway is built it is expected that better coke from the Crow's Nest collieries will be supplied in Kootenay at about half present prices.

The smelter at Pilot Bay now uses about 30 tons of coke per day, but its operations are very much retarded on account of the lack of cheaper fuel, of which, when it can be supplied,





VIEWS OF NANAIMO, COAL SECTION OF VANCOUVER ISLAND.

a very large quantity will be consumed. Other smelters in Kootenay are contemplated, and when in operation will also be large consumers of coke.

Exports of silver ore, from Kootenay commenced in December, 1893; the exports for six months, to May 31st, 1894, being 586,361 ounces, valued at $415,368; the shipments have increased since that date more than 100 per cent., the exports during the month of May, this year, amounting to 251,302 ounces, valued at $158,014. Some shipments from the Slocan subdivision averaged 214 ounces of silver to the ton of ore, which also contained 71½ per cent. lead. Six hundred and forty tons of ore shipped from the Nelson subdivision averaged 116 ounces of silver, 12½ per cent. of copper and $2 in gold per ton.

In the Kootenay districts 1,215 mineral claims were recorded, 797 transfers made and 962 certificates of work issued in 1894.

From the smelter at Pilot Bay, which commenced operations as late as March 9th last, 1,301 tons of bullion were shipped to Aurora, Illinois, U. S. A., up to June 30th ultimo.

Activity in gold mining increases and much capital has recently been invested in hydraulic workings, principally in Cariboo. The success which attended the short runs made by two companies during 1894 excited great interest. Last month a clean up after a run of 172 hours gave 66 pounds 3 ounces of gold, valued at $14,400. Several joint stock companies have been formed to prosecute gold mining on a large scale, and a great increase in the output is looked for this year.

That profitable investments may be made in the mining industries of this province may be judged from the following result of the "War Eagle" mine in West Kootenay, near the boundary line. The first cost and development work amounted to $32,500. Shipments of ore commenced on January first last, and $82,500 were paid in dividends up to June 1st ultimo. Shipments of ore during June averaged 420 tons per week at an average value of $37 per ton. The ore is mined at $9.50

per ton ; freight and smelter charges amount to $14 additional per ton.

There were 97 placer claims recorded in the district of West Kootenay during the past year, and there are 36 mining leases in force.

In Yale district extensive work is being prosecuted. One hundred and forty mineral claims were recorded, 77 transfers made, and 125 certificates of work issued during 1894.

Prospecting continues on Vancouver Island. Assays of ore found near Alberni gave $103 and $135 value of gold per ton, with traces of silver.

Gold mining in the Yukon is at present restricted to workings in the creeks and gulches. This country, although known to be very rich in gold, is not yet thoroughly prospected, and is very difficult of access. As soon as these difficulties are overcome it is anticipated that gold quartz mining will be prosecuted on a large scale.

The total provincial output of gold during 1894 exceeded that of each of the three previous years.

During the 12 months ending June 30th ultimo, forty mining and smelting companies were incorporated in British Columbia, to operate in precious ores, with nominal capital aggregating $24,344,000.

Development work has been continued in the Cinnabar mines in Yale district, some of the ore taken out assaying 20 per cent. of that metal.

In some of the small creeks of Barclay Sound, on the west coast of Vancouver Island, native quicksilver has been found. On the north side of this sound, rich Cinnabar ore has been discovered of similar formation to that of the Almaden mines of California. Owing to its proximity to the sea, and the local abundance of wood and water, the facilities for cheap working predict a hopeful outlook for this industry.

Rich deposits of iron ore have been found on Vancouver, and smaller islands and on the coast of the mainland of British Columbia. The best known deposits are extensive and accessible, and situated mostly near good harbors, with the necessary fluxes for smelting conveniently at hand. The ore averages from 60 to 70 per cent. of iron. There is an abundance of timber for charcoal, also coal and limestone in the vicinity of the various deposits of ore. The Canadian market for ore is protected, the duty being $4 per ton, and there is a Dominion government bounty of $2 per ton on all pig iron manufactured in Canada from Canadian ore. These conditions, together with the availability of the United States, China, Japan and Australasian markets, with established steamship lines thereto, should be sufficient inducements to warrant capitalists in operating iron works in this province.

The Glen iron mine, at Cherry Creek, Yale district, has a contract to supply the smelter at Tacoma, Wash. This iron ore contains almost sufficient gold to pay the cost of transportation from the mine to the smelter.

It is expected that with the revival of trade the several varieties of excellent building stone and white and gray marble, in which this province abounds, will be in greater demand; and that more attention will be given to our cement materials and pottery clays.

At the recent session of the legislature an act was passed for promoting the provincial mining industry by the establishment of a Government Bureau of Mines. The collection of general mining information, specimens of ore, assays, and lectures are provided for, and the information will be tabulated and published from time to time.

Fisheries. The total salmon pack during 1894 was 494,371 cases, valued at $2,362,714.

The Dominion Inspector of Fisheries for British Columbia, in his report for that year states that "it is gratifying to note that the rivers of the province, especially the Fraser, show no

signs of depletion, or of being overfished, being in this respect unique amongst the great salmon rivers of the Pacific coast, if not of the world."

In December last, Hon. Sir Charles H. Tupper, then Minister of Marine and Fisheries, visited British Columbia, and the canners had conferences with him, but unfortunately Sir Charles had to leave for Ottawa immediately upon receipt of the news of the sudden and regretted death of Hon. Sir John Thompson, late Premier of Canada, and the conferences were abruptly terminated before the complaints of the canners had been fully considered. However, the Department of Marine and Fisheries has since made reasonable concessions on lines desired by the canners, and their operations are now much less restricted than they had previously been, whilst the present regulations afford protection to the fish.

Prof. E. E. Prince is now en route to this coast to act on a joint Canadian and American commission to consider International fisheries questions, as well as the wasteful slaughter of fish at Point Roberts, in United States territory, by trap, seine and other destructive methods of fishing, which if not stopped will surely very much deplete the run of salmon in Fraser river.

The salmon exported during 1894 realized low figures, but the market is now firmer and prices have advanced.

Deep Sea Fisheries. Our deep sea fisheries have received greater attention during the past year, and halibut fishing is now established on a firm basis. This industry is being conducted in a vigorous and systematic manner, and gives promise of becoming of great value to the province and profitable to its promoters. The shipments to Boston and New York were made by three companies during the months of September to April last. The fish was packed in ice but not frozen, and reached its destination in good condition.

In previous reports the Board has directed attention to the need of proper surveys of the halibut banks, but the Dominion government has not yet taken action in the matter.

Fur Seal Fisheries. The Fur Seal industry is yearly becoming of more importance to the Province, and especially to Victoria. During 1894 53 vessels, averaging 66 tons each, sailed from this port, giving employment to crews numbering 867 whites and 518 Indians. Although the catch was large, amounting to 94,474 skins, the ruling low prices gave results generally unprofitable to the owners of the sealing schooners. The detailed statement of the catch by schooners, which will be found in the appendices, is of more than ordinary interest, it being the record of the first year of the industry under the restrictions imposed by the Paris Tribunal.

The refusal of the Congress and Senate of the United States to confirm the agreement between the Governments of the United States and Great Britain for the payment of $425,000 as compensation for the Behring Sea seizures, which sum is less by nearly $200,000 than the amount claimed, has indefinitely delayed the final settlement of these claims, greatly to the loss of the claimants.

No definite information has been obtained regarding the claims for losses occasioned by exclusion from sealing in Behring Sea during the seasons of 1891, 1892 and 1893. It is hoped that these claims will jointly with the seizure claims occupy the attention of the two Governments in the negotiations now taking place.

Her Majesty's Government has decided not to renew the agreement with the United States respecting sealing up of arms and implements.

The provisional agreement with Russia provides a protective zone of thirty miles around the Komandorsky Islands in the North Pacific Ocean and Tulenew Island (or Robben Reef) in the Okhotsk Sea, as well as a protective zone of ten miles along the shores of the Russian mainland, therefore all sealing vessels found during the present season within the above mentioned limits will be liable to seizure by Her Majesty's ships or those of the Imperial Russian government.

During the closing days of the Rosebery ministry, only a week since, Her Majesty's Imperial Parliament passed an act for the regulation of sealing in Behring Sea; the terms, however, are not sufficiently known here to forecast the effect upon our sealing industry.

The sealers have this season experienced very rough weather, involving considerable loss of life and property both on this coast and in Japanese waters; the catch off the coasts of this Province being about half that taken last year, and the Japan catch is much reduced compared with that of 1894. The short catch has probably affected the seal skin market, for prices have advanced.

Lumber. The forest lands of this Province are very extensive, and the quality of the timber is probably not surpassed by any country in the world; 524,573 acres leased to mill owners are estimated to contain at least 20,000 feet of timber per acre. During 1894 13,730,764 feet were taken from these leased lands, which, together with the timber taken from Crown lands, timber limits, and private property, made the total of timber cut during that year 67,499,277 feet. The exports during the same period were 46,490,000 feet.

The export trade has since largely increased and it is worthy of note that the demand is not confined to any particular market; keen competition, however, has much reduced the price, which has of late been scarcely remunerative.

The high grade of British Columbia lumber is well established abroad, and it is to be regretted that the recommendation contained in the Board's previous report, that the lumber for export should be graded to standard specifications, has not been carried out. Such specific grading would protect our mill men and simplify the work of purchasers when placing orders. This matter is an all important one, and the owners of mills should in their own interests give it their early attention.

Industrial Establishments. The principal new industry started since the Board's previous report is the smelter at Pilot Bay, West Kootenay. This smelter is equipped with machinery of the most modern type, a battery of boilers of

200 horse power, smelter stacks capable of handling one hundred tons of ore daily, sampling works with a capacity of 150 tons per day, and concentrators of like capacity; it is intended to erect a refinery in connection therewith as soon as cheap fuel can be obtained, when it is contemplated to enlarge the works.

In this district there is an almost inexhaustible supply of ore for the enterprise, and it is probable that other smelters will be operated there very soon. The completion of the contemplated smelters will be of great benefit to the Province, as they will reduce, if not entirely stop, the exportation of ore; and also admit the mining of much low grade ore that cannot now be profitably worked on account of transportation charges to distant foreign smelters.

The paint works which commenced operation at Victoria about two years ago already control a considerable portion of the Provincial trade.

The chemical works established in the same city in 1893 are fully employed in filling orders received in the Province and from the United States. The promoters of this industry are to be congratulated upon their success, they having commenced their operations at a time when some persons who professed to know predicted failure.

The cold storage plants at Vancouver and Victoria are availed of, and the future of these industries, new to the Province, is hopeful. The establishment of halibut fishing is to some extent attributable to the cold storage plant for the supply of ice used in transporting the fish to the Atlantic coast.

The prospects of the other industrial establishments operating in the Province, which suffered more or less from the depression of the last few years, are improved; the prices of lumber, salmon, and seal skins have recently advanced, and it is expected that a similar rise in the value of other products will follow.

Agriculture. Reports from the agricultural districts throughout the Province are encouraging. In the Okanagan and Spallumcheen districts an abundant harvest is expected,

and prospects in the sections west of the Cascades, on the Mainland, Vancouver Island and the smaller adjacent islands are equally promising. It is probable that the crops of oats, hay and potatoes will this season meet the Provincial requirements. The area under cultivation in 1895 exceeds that of previous years.

During the fiscal year ending June 30th, 1894, 60,642 bushels of wheat were imported into the Province, on which duty was paid, $19,096.32; and a large quantity was received from the Northwest; it is expected that this year's harvest will cause a reduction in the imports of wheat.

Fruit is in good demand, and large quantities are being produced; preserved and canned, it finds a ready sale.

The area under hops has largely increased. The "Kentish" hops grown in British Columbia are favorably known in the London market. Samples sent to Sydney, N. S. W., were pronounced to be equal in value to good English hops, and worth three to four cents per pound more than hops grown in California.

More attention has been given to dairy farming, but with the view of further stimulating this industry, the Board has urged the Dominion Government to extend to British Columbia aid similar to that granted to other provinces in the establishment of co-operative dairies, which have proved a success and of great benefit to the agriculturist wherever inaugurated. The Board has also urged that the Provincial Government should bonus, by a specific amount per pound, for a limited number of years, the output of such co-operative dairies. At the recent session of the Provincial Legislature an act was passed for the incorporation of Cheese and Butter Associations, under which five or more persons may associate themselves together for the purpose of manufacturing these articles.

It is expected that Professor Robertson, Dominion Government Dairy Commissioner, will visit British Columbia this summer for the purpose of delivering a series of lectures and

instructing the farmers in the most improved methods of dairying.

Surveys. The extensive surveys of Crown lands prosecuted during the years 1891-93 have approximately met the requirements of intending settlers, consequently during last summer surveys were restricted to subdividing some of the government reserves into holdings of from 5 to 8 acres each, and in continuing the photo-topographic survey of West Kootenay; which latter survey is at present being further prosecuted.

The small holdings are conveniently near the cities, and it is expected that an appreciably increased supply of garden produce will soon result therefrom. Leases have been issued for the majority of these holdings.

The sum of $25,000 has been placed in the estimates for surveys to be made this year. The principal works will be in the Chilcotin district, where a party of surveyors is seeking the best outlets on the east and on the west, and in ascertaining the amount of arable land along the route. Another party is subdividing into 40 acre blocks Crown lands on the west coast of Vancouver Island.

Full particulars are furnished at the Government Land Office, Victoria, concerning the available lands of the Province, and maps may be obtained free of charge on application.

The Surveyor-General in his report for 1894, directs attention to some rich specimens of magnitite, hematite, and especially of coal produced near Nootka Sound, and recommends that the geological examination of the west coast of Vancouver Island should be undertaken and carried out as was that of the east coast, which was completed years ago.

Immigration. The labor market is fully supplied in its professional, mercantile, mechanical and laboring branches, and it is unwise for immigrants, unless provided with means, to seek the Pacific coast expecting to get immediate

employment. The mining districts of the Province, however, offer a great and almost unlimited field to the prospecting miner, as the precious metals abound from the southern boundary to its most northern limits. An annual certificate costing $5.00 allows a prospecting miner of whatever nationality, to take up 50 acres of mining lands. Many United States miners during the past two years have availed themselves of the privilege and have realized on their discoveries by sales to capitalists from $2,000 to $30,000. For the agriculturist, too, with small capital, there are many openings; and domestic servants can find situations at good wages.

Colonization. The system (referred to in last annual report) inaugurated by the Provincial Government of establishing settlements of industrial colonies in different sections of the Province, has been productive of most gratifying results during the short period of its operations, and the success which has attended the initial colonies has led to several enquiries leading up to additional settlements with promise of most beneficial and far reaching results. The having our, hitherto, unoccupied lands settled upon and developed by a population of hardy, industrious immigrants, cannot but redound to the permanent advantage of the Province, and the productions from the labors of these settlers must in the near future tend largely to stop the import of many supplies which is now so heavy a drain upon this country. At the request of the Board, the Honorable Colonel Baker, Minister of Immigration, has kindly furnished a report of the referred to industrial settlements.

The report, together with copy of the agreement which the government makes with colonist settlers, appears in the Appendices, and contains much valuable information.

Education. The Board has not hitherto referred to the question of Education in the Province, but inasmuch as there are few matters of greater importance, it is thought well to give the following particulars, which will doubtless be read with interest.

185 schools were in operation in British Columbia during 1894, with 12,613 pupils enrolled. The total expenditure on education was $169,050.18, an average of $13.40 per pupil enrolled, or $21.71, if based on the actual daily attendance.

Education is free in this Province and is provided as follows: Any settlement containing not less than fifteen children between the age of 6 and 16 years may be created a school district by the Council of Public Instruction, who have power to set apart in such district a quantity of waste Crown lands, and, with the sanction of the Lieutenant-Governor, to provide a teacher and a suitable building for school purposes.

In some of the smaller settlements a teacher is provided by the government.

In the Appendices will be found statistics showing the growth of the public schools in the Province.

Third Congress of Chambers of Commerce of the Empire.

The Board has received an invitation from the London Chamber of Commerce to appoint a delegate to the Third Congress of Chambers of Commerce of the Empire, to be held in London in June, 1896. The invitation has been accepted, but a delegate has not yet been appointed.

Visit of His Excellency the Gov.-General.

On the occasion of the visit to this city of Lord Aberdeen, Governor-General of Canada, His Excellency was presented with an address by your Board, a copy of which, together with His Excellency's reply, will be found in the Appendices.

Trade and Outlook.

Commercial depression has been felt in British Columbia in common with nearly every part of the world, though in a lesser degree than in some of the older countries. There are, however, signs of a speedy revival, in sympathy with the United States and Eastern Canada, where steady and marked improvement has been noticeable for some time past.

One good effect of the temporary embarassment has been the greater concentration of effort on legitimate enterprises, and general curtailment of the "credit" system. The outlook for largely increased trade and commerce has never in the history of the Province been more promising.

The exports during nearly a quarter of a century have increased year by year, with almost unbroken regularity, and the figures attained during the past twelve months are the highest in the experience of British Columbia. The imports too, which during 1893-4 showed a falling off, have recently augmented.

While our imports swell the volume of trade and indicate to some extent the measure of internal expansion, it will be seen that they include many items which should be produced by ourselves, and involve a contribution to the Dominion treasury out of proportion to the amount received therefrom for public purposes.

The increased area under cultivation and the excellent prospects of good crops will this year leave less ground for complaint as far as agricultural products are concerned, but the supply will not meet the ever increasing demand until a greater area of farming lands are in use and railway communication gives direct connection between the coast and the various mining camps and the agricultural sections of the interior.

The advance in the price of fish and the revival of the lumber trade, together with the inestimable wealth of minerals now apparently on the eve of realization, have only to be approximately estimated to attract to British Columbia the capital necessary for the further and effectual development of its resources.

In regard to the position of the Board, it will be found that the membership has been sustained, and the greater interest now taken in its proceedings indicates that increased usefulness may be expected.

All of which is respectfully submitted.

Signed on behalf of the British Columbia Board of Trade this 12th day of July, 1895.

A. C. FLUMERFELT, *President.*
C. E. RENOUF, *Vice-President.*
F. ELWORTHY, *Secretary.*

MINING IN WEST KOOTENAY.

To the Members of the British Columbia Board of Trade, Victoria:

GENTLEMEN,—Since the previous General Meeting twelve members of the Board have visited Kootenay, and we now beg to report the information acquired and impressions received by them.

The tour included Trail, Nelson, Ainsworth, Kaslo and Slocan mining divisions, and the principal properties in each were inspected.

From Revelstoke south the country traversed is mountainous, the higher summits exceeding 8,000 feet, upon which snow remains throughout the year. The timber line appears to be 7,000 feet above the sea; below this the growth is varied, in places there is an abundance of well grown timber, whilst other parts are inferior in this respect, and some of the mountains are almost barren. Portions of the wooded area at high elevations are free of undergrowth and remarkably picturesque.

West Kootenay possesses many natural advantages, the most important of which are the navigable waters of the rivers and lakes, over 300 miles in length. On the Columbia River a first-class steamer service is operated by the Columbia & Kootenay Navigation Company as a feeder to the Canadian Pacific Railway. On the Kootenay River and Lake the same Company has other steamers connecting at Nelson with the Kootenay & Columbia Railway, operated by the Canadian Pacific Railway, and the Nelson & Fort Sheppard Railway. At Bonner's Ferry the steamers connect with the Great Northern Railway, thus giving the district competitive rates with the Canadian Pacific Railway and the American transcontinental railways. There are several other steamers plying on the lakes

and rivers. Short lines of railways have been constructed to bring the products of the mines to these waterways, and to form a connection between the Columbia River and the Kootenay Lake. Considering how recently this country has been under development it is well opened up.

The Town of Rossland, situated ten miles north of the boundary, dates only from the early part of this year and is now the headquarters and central trading point of the Trail division. Over 200 well built frame houses, including stores and hotels, have been erected on the townsite, and the population in and adjacent thereto numbers approximately 2,000 souls.

The Cliff was the first mine visited, distant about 15 minutes ride from Rossland. The upper tunnel has been driven in 190 feet, and the ore averages $35.00 per ton in gold and copper. Shipments have already commenced. Passing on to the Le Roi, we found extensive works in operation upon which the sum of $150,000 has been expended. The main shaft from which the ore is taken is down 375 feet, and the present output is 100 tons per diem. The average value of the ore is $40 per ton in gold, silver, iron and copper. The vein is in no place less than six feet in width and in the lower levels widens to 30 feet; the best ore yet found was taken from the bottom of the shaft. Eighty-five men are employed in connection with this mine the miners and helpers being paid $3.50 and $3.00 per day respectively. The ore costs to mine $3.00 per ton; transportation by wagon to Northport, freight to the smelter and treatment an additional $13.50; it will thus be seen that there remains a good margin of profit and at the date of our visit there was the sum of $50,000 cash available for the payment of a dividend, this over and above the repayment of all outlay on the mine by sale of ore. The War Eagle adjoins the Le Roi and the character and value of the ore are very similar to the last named. As this mine is referred to in the annual report it is only necessary to state that another dividend of $50,000 has since been declared, making the total $132,000 paid within six months. Ore has been shipped from other properties in this division, notably from the Josie; and much development work is progressing at all

points. All around this centre the mountains are alive with prospectors and miners; 1,600 new claims have been recorded within the past six months, and there is reason to believe that many of them, when developed, will reveal minerals in richness and quantity as great as any mine now in operation. Prior to 1890 very little was known of this division and the present activity is due to the recent development of the Le Roi and War Eagle mines both of which have paid ever since worked commenced on them. The fact that the veins of ore so far developed increase in width and richness with depth is an unmistakeable indication of permanency. A smelter is being erected at Trail, on the Columbia River, for the treatment of the ore of this district.

The next mine visited was the Poorman, on Eagle Creek, near Nelson, where there is a 10-stamp mill in operation with a capacity of 20 tons per day. The ore averages about $20 in gold per ton, the vein from which it is taken varying from ten inches to two feet in thickness. Other veins have been found on the claim and the development work has exposed a large quantity of ore rich in gold. The Silver King is situated 5,000 feet above, and as the crow flies is about 4½ miles from Nelson. Here ore is already in sight to an estimated value of $3,000,000. Six hundred and forty tons shipped carried silver, 116 ozs.; copper, 12 per cent.; and gold, $2.00 per ton. The ariel tramway is nearly completed, it will connect the mine with a smelter now in course of erection at Nelson. There are several other rich mines on Toad Mountain, tributary to Nelson.

The Town of Nelson was laid out seven years ago; many substantial buildings have since been erected and the principal Government offices of the district are located there as well as branches of the Bank of British Columbia and the Bank of Montreal. The population of and tributary to Nelson is probably 1,000 souls.

The largest body of ore yet found in Kootenay is at the Blue Bell mine, situated on the Kootenay Lake, about opposite Ainsworth. The tunnel, 1,100 feet in length, entered almost

immediately upon stepping off the steamer, is at the far end 170 feet below the surface of the hill. Although ore has been taken out in places to a width of over 70 feet the foot wall has not yet been found, and the vein has been traced for nearly a mile in length. It is composed of ores containing silver, gold, galena and copper, value from $11 to $30 per ton. The ore is treated at the smelter at Pilot Bay, some seven miles distant, the mine being owned by the smelter company.

The Pilot Bay smelter is equipped with machinery of the most modern type and the arrangements generally are such that manual labor is reduced to a minimum in every branch. At the time of our visit 100 tons of ore were being treated daily.

Ainsworth, situated on the opposite side of Kootenay Lake, is one of the oldest camps in the district. Some mines tributary thereto are being worked and produce silver ore proper, known as dry ore.

The Town of Kaslo, 10 miles north of Ainsworth, is a busy mining centre. It has only been in existence about three years and notwithstanding serious reverses by fire and flood, it stands to-day on a more solid basis than ever. The Kaslo & Slocan Railway is now being built from this point to Cody Creek, distance about 30 miles, with a branch into Sandon. It will probably be ready for traffic at the end of October.

We left the train fifteen miles from Kaslo and proceeded to Three Forks by way of the Jackson divide and Sandon. En route the Northern Bell was visited a mine upon which considerable development work has been done. Five hundred tons of ore have been shipped, averaging 90 ozs. of silver per ton and 70 per cent, lead, and we found 200 tons more were nearly ready for shipment. The vein of concentrating ore varies from 6 feet to 20 feet in thickness. The ore vein of the Noble Five, 3 feet to 4 feet in width, has been disclosed to a depth of 300 feet and the bottom is not yet found, nor is the length known. 3,000 feet of tunnels have been driven in, and 20 men were

continuing the work in day and night shifts. The miners work 10 hours per day for which they are paid $3.50. There have been shipped from this mine 1,800 tons of ore and we saw several thousands of tons of concentrating ore on the dump, worth probably $30 per ton. The shipping ore contains an average of 135 ozs. of silver per ton and 73 per cent. of lead. The ore is steel, wavy and cube galena, and carbonates. Four-fifths of this mine is still owned by the locators. The Deadman Mine adjoins the last named and the ore is of similar character. The vein is 4 feet wide and has been traced 200 feet deep. About 300 tons of ore were stacked and ready for shipment, quality being equal to a carload shipped which averaged 150 ozs. of silver to the ton, and 40 per cent. of lead. The Last Chance, situated on the Noble Five Mountain, is also a very promising mine; development, commenced in August, 1894, having paid from the start. Two tunnels have been driven aggregating in length 300 feet, also an adit level to tap the vein 150 feet below the croppings. The vein stands nearly vertical with an average of twelve inches of solid ore and carbonates scattered through the ledge up to 14 feet in width. One hundred and thirty tons of ore shipped gave 175 ozs. of silver per ton and 75 per cent. of lead. The last mine visited was the Slocan Star, located on Sandon Creek. Croppings in the creek led to its discovery in October, 1891. Extensive development has been carried out and the vein has been exposed to a depth of 450 feet; at some points the vein is 50 feet wide, 8 feet of which has simply to be broken, sacked and shipped. Three thousand four hundred tons of ore have been shipped from this mine and averaged 100 ozs. of silver per ton and 70 per cent. lead. There remains about 20,000 tons of concentrating ore on the dump. In connection with this mine a concentrating mill is being erected, also a gravity tramway for transporting the ore from the mine to the mill. Twenty-eight mines have already shipped ore, and in nearly every case arrangements are being made to continue shipping on a larger scale; as there is much development work progressing at numerous claims, the outlook of the Slocan division is very promising. The Nakusp & Slocan Railway affords several mines in this division the

advantage of competitive rates with its rival, the Kaslo & Slocan.

At Three Forks, a mining town of very recent origin, there is a concentrating mill in operation; another concentrator is to be erected immediately at the Washington mine.

Quite apart from the industry of mining proper West Kootenay offers an excellent field for the investment of capital in concentrators and smelters, the necessity for which is an inevitable consequence of mining developments. It cannot be very long before the need of refineries will have to be met.

The trade of the district is already large and rapidly increasing. Through the courtesy of the Canadian Pacific Railway Company, Mr. Wm. Brown, Assistant General Freight Agent, accompanied the party, and we understand will recommend, as occasion may require, the adoption of more advantageous freight rates between Kootenay and other parts of the Province.

The route taken by the party lay through magnificent scenery, that on the Columbia River being especially grand. Few of the inconveniences so often met in travelling through a new country were experienced and in this respect the tour was particularly enjoyable. The streams afford excellent fly fishing and trawling on the lakes can be engaged in with equal success; big game, such as cariboo, bear, sheep and goats, are to be obtained on the mountains; indeed the facilities for sport and travel are so great that they have only to become known to attract considerable tourist traffic.

Even if no new discoveries were made it would not be too much to say that the future of West Kootenay is assured. It should, however, be borne in mind that but a very small portion of its area has so far received attention at the hands of prospectors. Scarcely a week passes without news being received of fresh finds all of a nature to encourage and strengthen the belief that so far the merest fraction of the wealth of the country has been ascertained. Within the limited time and space at our disposal for the compilation of the foregoing report

it was impossible to do more than refer very briefly to the wonderful resources of the district visited but we have endeavored above all things to obtain and lay before you information which may be relied on. This, we believe, we have accomplished and would merely add in conclusion, each member of the party is personally satisfied with the result of his trip as confirmatory of the unlimited wealth of West Kootenay.

D. R. KER, *President.*
GUS. LEISER, *Vice-President.*
F. ELWORTHY, *Secretary.*

VICTORIA, B. C., September 21st, 1895.

Output of the Mines.

TABLE showing the amount of ore actually shipped during the year ending June 30th, 1895.

MINES.	TONS.	TONS.
FROM NELSON—		
Silver King Mine	840½	
		840½
FROM AINSWORTH—		
Number One Mine (Concentrates)	535	
" " " (Carbonates)	90	
Little Phil	67	
Black Diamond	150	
Highland	15	
King Solomon	10	
		867
FROM THE SLOCAN—		
Minnesota Silver Company (Concentrates)	15	
Alpha Mine	1,000	
Slocan Star	2,800	
Rueccau	331½	
Alamo	450	
Idaho	1,151	
Enterprise	101½	
Mountain Chief	131	
Gold Hill	5½	
Fisher Maiden	47½	
Noble Five	539½	
Cumberland	170	
Last Chance	80	
Payne Group	174¾	
Good Enough	35½	
Ruth	66½	
Surprise	235	
Ruby Silver	9	
Sovereign	15	
Dardanelles	83½	
Blue Bird	94½	
Northern Belle	122	
Deadman	21	
Cariboo	10½	
Mollie Hughes	4½	
Wonderful	34½	
Yakima	20	
Antoine	33½	
		7,782¼
FROM TRAIL CREEK—		
Le Roi	4,265¼	
War Eagle	4,688¾	
Josie	631½	
Nickel Plate	12	
Cliffe	31¼	
Mines sending less than ten tons each	16	
		9,644¾
FROM THE BLUE BELL MINE—		
To the Pilot Bay Smelter, up to May 30th only	20,285	
		20,285
Total Tons		39.419½

NOTES ON THE FOREGOING.

Most of these figures have been obtained from shipping manifests corrected in some few instances by returns from the mines. Circulars were addressed to every mine asking for information, but many were not replied to. The greatest possible care has been taken in compiling this table.

SILVER KING MINE.—Valued for Customs Entry : Silver, $61,501 ; copper, $13,688 ; total, $75,189. The Manager writes : "In some cases the value realized exceeded the estimated values, in others it was below."

LAST CHANCE MINE.—Amount shipped, 80 tons ; on hand, 30 tons ; total, 110 tons valued at $8,000 ; less cost of mining, freight and duty, $1,200 ; net value, $6,800.

GOOD ENOUGH MINE.—The owner writes : "Shipped 35 tons to Great Falls. Returns amounted to $8,037.82, leaving a profit over all expenses of a little over $5,500.

ALPHA MINE.—The 1,000 tons of ore shipped contained 105 ounces of silver and 64 per cent. of lead to the ton, and netted to the owners about $55 per ton.

RUTH MINE.—Assays on samples from shipments give from 130 ounces to 374 ounces of silver and 20 per cent. lead. Previous shipments run from 115 ounces to 130 ounces in silver and 73 to 79 per cent. in lead.

PILOT BAY SMELTER RETURNS.—The ore stack was put to blast on March 16, and with occasional stoppages, has produced up to Sept. 19, 1,921 tons of silver lead bullion.

TABLE of Ore Exported as declared to H. M. Customs for year ending June 30, 1895 :

STATION.	TONS.	VALUE.
Nelson	2,115	$186,332
Revelstoke	6,450	637,744
Kaslo	1,245	178,340
Rossland	4,013	180,770
Waneta	4,215	308,625
Totals	18,038	$1,491,811

Mining Records

FROM JUNE 1, 1884, TO MAY 31, 1895.

PLACE.	CLAIMS. RECORDED	ASSESSMENTS.	CROWN GRANTS ISSUED.
Nelson	116	102	4
Kaslo and Ainsworth	312	351	6
New Denver	335	410	12
Trail Creek	664	74	8
Goat River	39	52	0
Totals	1,466	989	30

The foregoing tables were compiled by Charles St. Barbe, Editor, "The Miner," Nelson, B. C.

PLACE.	CLAIMS RECORDED.	ASSESSMENTS.	TRANSFERS.
Trail Creek, Mar. 20 to Sept. 11, 1895.	1,600	170	640
New Denver, Jan 1st to Sept 24, 1895.	547	358	339

MINING IN ALBERNI.

The District of Alberni, on the West Coast of Vancouver Island has, during a long period, produced small quantities of placer gold, but it is only in recent years that attention has been directed to the quartz ledges of the district. The first claims were staked off at the head of China Creek in 1892, and in the following year numerous other claims were taken up. In the early part of 1894, some claims on Mineral Creek, a branch of China Creek, were to some extent developed, and excellent returns have been secured from the various assay tests. During the past few months, however, increased interest has been centered in this district, consequent upon the discovery of many other promising lodes and the improved aspect of those under development. The work done thus far has been sufficient to prove the width of the veins and obtain sufficient ore for assay and mill tests. From surface indications there is every probability of a number of paying mines being established in the near future.

Hydraulic claims are being opened up on China and Mineral Creeks, with favorable prospects. The gold varies in character from fine to coarse.

The mild climate makes it possible to continue work on these mines the year round, while their proximity of the navigable waters of Alberni Canal ensures cheap transportation of ores to coast smelters.

The Provincial Government had a report made during the summer upon the minerals of this district, which describes the numerous gold quartz ledges, and gives the names of the various rock formations in which the gold quartz appears; a rough map of the section accompanies the report.

The position of Alberni will be seen on the map on back of cover of this report.

APPENDICES.

List of Additions to the Library, with the Names of the Donors (30th June, 1895.)

Board of Trade,	Chicago,	Annual Report,	1893.
" "	Collingwood,	" "	1894.
" "	Virden,	" "	1894.
" "	Montreal,	" "	1894.
" "	London, Ont.,	" "	1894.
" "	Winnipeg,	" "	1895.
Chamber of Commerce,	Netherlands of London,	Annual Report,	1893.
" "	Melbourne, N. S. W.,	" "	1893.
" "	Adelaide,	" "	1894.
" "	Antwerp,	" "	1894.
" "	Durban, Natal,	" "	1894.
" "	Falmouth, Eng.,	" "	1894.
" "	Christchurch, N. Z.,	" "	1894.
" "	San Francisco, Cal.,	" "	1895.
" "	Auckland, N. Z.,	" "	1895.
" "	British, Paris,	" "	
Dominion Government,	by request of Thomas Earle, Esq., M. P.		
" "	Census of Canada,		1890-91.
" "	Inland Revenue,		1893.
" "	Auditor-General,		1893.
" "	Public Accounts, &c.,		1893.
" "	Minister of Agriculture,		1893.
" "	Public Works, &c.,		1893.
" "	Marine and Fisheries,		1893.
" "	Steamboat Inspection, &c.,		1893.
" "	Indian Affairs, &c.,		1893.
" "	Justice, Militia, &c.,		1893.
" "	Miscellaneous Reports,		1893.
" "	Journals House of Commons,		1893.
" "	Journal of the Senate,		1893.
" "	Criminal Statistics,		1893.
" "	Statistical Year Book of Canada,		1893.
" "	Butter and Cheese, Prov. of Ontario,		1893.
" "	Dominion Fisheries Commission,		1893.
" "	Supt. of Insurance,		1893.
" "	Department of Railways and Canals,		1893.

Dominion Government,		Atlantic Steamship Line,	1984.
"	"	Lachine Canal Bridges Enquiry,	1894.
"	"	Colonial Conference,	1894.
"	"	Public Accounts,	1894.
"	"	Journals of the Senate,	1894.
"	"	Public Works, Railways and Canals,	1894.
"	"	Marine and Fisheries, Marine,	1894.
"	"	Marine and Fisheries, Fisheries,	1894.
"	"	Inland Revenue, (2 vols.)	1894.
"	"	Public Accounts,	1894.
"	"	Civil Service List of Canada	1894.
"	"	Miscellaneous Reports,	1894.
"	"	Agriculture and Colonization,	1894.
"	"	Life Insurance Companies,	1894.
"	"	Forest Wealth of Canada,	1894.
"	"	Minister of Agriculture,	1894.
"	"	Journals House of Commons,	1894.
"	"	Department of Indian Affairs,	1894.
"	"	Tables of Trade and Navigation,	1894.
"	"	Manitoba School Case,	1894.
"	"	Militia and Defence,	1894.
"	"	Auditor-General,	1894.
"	"	Department of Interior,	1894.
"	"	Minister of Justice,	1894.
"	"	Minister of Public Works,	1894.
"	"	Postmaster-General,	1894.
"	"	Civil Service Examiners' Report,	1894.
"	"	Experimental Farms,	1894.
"	"	Report Mission to Australia,	1894.
"	"	Cattle Freight Rates,	1894.
"	"	Report of the Geological Survey Dept.,	1894.
"	"	Public Printing and Stationery,	1894.
"	"	Secretary of State,	1894.
"	"	Unclaimed Balances in Chartered Banks,	1894.
"	"	Trade and Commerce,	1895.
Provincial Government,		Department of Agriculture,	1893.
"	"	Register of Births, Deaths and Marriages,	1893.
"	"	Public Schools,	1893-94.
"	"	Sessional Papers,	1894.
"	"	Journals Legislative Assembly,	1894.
"	"	Chief Commissioner of Lands & Works,	1894.
"	"	Superintendent of Police,	1894.
"	"	Public Accounts,	1894.
"	"	Insane Asylum Annnal Report,	1894.
"	"	Crown Land Surveys,	1894.
"	"	Minister of Mines,	1894.

Provincial Government, Statutes of British Columbia, 1894-95.
Tacoma Chamber of Commerce, Commerce and Navigation of the U. S., 1893.
Minister of Trade and Commerce, Tariffs of Different Nations.
Lieutenant-Governor of British Columbia, Notice to Mariners.
Department of Education, Manual of School Laws.
Hydrographic Office, Pt. Townsend, Wash., Monthly Charts of the Pacific Ocean.
St. John Board of Trade, St. John Directory and Hand-Book of the City, 1895-96.
The Seven Colonies of Australia, 1893.
The Wealth and Progress of N. S. W., 1893.
Purchased History of British Columbia.
Map's Manchester Ship Canal.
St. John, N. B., Directory and Hand-Book of the City, 1895-96.
Tourists Guide through the Hawaiian Islands.

LIST OF NEWSPAPERS AND PERIODICALS ON FILE.

DAILIES.

"Colonist".....Victoria, B. C.
"Times"..... "
"World".....Vancouver, B. C.
"Free Press".....Nanaimo, B. C.
"Columbian"..N. Westminster, B. C.
"Post-Intelligencer"...Seattle, Wash.

WEEKLIES.

"B. C. Gazette".....Victoria, B. C.
"Commercial Journal" "
"Province"..... .. "
"Statistics, News-Advertiser" Vancouver, B. C.
"Inland Sentinel"..Kamloops, B. C.
"Tribune"..... ..... Nelson, B. C.
"Miner"..... "
"Kaslo Claim".....Kaslo, B. C.
"Vernon News". ....Vernon, B. C.
"Golden Era".....Golden, B. C.
"Miner".....Rossland, B. C.
"Prospector"..... "
"Monetary Times"..... ..Toronto
"Trade Review"..... Montreal
"Commereial"..... Winnipeg
"Spokane Miner"...Spokane, Wash.
"N. W. Mining Review" "
"Dun's Review"..... New York
"Bradstreet's"..... "
"Iron Age"..... "
"Scientific American"..... "
"Frank Leslie's Weekly".. "
"Harper's Weekly"..... "
"Illustrated London News"..London
"Graphic"..... "
"Commerce"..... "
"Punch"..... "
"Truth"..... "
"Vanity Fair"..... "
"London Times"..... "
"Engineering and Mining Journal"
"Pacific Coast Marine Record" San Francisco
"Press".....Christchurch, N. Z.
"Canterbury Times" Canterbury, N.Z.

MONTHLIES.

"Century".....New York
"Harper's"..... "
"Scribner's"..... "
"Cosmopolitan"..... "
"North Amc'n Review"... "
"Chamb'r of Com. Journal"..London
"British Trade Journal"..... "
"Imperial Institute Journal". "
"Mining World"..... "
"Colliery Engineer"...Scranton, Pa.

Address to His Excellency the Governor-General.

To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon; Viscount Formartine; Lord Haddo, Methlic, Tarvis and Kellie; Viscount Gordon, of Aberdeen; Baronet of Nova Scotia; Earl of Aberdeen, P. C LL. D., etc., etc., Governor-General of the Dominion of Canada, and Vice-Admiral of the same:

MAY IT PLEASE YOUR EXCELLENCY:—

We, the members of the British Columbia Board of Trade, desire to take advantage of the opportunity afforded by your presence in our city to express our devotion to the person of Her Most Gracious Majesty and our loyalty to her throne, and to extend to yourself and your honoured Countess a most cordial welcome to the capital of the most Western and largest Province of the Dominion, over whose destinies, aided by your constitutional advisers, you now preside.

The magnitude of the territory comprising this great Dominion, the vastness of her resources, her responsible government institutions, and the genius and enterprise of her people, all point to this Canada of ours taking a most prominent position in the Greater Britain in which the prestige and glorious traditions of the mother empire shall in the future have their fullest development.

While rejoicing at being a portion of the great Canadian confederation, we yet in a special degree take pride in our Province of British Columbia; in the grandeur of its scenery, the excellence of its climate, and the immensity of our natural resources.

With a deep recognition of the deference which your constitutional advisers attach to your matured judgment, and with a full assurance of your well wishes towards this Province, we would on the present occasion depart from what may be the usual routine of a merely congratulatory address and take advantage of your presence to express ourselves on some matters of provincial moment, with the hope that any subjects touched upon and requiring attention will meet with your kind consideration.

Statistical returns show that this Province contributes per capita to the Dominion revenue a larger amount than does any other Province of the federation; also, that the Port of Victoria, in volume of contribution to the Dominion exchequer, from inland revenue and customs sources, ranks third highest among the ports of the entire Dominion.

It is to be hoped that these circumstances will ever have the consideration of the central government when public expenditures are being appropriated.

Situated at the extreme western portion of the Dominion, Victoria is naturally the first port reached by steamers coming from the Pacific ocean, and the last port passed by outward bound vessels. Desirable as it may be that subsidies of public

monies be granted in order to foster the commerce of the Dominion, it is also important that no injustice be done to any section of our country when such assistance is given. In view of this, and of our supremacy in provincial commerce, it is to be hoped that this port will have the justice extended to it of being recognized as a port of call, and that our port's rights be duly protected in any existing and in all future subsidized contracts. At present some steamship lines receiving subsidies merely call in passing, but do not berth for the landing of cargo and passengers, while other steamship lines not in receipt of subsidies afford greater facilities for commerce with this port.

This Board has made representations through the proper channels asking that the Postmaster General give instructions that mails to and from the Orient be forwarded by steamers other than those at present subsidized to carry mails, whenever the difference in the sailing dates of the two lines of steamers now on the route would ensure quicker despatch, which would frequently occur; and as a frequent and efficient mail service is an important factor in the development of trade, it is to be hoped that the suggested improvement in the mail service with the Orient will be carried out.

The recent Paris arbitration on the Behring Sea fur seal fisheries dispute, with its successful issue, furnishes another precedent for an International Court of Arbitration, which alike the well being of nations and the interests of humanity demand should be permanently established.

An increasing interest is now being taken in our deep sea fisheries, and enterprises have been formed to ship fresh halibut, cod and other fish to the Eastern markets in large quantities. Your interest with your constitutional advisers is requested to aid, by surveys of fishing grounds and otherwise, in the further reaping the harvest of food wealth from our provincial waters.

The mining industries of the Province are perhaps of paramount importance. The excellent quality of our coal is universally recognized, the productive measures are practically inexhaustible, and the output is yearly increasing. Mining in the precious metals is being prosecuted with vigor backed by capital, and in the near future the gold fields of Cariboo promise to exceed their former famous prestige, while the development in the Kootenay district bids fair to reveal a silver wealth that will rival the richest experience of the mines of Nevada. It is to be hoped that the Dominion government will foster the development of our mineral resources in every possible manner.

The floods which recently inundated some lands of the Fraser River valley, brought out in a marked degree the energies of the sufferers in their efforts to combat the disaster. It is to be hoped that a well considered scheme for the future protection of these lands will be inaugurated and carried to completion under the joint auspices of the Dominion and Provincial Governments.

Considering the vast area of this Province, it is necessary for its development that we receive immigrants of a suitable class. In view of the rights of the

Province, an immigration bureau should, we understand, be maintained by the Dominion Government; but as this is not now being done, we would suggest that some special allowance for such purpose be given to the Provincial Government, which has instituted a system of placing settlers on the land.

The extensive seaboard afforded by Vancouver Island and the Mainland of the Province suggests special attention to lights, beacons and buoys, so as to safeguard as far as possible the lives of passengers and the interests of the Imperial navy and of commerce, and it is to be hoped that continuous vigilance will be exercised in securing efficiency in these necessities.

The importance and desirability of an insolvency act has been generally recognized throughout the entire Dominion, and we trust that the legislation dealing with this subject which was introduced into the Senate last session, will ere long result in an act which will meet the exigencies of trade.

Railways must ever be prominent factors in opening up this Province alike to mining and to agriculture. During the past few years considerable railway construction, in the limited way of short lines, has taken place in the Province. Much, however, requires to be done in railway building to open up to settlement great stretches of country now lying waste, and we trust that in view of our large contributions to the federal revenue, the Dominion Government will by liberal subsidies to railway lines in this Province, carry out the policy which has in the East resulted in such excellent railway and canal systems.

The new quarantine station recently established at Williams Head, together with the efficient plant and staff, will do much towards protecting our port, the Province and the Dominion from the introduction of infectious diseases.

The buildings about to be constructed in this city for the post office and customs departments will furnish accommodation necessitated by our increased requirements. We trust that the efficient postal delivery service enjoyed by this city will be maintained by extending a sufficient remuneration to the letter carriers.

The seething unrest which agitates a large portion of the labor element in the large centres of population is happily comparatively unknown in the Dominion. Our Provincial Legislature has provided councils of conciliation and arbitration which, from a pleasing experience thereof, we are hopeful will promote cordial relations between capital and labor.

We heartily endorse the opinion unanimously arrived at by the Colonial conference, recently held at Ottawa, as to the desirability of a Pacific cable to connect the Dominion with the Australasian colonies; also of a fast Atlantic steamer mail and passenger service, and we trust that the near future will witness the successful completion of these projects.

We feel assured that, with good results to our Provincial interests, Your Excellency will be pleased to place before your government for their consideration, the several representations we have ventured to make in this address.

In conclusion we would repeat our expressions of cordial and respectful welcome to Your Excellency and to Lady Aberdeen, and we trust your visit to this portion of the Dominion will be replete with pleasure.

With a renewed expression of loyalty to Her Most Gracious Majesty,

We have the honor to subscribe ourselves,

Your Excellency's most obedient and humble servants,

Signed on behalf of the members of the British Columbia Board of Trade, this 5th day of November, in the year of our Lord one thousand eight hundred and ninety-four.

A. C. FLUMERFELT,
President.

F. ELWORTHY,
Secretary.

His Excellency replied :

Your Honor, Mr. President and Gentlemen of the Board of Trade :

I return you sincere and hearty thanks for this address, which, in its attractive and graceful binding and handsomely engrossed as it is, will furnish a most significant and agreeable souvenir of this occasion. I appreciate not only the characteristic loyalty and the kindly feeling betokened by your address and by your action in coming here to-day, but I also value and recognize the importance of the interesting statement which your address contains and which certainly forms a very striking narrative of the position and history of the various questions of far reaching importance because vitally connected with the commercial development of this Province, and therefore indirectly concerning the Dominion as a whole. I can with great pleasure and without any hesitation assure you that I shall lose no time in enabling my constitutional advisers to have before them all the recommendations and suggestions which are here contained in order that these may receive the full and careful consideration which they merit, not only on account of their intrinsic importance but coming as these suggestions do from a body of such importance as that which you compose. As to that I may say that it has been my fortune and advantage since coming officially to Canada, more than thirteen months ago, to come in contact with several of the principal boards of trade of the Dominion, and therefore I can all the more appreciate the advantage of meeting you on this occasion and of hearing your views upon different questions with which you have dealt. Although you do me no more than justice in attributing to me a very keen appreciation and keen desire to take advantage of any opportunity for promoting the carrying out of any improvement in the commercial affairs or any extension of the prosperity of commercial affairs in the Dominion, at the same time I have no doubt that the influence of the Governor-General is of a more indirect than direct character, owing to the fact to which you appropriately refer that measures must emanate from the representative government of the country. This, of course, takes the shape of the ministry who are the elective representatives of the people as a country. At the same time the Governor-General, even in detail, may, though unconsciously, take his part in the promotion of the welfare of the country. As for instance, in assisting to make

known the resources of the various districts. That feature of his functions was one day brought before my mind with considerable force by the words of the mayor of a small town in a somewhat remote part of the Dominion. When before leaving I remarked to him that Lady Aberdeen and I were glad to have had the opportunity of visiting the town, he replied, "Yes, I am glad your Excellency came. It will be an advertisement to our place." (Great laughter.) I think that is a humble but very excellent function generally understood and not always plainly expressed as on that occasion. (Renewed laughter.) You may be sure, gentlemen, that it is my earnest purpose to co-operate with those who have shown and are showing such energy, enterprise and ability in assisting to develop the great resources of this great country, and I appreciate all the more the tone of your address because, as I observed on Saturday evening, as everybody knows, we have been passing and are still passing through a period of great depression, and it is just possible we allowed ourselves to speak in language of self-congratulation regarding the immunity which happily Canada enjoyed to a large extent from that financial disturbance which was so alarmingly prevalent in the United States not long ago. I say it is just possible that some of us may have forgotten that such a crisis could not fail to have a reflex influence on an adjoining country. I need not enter into the question whether that is the cause of the present dullness in Canada. I will only say that we have reason to be thankful that that depression is less felt here than in some other places and still more that there is a prospect of a revival of financial activity. Among the points here mentioned that should be heartily recognized is that in which you refer to the establishment of a system of arbitration. The chambers of commerce in the old country, corresponding to your boards of trade, have more and more recognized that principle and have taken their part in exercising influence in that respect. I am also aware, gentlemen, that you have not been slow in taking action in the direction of suggesting calmness and patience under circumstances were some excitement may naturally have been occasioned.

His Excellency concluded by expressing his best wishes for the success of the Board of Trade of Victoria.

Immigration.

PROVINCIAL SECRETARY'S OFFICE,
VICTORIA, B. C., JULY 2nd, 1895.

For the information of the British Columbia Board of Trade on the subject of immigration, I may mention that although the government discourages, as far as possible, the entry into the Province of pauper immigrants, it gives every facility for the establishment of colonies of settlers possessed of sufficient means to develop their small farms.

There are numerous localities in the Province admirably adapted for the settlement of colonies with profit to the settlers, while individuals sparsely scattered over the same localities could not make a living on account of having no easy access to a market.

When the colonists are established along the sea coast it is worth while for a steamship to call periodically to pick up the produce and carry it to either Victoria, Vancouver, New Westminster or Nanaimo, where it finds a ready market.

The very fact of immigrants being settled in colonies gives increased value to their lands and they obtain the advantages of schools, churches, roads, etc., which they otherwise would not have, probably for many years.

The extent of the market for farm produce may be imagined when it is stated that the people of British Columbia import three-fourths of the food they consume.

Colonies have already been established with great success at Bella Coola on the Mainland coast and at Quatsino Sound on the north of Vancouver Island.

The plan adopted is for the intending colonists to first communicate with me by letter as Minister of Immigration in order to find out what locality is open for settlement, then to select one or more of their number, in whom they have confidence, to go and look at the ground, and to give him or them written authority duly attested that he or they, as the case may be, are authorized to act on behalf of the colonists in dealing with the government. The delegates have to produce to the Minister of Immigration a written acceptance from at least thirty colonists that they are ready to accept the terms of the government as contained in the accompanying agreement.

On this being done, the government sends a surveyor with the delegates to lay out the lands. When that is finished the settlers come in and the government employs them at wages to build a road through their settlement.

It will be seen that the government makes a free grant of the land on condition of its development and that it also makes roads and provides schools, but it gives no grant of money, either for travelling expenses, or any other purpose not mentioned in the agreement. In fact the settlers are expected to have means of their own and will not be nursed in any way. Certain localities are now being surveyed for settlement and will be ready for location next autumn or the spring of next year.

The colonies on the coast have the advantage of the fishing industry as one of their occupations. It may be stated that the lands are rich, but usually covered with timber, sometimes of heavy description, while in many places the alder land is easily cleared and is the richest description of soil. Water power for mills is generally available. The farming consists of dairying and the growing of grain, roots and fruit, and in suitable localities, hops.

JAMES BAKER,
Minister of Immigration.

THIS INDENTURE made the day of A. D. 189 , Between the Honourable James Baker, Minister of Immigration for the Province of British Columbia, acting under authority of an Order of the Lieutenant-Governor in Council, approved on the day of 189 , (hereinafter called the Grantor) of the first part, and (hereinafter called the Grantee) of the second part ;

Whereas the Grantee is a member of a group of intending settlers in British Columbia, which includes thirty or more families, who, with their families, are hereinafter referred to as the "Colony," and the Lieutenant-Governor in Council, for the purpose of encouraging immigration, has agreed to make a free grant from the public lands of the Province to each head of a family in the said Colony, upon the conditions hereinafter mentioned, which conditions have been accepted by the Grantee, as well as by the whole Colony.

Now therefore this Indenture Witnesseth that in consideration of the performance by the Grantee of the covenants and stipulations to be observed and performed by and on the part of the said Grantee, the said Grantor, acting herein on behalf of the Lieutenant-Governor in Council, as aforesaid, and as far as the Crown hath power to grant the same, but not further or otherwise, doth hereby covenant and agree upon the termination of five years from the date hereof, that the said Grantee shall receive a Crown Grant of all and singular that certain piece or parcel of land, lying and being in the District of in the Province of British Columbia, and being composed of lot number in said District, containing by admeasurement acres of land, be the same more or less, and which may be more particularly described as follows :—

Which said grant shall be subject to and in the form provided by the Land Laws of the Province for the time being in force.

And the said Grantee doth hereby for himself, his executors, administrators and assigns, covenant with the said Grantor in manner following, that is to say :—

That the said Grantee possesses in cash the sum of three hundred dollars and is worth that sum over and above what will pay and after payment of all just debts of the said Grantee.

That the said Grantee will, within from the date hereof, enter upon the said land and bona fide occupy and improve the same to the satisfaction of the Grantor, and will continue to reside thereon with his family and to occupy and improve the same during the term of five years from now next ensuing.

That the said Grantee shall, at the termination of the said period of five years from the date hereof, have made improvements upon the said land to the value of five dollars per acre thereof.

That the Grantor may at any time during the said five years, by himself, his servants or agents, enter upon the premises and view the state of the property and the improvements theretofore made.

That the Grantee will observe and obey all such reasonable rules and regulations as may be made by the representatives or managers of the said Colony for its good government and internal administration, provided the said rules and regulations have been first submitted to and approved by the Grantor.

That the Crown grant herein provided for shall be conditional upon the continued residence and performance of the conditions of similar leases, issued concurrently herewith, by the other members of the Colony to the number of not less than thirty, it being the intention that the said Colony shall remain entire and be of a number of not less than thirty at the conclusion of the period of five years when the issue of Crown grants is provided for.

Provided that in case of non-performance by the Grantee or by the Colony of the terms of this agreement to his satisfaction, the Grantor may, by notice published in the British Columbia Gazette, cancel this agreement and enter upon the aforesaid premises.

And the Grantor hereby covenants that so soon as each member of the Colony, to the number of thirty in all, has erected a dwelling house upon the land comprised in the respective leases, or so soon as the said Grantor has satisfied himself of the bona fide settlement of the Colony upon the lands allotted to the members thereof, there will be made and constructed a wagon road through the land occupied by the Colony.

In Witness Whereof the parties hereto have hereunto set their hands and seals the day and year first above written.

Signed, sealed and delivered by the Honourable the Minister of Immigration for the Province of British Columbia, in the presence of

Signed, sealed and delivered by the within named

in the presence of

British Columbia Salmon Pack, Seasons 1894-95.

OCTOBER 1st, 1895.

This season's fishing and canning operations are closing with comparatively satisfactory results, the total salmon pack being about 500,000 cases, valued at $2,500,000.

As anticipated, in August last, the canners and fishermen had much pleasure in meeting Professor E. E. Prince, whom they found most courteous and considerate in all matters connected with their industry, and it is expected that good results, mutually advantageous to the Department of Fisheries, the canners and the fishermen, will follow the knowledge obtained by the Professor during his visit to this Province.

FRASER RIVER.

NAME.	PACK IN CASES.	
	1894.	1895. Estimated.
Anglo British Columbia Packing Co., Ltd.	82,073	.....
Britannia Cannery	.....	21,800
British Columbia Cannery	.....	9,500
Wadham's Cannery	.....	23,100
British America	.....	18,000
Victoria Canning Co., of B. C., Ltd	53,020	40,800
Bon Accord Fishery Co	27,917	19,500
Ewen & Co	25,418	26,500
Canadian Pacific Packing Co	20,774	19,285
Short & Squair	12,465	12,200
F. Boutillier & Co	.....	7,300
Lulu Island Canning Co	15,542	12,605
Terra Nova Canning Co	8,025	7,000
Pacific Coast Packing Co	13,253	11,560
Fisherman's Canning Co	11,110	9,200
Beaver Canning Co	15,710	15,029
Richmond Canning Co	9,615	11,511
British Columbia Canning Co., Ltd	7 490	7,000
Malcolm—Windsor Canning Co., Ltd	18,429	17,500
Brunswick Canning Co	15,346	12,500
Federation Canning Co., Ltd	17,387	15,000
Dinsmore Island Canning Co., Ltd	10,393	8,300
Costello & McMorran	.....	15,900
Alliance Canning Co	.....	4,000
Atlas Canning Co	.....	4,775
	363,967	349,865

NAAS RIVER.

Federation Canning Co., Ltd	19,587	.....
Naas Harbor Cannery	.....	10,000
Mill Bay Cannery	.....	9,000
	19,587	19,000

Salmon Pack—Continued.

SKEENA RIVER.

Name.	Pack in Cases. 1894.	1895. Estimated.
Anglo British Columbia Packing Co.	17,308	.....
British America Cannery	.....	11,400
North Pacific "	.....	9,200
British Columbia Canning Co., Ltd	9,279	.....
Victoria Canning Co., of B. C., Ltd	6,624	7,059
Skeena Packing Co., R. Cunningham & Son	6,988	7,500
Balmoral Canning Co	6,591	9,500
Inverness Canning Co.	7,650	8,168
Royal Canadian Packing Co	6,711	7,883
Carlisle Packing & Canning Co., Ltd	.....	7,000
	61,151	67,710

RIVERS INLET.

Victoria Canning Co., of B. C., Ltd	12,433	10,320
Wannuck Cannery	.....	9,218
Anglo British Columbia Packing Co., Ltd	.....	19,000
British Columbia Canning Co., Ltd	26,918	30,220
	39,351	68,758

OTHER NORTHERN POINTS.

Alert Bay Canning Co. (Alert Bay)	2,000	5,283
Namu Canning Co., R. Draney, (Namu Harbor)	.....	3,000
Lowe Inlet Packing Co., (Lowe Inlet)	8,315	8,800
Clayoquot Fishing and Trading Co., Ltd	.....	3,100
	10,315	20,183
Grand Total	494,371	525,516

Four Canneries destroyed by fire, 1895.

THE ANNUAL PACK (since the beginning of the Industry.)

	Cases		Cases		Cases
1876	9,847	1883	196,292	1890	409,464
1877	67,387	1884	141,242	1891	314,893
1878	113,601	1885	108,517	1892	228,470
1879	61,093	1886	161,264	1893	590,229
1880	61,849	1887	204,083	1894	494,371
1881	177,276	1888	181,040	1895	525,516
1882	225,061	1889	414,294		

Sealing Catch for Season 1894.

Vessels.	Tonnage.	Crews. Whites.	Crews. Indians.	Boats.	Canoes.	Catch. B. C. Coast.	Catch. Japan Coast.	Catch. Vicinity of Copper Island.	Catch. Behring Sea. Male.	Catch. Behring Sea. Female	Total.
Enterprise	69	22	....	8	....	.....	1,254	314	.....	.....	1,568
Rosie Olsen	39	6	16	2	8	.....	1,043	.....	425	431	1,899
Umbrina	99	25	....	8	....	.....	2,588	153	30	30	2,810
Oscar and Hattie	81	24	....	7	....	.....	1,733	176	.....	.....	1,909
Diana	50	19	....	6	....	.....	1,964	433	.....	.....	2,394
Brenda	100	26	....	8	....	.....	2,383	343	.....	.....	2,726
Arietis	86	25	....	8	....	.....	1,197	.....	39	52	1,288
Casco	63	22	....	6	....	.....	1,926	.....	.....	.....	1,926
Dora Sieward	94	26	....	8	....	.....	2,584	.....	.....	.....	2,584
W. A. Earl	68	8	20	2	10	.....	1,471	.....	155	517	2,143
Fawn	59	6	18	1	9	.....	911	.....	310	336	1,557
Agnes McDonald	107	26	....	8	....	.....	1,707	471	.....	.....	2,178
W. P. Hall	99	24	....	7	....	.....	710	.....	.....	.....	710
Mermaid	73	25	....	8	....	.....	1,603	505	.....	.....	2,108
City of San Diego	46	16	....	5	....	.....	1,304	250	.....	.....	1,554
Mary Taylor	43	19	....	5	....	.....	874	250	.....	.....	1,124
Libbie	93	22	....	7	....	.....	1,010	200	.....	.....	1,210
May Belle	58	14	...	6	....	.....	925	197	.....	.....	1,122
Mary Ellen	63	23	....	7	....	.....	1,909	86	105	352	2,452
Viva	92	26	....	7	....	.....	1,437	.....	.....	.....	1,437
W. P. Sayward	60	20	....	6	....	.....	606	35	.....	.....	641
Penelope	70	20	....	7	....	.....	1,306	296	.....	.....	1,602
Vera	60	19	....	6	....	.....	1,075	.....	80	115	1,270
Carlotta G. Cox	76	26	....	7	....	.....	1,947	.....	.....	.....	1,947
Triumph	98	8	36	3	17	1,320	.....	.....	1,163	2,077	4,560
Otto	86	25	....	8	....	.....	1,014	623	.....	.....	1,637
E. B. Marvin	96	23	..	7	....	.....	2,118	.....	.....	.....	2,118
Sapphire	109	8	32	4	16	535	.....	.....	1,226	879	2,640
Annie E. Paint	82	26	....	9	....	.....	1,497	531	.....	.....	2,038
Geneva	92	27	....	9	....	.....	1,092	558	.....	.....	1,650
Teresa	63	25	....	7	....	.....	1,102	120	.....	.....	1,222
Ocean Belle	83	22	....	6	....	.....	530	274	.....	.....	804
Sadie Turpel	56	22	....	8	....	.....	1,783	171	.....	.....	1,954
Maud S.	97	24	....	8	....	.....	1,343	86	.....	.....	1,429
Aurora	41	18	....	5	....	.....	693	21	79	138	931
F. M. Smith	99	27	....	8	....	.....	96	81	.....	.....	177
Beatrice	66	5	22	1	11	.....	.....	.....	342	818	1,518
Mascot	40	4	16	1	7	.....	558	.....	299	246	1,103
Favourite	80	5	37	1	18	606	.....	.....	752	488	1,846
Annie C. Moore	113	8	37	1	18	309	.....	.....	938	1,009	2,256
Labrador	25	5	14	1	7	308	.....	.....	179	381	868
Wanderer	25	2	7	1	5	400	.....	.....	.....	.....	400
Pioneer	66	24	....	6	...	418	.....	1,163	.....	.....	1,681
Saucy Lass	38	7	17	2	8	170	.....	.....	290	378	838
Borealis	37	6	20	1	10	303	.....	.....	90	1,059	1,452
Catharine	82	6	26	1	13	269	.....	.....	490	567	1,328
Ainoko	75	5	22	2	11	467	.....	.....	1,092	565	2,124
Kate	58	5	23	1	10	79	.....	.....	303	564	946
Shelby	16	5	10	1	5	34	.....	.....	232	145	411
Venture	48	3	17	1	9	.....	.....	.....	417	492	909
Walter L. Rich	76	9	25	2	13	691	.....	.....	1,000	479	2,440
Mountain Chief	23	1	13	....	6	175	.....	.....	.....	.....	175
Fisher Maid	21	....	8	....	4	92	.....	.....	.....	.....	92
Minnie	46	6	20	....	12	488	.....	.....	679	986	2,153
San Jose	31	5	14	2	7	20	.....	.....	256	593	869
Kilomeng	19	2	12	....	6	.....	.....	.....	307	327	634
Henrietta	31	5	17	1	8	315	.....	.....	427	340	1,082
C. D. Rand	51	7	22	2	11	357	.....	.....	.....	.....	357
Beatrice	49	21	....	6	....	.....	.....	.....	.....	.....	1,703
Canoe catch by Indians	....	....	....	....	....	3,989	.....	.....	.....	.....	3,989
Totals	3,866	888	578	266	259	11,703	48,993	7,437	11,705	14,636	94,474

Sealing Catch, 1894—Continued.

VALUE OF VESSELS AND BOATS.

59 vessels, 3,866 tons	$386,600
266 boats and outfits	26,600
259 canoes, $25 each	6,475
Grand total	$419,675

SUMMARY OF SEALING CATCH, SEASON 1894.

British Columbia Coast catch	11,703
Japanese Coast catch	48,993
Vicinity of Copper Island	7,437
Behring Sea	26,341
Grand total	94,474

Catch of United States vessels landed at Victoria, 375 skins.

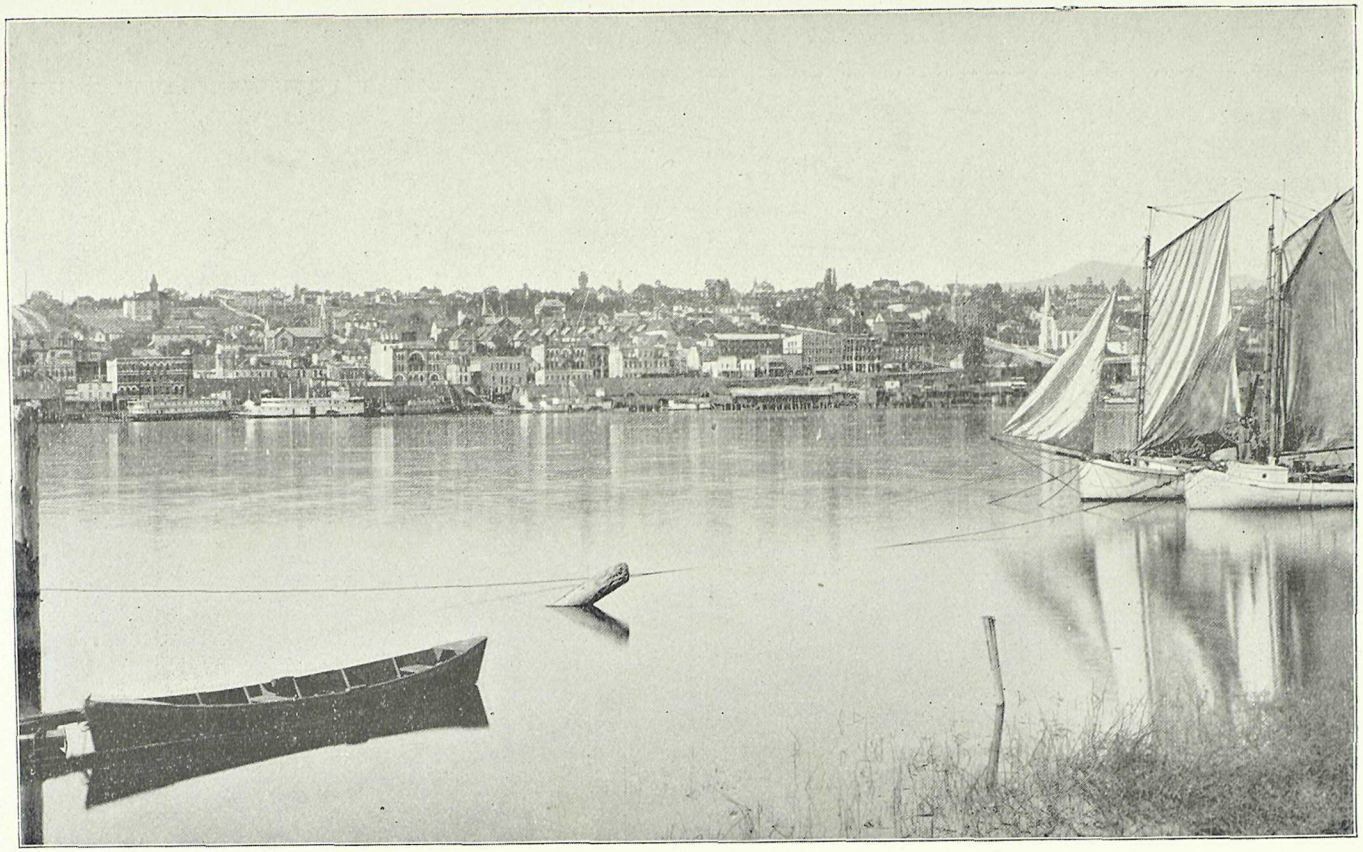
Summary of Sealing Catch, Season 1895.

British Columbia Coast Catch, approximate	9,258
Siberian Catch, approximate	26,409
Behring Sea Catch, approximate	36,747
Grand Total, approximate	72,414

Imports into British Columbia

From other Countries and Provinces of such products of Agriculture and its branches as can be produced in the Province, for three years ending 30th June, 1894.

	Year ending 30th June, 1892.			Year ending 30th June, 1893.			Year ending 30th June, 1894.		
	Quant'y	Value.	Duty.	Quant'y	Value.	Duty.	Quant'y	Value.	Duty.
LIVE STOCK.									
Horned Cattle, Other Countries, head	1,203	$ 30,141	$ 9,042 30	72	$ 1,583	$ 474 90	194	$ 5,124	$ 1,137 80
" " " Provinces, "	3,062	91,860	.....	3,489	104,670	.....	1,912	57,360	.....
Horses, " Countries, "	520	22,351	4,470 20	634	30,438	6,087 60	740	31,487	6,297 40
" " Provinces, "	437	27,094	.....	212	13,144	.....	232	14,384	.....
Sheep, " Countries, "	44,554	97,688	29,306 40	29,931	71,662	21,498 60	40,044	73,388	20,475 90
" " Provinces, "	471	1,177	.....	4,929	12,322	.....	2,691	6,727	.....
Swine, " Countries, lbs.	10,429	592	208 58	5,188	465	103 76	2,355	150	26 35
" " Provinces, head	2,691	26,910	.....	2,680	26,800	.....	3,363	33,630	.....
All other " Countries,	.....	6,518	1,303 60	.....	4,571	914 50	.....	5,863	1,172 50
MEATS, ETC.									
Bacon & hams, Other Countries, lbs.	342,500	38,407	9,980 91	269,473	35,518	7,614 95	319,343	40,337	7,727 00
Lard, " Countries, "	157,635	14,339	4,366 35	36,656	3,831	1,414 68	115,090	11,255	2,575 44
Bacon, hams & lard. Provinces, "	2,964,000	340,860	.....	3,064,000	352,360	.....	2,298,000	258,525	.....
Beef, fresh or salt, Other Countries, "	134,591	8,580	592 74	286,391	19,615	3,949 76	207,852	12,262	344 88
Beef and mutton, " Provinces, "	732,000	51,240	.....	336,000	23,520	.....	194,000	13,580	.....
Mutton, " Countries, "	10,796	767	323 88	1,731	113	51 93	79,711	2,906	1,393 89
" " Provinces, "	Included	with	beef.	Included	with	beef.	Included	with	beef.
Pork, " Countries, "	68,800	6,059	186 00	76,526	8,160	112 89	51,789	5,786	38 03
" " Provinces, "	26,000	2,080	.....	48,000	3,840	.....	526,000	42,080	.....
Poultry, " Countries, "	.....	4,995	934 19	.....	4,483	712 80	.....	4,478	794 95
" " Provinces, "	168,000	16,800	.....	156,000	15,600	.....	194,000	19,400	.....
Canned and other " Countries, "	516,250	51,504	11,599 14	512,573	46,807	10,218 00	906,840	71,847	24,568 86
Tallow, " Countries, "	50,627	2,254	506 27	6,494	221	64 94	13,185	368	124 85



NEW WESTMINSTER CITY, CENTRE OF THE FRASER RIVER DISTRICT.

Breadstuffs, Grain, Etc.									
Biscuit, Other Countries, lbs.	222,370	$ 9,880	$ 2,594 60	232,300	$ 8,329	$ 2,069 20	89,135	$ 3,957	$ 1,075 05
Buckwheat meal, " " "	30,328	1,047	75 75	30,944	1,076	77 36	24,319	865	60 81
Cornmeal, " " bbls.	793	2,990	319 93	1,036	2,863	414 76	904	2,510	350 56
Oatmeal, " " lbs.	399,288	12,934	1,996 43	120,341	3,763	601 71	59,950	1,764	306 21
Rye Flour, " " bbls.	105	524	52 25	152	628	76 25	160	621	80 13
Wheat flour, " " "	20,562	92,793	14,648 33	20,526	74,060	14,767 54	22,298	64,430	16,034 48
" & meal, all kinds, Provinces, "	55,870	307,285	.....	69,980	384,890	.....	59,800	328,900	.....
Bran & mill feed, Other Countries, "	.....	34,001	6,800 30	.....	26,096	5,217 60	.....	56,631	11,326 20
" " Provinces, lbs.	4,798,000	31,187	.....	6,262,000	40,703	.....	3,232,000	21,008	.....
Other breadstuffs, Other Countries, "	.....	15,412	3,080 20	.....	14,216	2,798 10	.....	13,009	2,600 20
Barley, " " bush.	1,502	926	225 35	1,558	878	233 77	3,035	1,164	455 38
" " Provinces, "	9.760	3,904	.....	23,120	9,248	.....	4,560	1,824	.....
Beans, " Countries, "	6,816	9,467	1,017 17	6,427	9,766	943 37	8.011	10,079	1,221 06
Indian Corn, " " "	5,730	4,383	429 71	7,916	4,902	594 72	9,620	5,375	721 62
Buckwheat, " " "	11	19	1 10	6	11	63	22	32	2 20
Oats, " " "	21,054	9,906	350 80	25,853	10,635	4,339 97	212,773	70,459	17,127 29
" " Provinces, "	224,672	78,635	.....	184,788	64,675	.....	54,634	19,121	.....
Peas, " Countries, "	434	580	40 00	655	819	61 28	1,051	1,220	93 31
Rye, " " "	168	152	16 85	297	216	29 75	252	174	25 30
Wheat, " " "	28,184	22,736	3,440 49	14,627	11,533	698 79	60,642	25,159	6,096 32
" " Provinces, "	59,933	47,946	.....	66,400	53,120	.....	15,866	12,692	.....
Flaxseed, " Countries, "	102	177	10 23	42	74	4 25	67	96	7 15
Beet, carrot, turnip, &c. " lbs.	964	228	Free.	1,151	282	Free.	2,864	675	Free.
Other, Other " "	.....	7,708	920 75	.....	9,756	1,051 66	.....	9,435 36	1,071 55 Free.
Fruits and Vegetables.									
Apples, dried, Other Countries, "	91,976	6,353	1,826 51	14,557	1,192	297 14	162,882	13,018	5,970 30
" & other, dried, " Provinces, "	240,000	19,200	.....	152,000	12,160	.....	94,000	7,520	.....
Plums and prunes, " Countries, "	150,148	8,961	1,405 66	118,227	9,595	1,189 20	169,509	12,327	1,615 56
Almonds, filberts, walnuts, " "	60,354	4,140	1,611 45	39,696	3,315	1,464 79	46,794	3,797	1,485 88
Apples, green, Other " bbls.	7,701	26,126	3,080 32	3,696	14,310	1,478 42	9,938	35,722	3,975 32
" " Provinces, "	1,624	6,496	.....	2,353	9,412	.....	858	3,432	.....
Small fruits, " Countries, lbs.	18,565	1,923	556 95	21,308	1,642	639 24	104,363	6,028	2,542 39
Cherries, " " quarts	38,754	8,309	387 54	36,878	6,883	638 78	54,543	4,763	922 27
Cranberries, " " bush.	690	2,424	207 07	991	2,584	297 40	550	1,559	169 40
Currants, " " quarts	.....	.....	.....	215	17	2 15	(lbs.) 228	12	3 88
Peaches, " " lbs.	255,402	9,275	2,554 02	169,517	7,632	1,695 17	223,026	7,280	2,230 26
Plums, " " bush.	4,713	8,983	1,414 15	2,178	5,303	653 28	3,708	6,541	1,148 95
Quinces, " " "	55	92	16 50	69	113	20 75	94	99	28 45

Imports into British Columbia—Continued.

	Year ending 30th June, 1892.			Year ending 30th June, 1893.			Year ending 30th June, 1894.		
	Quant'y	Value.	Duty.	Quant'y.	Value.	Duty.	Quant'y	Value.	Duty.
Canned fruits, Other Countries, lbs.	248,352	$ 11,816	$ 6,431 20	155,054	$ 6,923	$ 5,114 05	147,811	$6,558	$ 3,513 56
" and vegetables, " Provinces, "	1,294,000	43,133	.....	1,218,000	40,600	.....	1,458,000	48,600	.....
Jams, jellies, &c., " Countries, "	57,525	5,403	2,308 35	54,333	5,008	1,809 50	30,159	2,703	1,551 14
Melons, " " No.	1,160	66	16 50	1,648	211	52 75	4,070	368	92 00
Tomatoes, " " bush.	1,142	2,444	587 00	842	1,628	415 70	1,144	1,896	525 91
Potatoes, " " "	68,866	22,259	10,198 10	35,389	22,630	5,255 62	78,236	33,781	11,661 25
" " Provinces, "	150	23	.....	36,900	12,177	.....	.....	.....	.....
Other vegetables, " Countries, lbs.	93,188	4,624	1,770 14	65,755	4,206	1,208 16	59,610	2,782	1,032 37
Trees and Bushes.									
Apple, Other Countries, No.	24,322	2,154	729 66	21,720	1,601	651 60	14,398	1,319	431 94
Cherry, " " "	3,377	436	135 08	3,342	379	133 68	1,916	244	73 74
Peach, " " "	2,707	302	81 21	2,017	237	60 51	861	114	25 83
Pear, " " "	4,128	602	123 84	5,076	614	152 28	3,497	411	104 91
Plum, " " "	11,933	1,649	358 00	18,504	1,707	555 12	13,862	1,151	415 86
Quince, " " "	161	31	4 05	156	20	3 92	101	17	2 54
Other, " " "	.....	4,919	986 84	.....	899	285 97	.....	2,473	540 07
Not specified, " Provinces, tons	36	9,000	.....	14	2,800	.....	25	5,000	.....
Oils.									
Lard, Other Countries, gals.	1,381	708	141 60	454	267	53 50	480	258	51 60
Neatsfoot, " " "	532	249	49 80	306	236	47 20	116	81	16 20
Linseed, " " lbs.	397,172	20,951	4,225 68	538,426	22,603	5,830 79	163,531	8,429	1,146 46
" " Provinces, "	184,000	12,880	.....	78,000	5,460	.....	114,000	7,980	.....
Dairy Products.									
Butter, Other Countries, lbs.	245,970	51,372	9,260 00	245,435	49,694	8,634 77	568,685	111,252	21,001 59
" " Provinces, "	1,432,000	358,000	.....	1,820,000	455,000	.....	1,822,000	455,500	.....
Cheese, " Countries, "	37,470	6,043	1,146 67	28,749	4,703	857 68	73,631	9,237	2,145 26
" " Provinces, "	350,000	35,000	.....	318,000	31,800	.....	316,000	31,600	.....
Condensed milk, " Countries, cases	1,136	6,816	2,360 59	815	5,558	1,734 10	.....	10 589	3,601 90
" " Provinces, "	7,120	35,600	.....	8,900	44,500	.....	8,333	41,665	.....

MISCELLANEOUS.										
Chicory,	Other Countries,	lbs.	23,761	$ 917	$ 670 76	8,326	$ 321	$ 426 57	6,146	$ 321	$ 442 46
"	" Provinces,	"	Omitted	previous	years.	Omitted	previous	years.	32,000	2,224	.....
Cider,	" Countries,	gals.	2,361	1,673	234 05	1,212	848	124 37	1,576	1,150	156 80
Hay,	" "	tons.	827	7,707	1,541 40	1,399	13,490	2,698 00	1,812	18,156	3,670 64
Hops,	" "	lbs.	18,888	4,275	1,133 34	22,948	5,678	1,376 84	18,353	3,861	1,101 17
Honey,	" "	lbs.	24,386	3,186	731 63	13,009	1,814	369 27	22,896	2,262	597 30
Malt,	" "	bush.	28,053	24,212	4,207 98	46,856	34,955	7,028 47	48,172	33,669	7,255 80
"	" Provinces,	"	16,040	14,035	.....	6,880	6,020	.....	3,840	3,360	.....
Mustard,	" Countries,	lbs.	16,756	4,689	910 35	16,387	4,016	1,075 75	6,106	1,798	601 25
Eggs,	" "	doz.	115,301	17,995	Free.	53,612	9,052	2,631 38	78,853	12,742	3,942 71
									57,692	7,307	Free.
"	" Provinces.	"	545,904	84,615	.....	563.472	87,337		486,468	72,970	.....
Oil cake and meal,	" Countries,	cwt.	5,297	7,111	Free.	1,193	2,145	Free.	801	1,431	Free.
Pickles,	" "	gals.	15,609	16,108	3,915 13	7,700	8,334	3,033 48	3,904	3,010	2,188 75
Add to above the following animals imported from other countries for breeding purpo es, and therefore entered duty free.											
Horses		head	19	19,472	.....	4	905	.....	15	7,917	Free.
Cattle		"	16	870	.....	1	75	.....	7	1,400	"
Sheep		"	14	400	.....	4	120	.....	3	165	"
Fowls		"	.....	476	.....	.....	349	.....	.....	401	"
Swine		"	.....	.....	.....	4	50	.....	3	45	"
			$	2,483,540	$176,158 92	$	2,483,390	$146,827 57	$	2,422,374	$213,286 34

The foregoing Table of Imports and following Table of Exports and Recapitulation of General Returns from the Province, are taken from the Report of the Department of Agriculture of British Columbia.

Exports from British Columbia

To Countries outside of Canada of Products of Agriculture and its branches for the three years ending 30th June, 1894.

The Exports to the other Provinces in the Dominion are not included.

	Year ending 30th June, 1892		Year ending 30th June, 1893		Year ending 30th June, 1894	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Live Stock.						
Horses ..... (head)	24	$ 8,781	23	$ 2,955	282	$ 16,250
Horned cattle ..... "	10	531	4	200	2	35
Swine ..... "	13	115	1	10	.....	.....
Poultry & other animals. "	.....	.....	.....	8,568	.....	303
Meats, Etc.						
Poultry	.....	97	.....	.....	.....	.....
Hides, horns and skins (not fur)	.....	72,276	.....	49,383	.....	35,995
Bacon ..... (lbs.)	403	55	3,813	655	2,343	393
Beef ..... "	.....	.....	90	7	625	51
Hams ..... "	425	58	.....	.....	214	34
Mutton ..... "	.....	.....	.....	.....	150	16
Pork ..... "	360	33	.....	.....	.....	.....
Sheep pelts ..... (No.)	43,596	18,566	45,110	21,613	15,833	4,566
Wool ..... (lbs.)	.....	.....	493	64	.....	.....
Grain, Seeds, &c., Breadstuffs and Products of.						
Bran ..... (cwt.)	1	2	1,323	503	1,762	449
Barley ..... (bush.)	1,687	648	.....	.....	2	1
Beans ..... "	.....	.....	.....	.....	.....	.....
Oats ..... "	271	183	180	85	4	2
Peas, split ..... "	.....	.....	.....	.....	.....	.....
Wheat ..... "	6,501	7,801	3	3	35	18
Flour ..... (bbls.)	2,450	10,967	4,946	21,279	48	173
Biscuits and Bread ..... (lbs.)	.....	.....	cwt 30	10	cwt.-8	66
Oatmeal ..... (bbls.)	.....	1	.....	.....	.....	.....
All other meal ..... "	.....	.....	.....	.....	.....	.....
Fruits and Vegetables.						
Apples, green ..... (bbls.)	61	295	172	1,001	75	472
Fruits, canned ..... (lbs.)	.....	3,181	.....	1,177	.....	6,301
Other fruit ..... "	.....	3	.....	926	.....	2,984
Potatoes ..... (bush.)	5	3	567	398	6	6
All other vegetables	.....	.....	.....	.....	.....	21
Dairy Products.						
Butter ..... (lbs.)	5,050	1,472	7,507	2,246	3,320	984
Cheese ..... "	440	53	6,851	964	4,655	695
Eggs ..... (doz.)	.....	.....	.....	.....	34	11
Hay ..... (tons)	62	589	5	60	.....	.....
Trees and bushes	.....	81	.....	112	.....	22
Hops ..... (lbs)	.....	.....	.....	.....	44,907	12,201
		$125,791		$112,219		$82,049

Recapitulation of General Returns from Province of British Columbia, 1894.

	Upper Country.	Lower Mainland.	Vancouver I'd and Adjacent Islands.	TOTAL.
Number of Returns	1,115	2,042	1,231	4,388
LANDS.				
Total Land owned—acres	711,897	294,083	232,636	1,238,616
Acres of cultivated land	49,098	43,127	19,200	111,425
Acres of woodland or forest	158,243	176,519	169,735	504,497
Acres of swamp or marsh	25,710	4,659	9,491	39,860
Acres of rock	43,930	2,491	22,975	69,396
Acres prairie or pasture (including hay meadows)	434,916	67,287	11,235	513,438
AREA UNDER CROP.				
Acres of wheat	11,962	1,045	830	13,837
Acres of barley	1,178	815	103	2,096
Acres of oats	6,970	9,322	4,000	20,292
Acres of rye	387	24	14	425
Acres of peas	909	1,985	559	3,453
Acres of beans	182	33	4	219
Acres of other grain	172	607	42	821
Acres of potatoes	1,338	2345	1,024	4,707
Acres of mangolds	65	558	81	704
Acres of carrots	112	424	92	628
Acres of turnips	189	625	273	1,087
Acres of other root crops and vegetables	310	1,023	122	1,455
Acres of hay and clover cultivated	19,369	22,201	8,186	49,756
Acres of hops	62	282	90	434
FRUIT TREES.				
Number of apple trees	42,891	152,901	55,259	251,051
Number of pear trees	4,190	15,045	5,984	25,219
Number of plum and prune trees	5,988	39,838	9,458	55,284
Number of cherry trees	2,495	5,527	3,509	11,531
Number of other fruit trees	3,400	5,805	1,677	10,882
Number of acres of small fruits	86¾	421	100	607¾
LIVE STOCK.				
Number of horses of all kinds	11,712	3,334	1,697	16,743
Number of cattle of all kinds	72,932	9,668	6,301	88,901
Number of sheep of all kinds	14,252	3,963	12,622	30,837
Number of pigs of all kinds	12,317	8,248	4,725	25,290
Number of poultry of all kinds	33,528	37,949	43,594	115,071
Other live stock	374	63	260	697
Number of hives of bees	52	583	16	651
VALUE OF PERSONAL PROPERTY.				
Value of agricultural machinery & impt's	291,452	193,596	141,375	$626,423
Value of buildings and improvements	1,943,090	2,175,188	1,161,491	5,279,769

Recapitulation of Returns of Products from Province of British Columbia, 1894.

	Upper Country.	Lower Mainland.	Vancouver Isl'd and Adjacent Islands.	Total.
Yield of Grain, Crops, Etc.				
Tons of Wheat	3,857	834	532	5,223
" Barley	904	359	70	1,333
" Oats	4,388	4,710	2,612	11,701
" Rye	212	4	15	231
" Peas	877	686	392	1,955
" Beans	134	4	2	140
" Unspecified and other Cereals	54	63	10	127
Yield of Root Crops and Vegetables.				
Tons of Potatoes	6,732	5,370	3,594	15,696
" Mangolds	673	1,537	980	3,190
" Carrots	799	1,448	757	3,004
" Turnips	1,587	3,937	2,801	8,325
" Unspecified and other Roots and Vegetables	826	486	587	1,899
Yield of Miscellaneous Crops.				
Tons of Hay {Cultivated	32,326	30,434	13,593	76,353
Tons of Hay {Wild	23,629	897	456	24,982
" Ensilage	3	1,832	3	1,838
" Hops	55	30	19	104
Yield of Fruit.				
Pounds of Apples	412,247	830,472	497,836	1,740,555
" Pears	36,490	44,764	76,146	157,400
" Plums and Prunes	35,115	177,834	101,729	314,678
" Cherries	6,186	12,411	19,849	38,446
" Unspecified and other Fruit	93,985	125,444	54,340	273,769
Yield of Dairy Products.				
Pounds of Butter	82,115	258,120	169,779	510,014
" Cheese	280	21,625	200	22,105
Miscellaneous Produce.				
Pounds of Honey	1,050	12,402	142	13,594
" Wool	34,300	5,935	41,414	81,649
Dozens of Eggs	89,730	141,171	192,760	423,661
Produce of Live Stock.				
Number of horses marketed	719	231	126	1,076
Number of cattle marketed and consumed	16,782	2,282	1,483	20,547
Number of sheep marketed and consumed	8,046	2,338	6,115	15,499
Number of pigs marketed and consumed	8,690	5,388	4,215	18,293
Quantity of poultry marketed and consumed	14,108	21,090	26,147	61,345

Forest Wealth of British Columbia.

WOODED AREA.

Province.	Total Area.	Forest and Woodland.	Percentage Woodland.
	sq. miles.	sq. miles.	
British Columbia	382,300	285,554	74.69

The wooded area is estimated from the maps and reports of the Geological Survey and the Department of the Interior. In the central plateau of agricultural lands what wood is found is chiefly small poplar, &c., of little value.

The white pine of eastern Canada (P. strobus) is not found on the Pacific Coast, the Douglas fir, the yellow cedar and the spruces being the chief trees for timber and lumber.

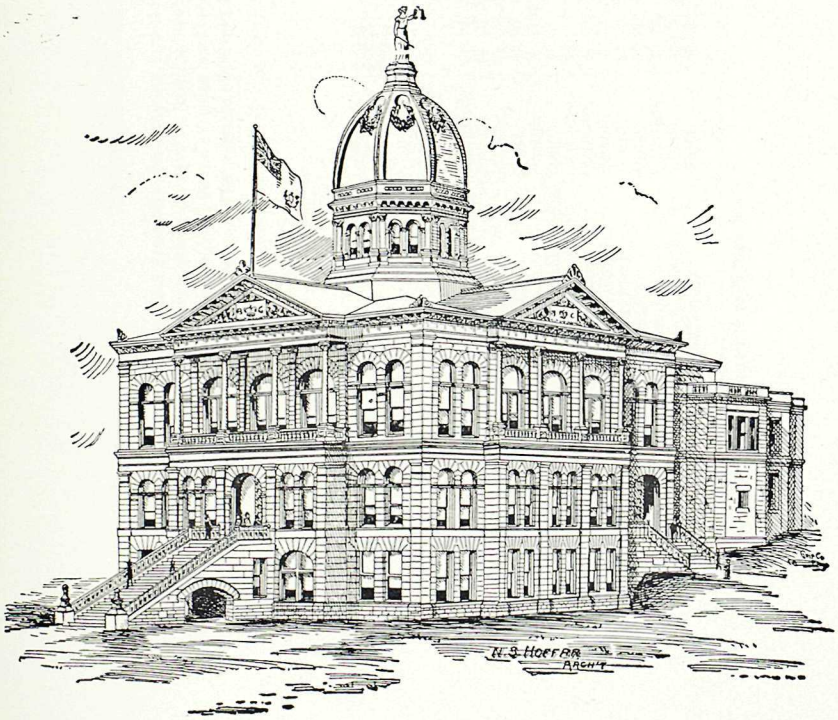
TIMBER REGULATIONS.

Leases of surveyed, unpre-empted crown timber lands may be obtained for a period not exceeding twenty-one years by those tendering the highest cash bonus, subject to the payment of an annual rental of 10 cents per acre and a royalty of 50 cents per thousand feet on the scaled measurement of the logs. The lessee, if not actually engaged in the manufacture of lumber, must to retain his limits, erect a mill capable of cutting at least 1,000 feet a day for every 400 acres of land included in the lease, within two years, and give a guarantee equivalent to 10 cents an acre that he will do so before obtaining his lease.

A timber license may be granted for 1,000 acres for four years, on payment $10 annually and 15 cents for each tree (except hemlock), and no person, not licensed, may cut timber on crown lands except for farming and mining purposes. Only one license at one time is obtainable, and is not transferable. A special license for 1,000 acres for one year may be obtained by application in the Officia Gazette, and the payment of $50 to the Chief Commissioner of Lands and Works.

LIST OF TREES OF BRITISH COLUMBIA.

Botanical Name.	English Name.	French Name.
Abies amabilis	White Fir	Sapin blanc.
" grandis	Western white fir	Gros sapin.
" subalpina	Mountain balsam	Sapin des monts.
Acer macrophyllum	Large-leaved maple	Erable.
" circinatum	Vine maple	"
Alnus rubra	Red alder	Aune rouge.
Arbutus Menziesii	Arbutus	Arbute.
Betula occidentalis	Western birch	Bouleau
" papyrifera	Canoe birch	" a canot.
Cornus Nuttallii	Western dogwood	Cornouillier.
Juniperus Virginiana	Red cedar	Cedre rouge.
Larix Americana	American larch	Epinette rouge.
" Lyalli	Mountain larch	" des monts.
" occidentalis	Western larch	" rouge.
Picea alba	White spruce	Petite epinette.
" Engelmannii	Western black spruce	Epinette noir.
" nigra	Black spruce	Grosse epinette.
" Sitchensis	Western white spruce	Epinette blanche.
Pinus albicaulis	White bark pine	Pin blanc
" contorta	Scrub pine	Cypres.
" monticola	White mountain pine	Pin blanc.
" Murrayana	Black pine	Cypres.
" ponderosa	Yellow pine	Pin jaune ou rouge.
Pirus rivularis	Western crab apple	Pommier.
Populus balsamifera	Balsam poplar	Baumier.
" monilifera	Cottonwood	Liard.
" tremuloides	Aspen	Tremble.
" trichocarpa	Cottonwood	Liard.
Prunus emarginata	Cherry	Cerisier.
" mollis	"	"
Pseudotsuga Douglassii	Douglas fir	Pin d'Oregon.
Quercus Garryana	Western white oak	Chene.
Salix lancifolia	Lance-leaved willow	Saule.
" lasiandra	Willow	"
Taxus brevifolia	Western yew	If.
Thuya gigantea	Giant cedar	Grand cedre.
" excelsa	Yellow cypress or cedar	Cedre jaune.
Tsuga Mertensiana	Western hemlock	Pruche.
" Pattoniana	Alpine hemlock	"



VANCOUVER COURT HOUSE.

Strength of British Columbia Timber.

Shewing the weights, specific gravities, deflections, breaking and crushing loads of some of the British Columbia Woods. The pieces tested for transverse strength were one inch square, with a span of one foot, supported at both ends and loaded at the centre. The pieces tested for crushing were rectangular, and twice as long as they were thick. All the pieces were fair average specimens of timber, partly seasoned, but free from knots and flaws. The results obtained from exceptionally good or bad specimens are not included in this table.

Description of Timber.			Weight of a cubic foot in lbs.	Specific gravity.	Mean Deflection in Inches.										Highest breaking load. lbs.	Lowest breaking load. lbs.	Mean breaking load. lbs.	Mean Crushing Load in lbs. per square inch	
					200 lbs.	250 lbs.	300 lbs.	350 lbs.	400 lbs.	450 lbs.	500 lbs.	550 lbs.	600 lbs.	650 lbs.				End-wise.	Side-wise.
Alder.	(Alnus rubra)	Bongard.	32.16	.5158	.092	....	.117	....	.158	.2	.25	...	....	....	600	530	567	6500	1500
Arbutus.	(Arbutus Menziesii)	Pursh.	53.29	.8547	....	....	....	....	....	....	....	....	....	....	....	....	....	5900	1600
Birch	(Betula papyrifera)	Marsh.	37.57	.6025	.05	.087	.1	.117	142	....	.2	.225	.25	....	660	630	650	7000	1750
Cedar.	(Thuja gigantea)	Nutt.	24.95	.4001	.1	.133	.158	.2	.25	.	....	....	....	....	460	450	453	5500	1500
Crab Apple.	(Pirus rivularis)	Dougl.	50.21	.8052	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Cypress Yellow	(Chamæcyparis Nutkaensis)	Spach.	31.21	5005	.05	....	.082	.117	....	.15	.2	....	.25	....	700	680	693	5900	1400
*Fir Red.	(Pseudotsuga Douglasii)	Carriere.	34.	.5453	....	075	.09	.114	.119	....	.181	.2'	.25	.31	650	600	638	7000	1750
Hemlock.	(Tsuga Martensiana)	Carriere.	31.41	.5037	.09	.1	.14	.18	....	....	....	....	....	....	420	380	400	5000	1000
Maple.	(Acer macrophyllum)	Pursh.	37.41	.5999	.063	....	113	.15	.2	....	27	....	....	....	610	550	580	7000	1500
Oak.	(Quercus Garryana)	Dougl.	51.73	.8296	.06	.16	.229	.312	.344	.354	.458	....	....	....	550	550	550	6500	25.0
Pine, White.	(Pinus monticola)	Dougl.	27.79	.4457	.1	.125	.15	.2	.25	...	....	....	....	....	500	4 0	473	5500	1000
Spruce.	(Picea Sitchensis)	Carriere.	25.88	.4150	.1	....	.15	.2	3	....	....	....	....	...	440	420	427	5000	1000
White Thorn	(Cratægus Douglasii)	Lindl.	51.04	.8185	....	....	....	....	....	....	....	....	....	....	....	....	....	5300	1600
Yew.	(Taxus brevifolia)	Nutt.	49.05	.7865	....	....	....	....	....	....	....	....	....	....	....	....	....	5900	2400

*Now frequently known as Abies D.

Area and Amount of Timber Cut.—(From B. C. Crown Lands Returns, Dept. of Interior and Indian Affairs.)

Total for Provincial, Dominion and Indian Lands.

Years.	Area under Lease.	Quantity of Lumber Manufactured.	Ties.	Shingles.	Trespass, Interest, &c.	Timber Dues, Royalties &c.	Ground Rents & Licenses.	Bonus.	Total Receipts.
	Sq. miles.	Feet, B.M.	Pieces.	M.	$ c.	$ c.	$ c.	$ c.	$ c.
1887	18·56	7,144,868	.....	137	1,817 91	3,723 76	1,531 85	8,067 95	15,141 47
1888	239·12	56,305,279	.....	.....	14,645 85	20,244 40	6,211 18	2,682 50	43,783 93
1889	330·29	66,311,164	.....	.....	233 30	33,481 42	11,445 76	4,092 50	49,252 98
1890	404·50	95,860 913	.....	.....	98 13	62,073 26	20,635 08	11,131 25	93,937 72
1891	608·59	115,613,057	10,119	520	120 26	56,303 61	24,199 97	19,275 02	99,898 86
1892	847·07	84,392,536	.....	1,000	183 52	54,073 33	40,542 91	2,626 50	97,426 26
1893	1,172·25	76,851,963	.....	940	583 23	54,997 86	48,665 90	4,693 25	108,940 25
Totals	3,620·38	502,479,780	10,119	2,597	17,682 20	284,897 64	153,232 65	52,568 97	508,381 47
Average	517·20								

AREA AND AMOUNT OF TIMBER CUT.—(From B. C. Crown Lands Returns).—Provincial Lands.

Years.	Area under Lease.	Quantity Manufact'd.	Royalty.	Rental.	Licenses.	Total Receipts.
	Sq. miles.	Feet, B. M.	$ c.	$ c.	$ c.	$ c.
1887	*	.....	.....	.....	.....	.....
1888	211	31,868,384	† 12,675 59	5,540 83	.....	18,216 42
1889	280	42,551,222	21,227 28	9,256 93	.....	31,184 21
1890	352½	79,177,055	29,677 71	15,614 03	.....	45,291 74
1891	427¼	83,108,335	31,479 06	20,404 23	.....	51,883 29
1892	603¼	64,186,820	32,093 41	31,673 63	2,600 00	66,367 04
1893	776½	60,587,300	30,293 68	42,737 68	2,950 00	75,981 36
Totals	2,650½	361,479,116	157,446 73	125,927 33	5,500 00	288,924 06
Average	441¾					

* No Provincial Returns of lumber for 1887. † Rebate of royalty on timber exported, $3,051.40.

B. C. Lumber Fleet, 1894.

Flag.	Name.	Tns	Sailed.	From.	For.	Cargo Ft.
Am ship	Eclipse	1536	Jan. 20	Vancouver	Greenock	1,072,820
Nor ship	Beaconsfield	1450	Feb. 5	Vancouver	Amsterdam	1,055,411
Am schr	Pioneer	397	Feb. 28	Victoria	Santa Rosalia	57,714
Am schr	Aida	507	Mar. 25	Moodyville	Shanghai	686,562
Chil bark	India	953	April 7	Moodyville	Valparaiso	761,104
Br bark	Thermopylæ	948	May 2	N. Wesm'r.	Shanghai	581,853
Chil ship	Hindostan	1542	May 12	Moodyville	Valparaiso	1,207,552
Br ship	Astoria	1335	June 24	Vancouver	Antwerp	740,684
Ger bark	Gutenberg	627	May 12	Moodyville	Valparaiso f o.	591,766
Am bkne	Modoc	452	May 5	Victoria	Santa Rosalia	101,211
Am bkne	Katie Flickinger	449	May 5	Vancouver	Santa Rosalia	399,418
Br ship	East Croft	1312	May 25	Moodyville	Valparaiso f.o.	1,058,084
Br ship	Benmore	1460	Aug. 2	Victoria	Adelaide	1,086,479
Br schr	Grace Harwar	1750	June 27	Vancouver	Queensto'n f.o.	1,398,871
Br bkne	Xantippe	909	June 14	Vancouver	Queensto'n f.o.	841,219
Am bkne	Chehalis	656	May 31	Vancouver	Adelaide	782 163
Br ship	Largo Law	1597	June 20	Moodyville	Valparaiso f.o.	1,358,471
Br bark	Gainsborough	985	June 21	Moodyville	Melbourne	740,860
Am ship	Guardian	1073	July 3	Victoria	Santa Rosalia	170,357
Am bark	Olympic	1412	July 12	Vancouver	Callao	1,268,752
Nic bark	Don Carlos	694	July 14	Vancouver	Noumea	536,094
Br ship	Borrowdale	1197	July 28	Moodyville	Caleta Buena	910,683
Am bark	Hesper	664	June 30	Vancouver	Sydney	744,604
Br bark	Villalta	866	July 9	Vancouver	Melbourne	656,795
Am bark	Southern Chief	1219	July 12	Vancouver	Santa Rosalia	891,436
Am schr	Wm. Bowden	728	July 8	Moodyville	Sydney	676,072
Ital bark	Elisa	915	July 16	Moodyville	Antofagasta	763 972
Nor ship	Dram men	1347	Aug 24	Vancouver	Amsterdam	994,910
Br. ship	Verajean	1824	Aug. 25	Vancouver	Alexandria	1,630,000
Am schr	Aida	507	Aug. 29	Moodyville	Shanghai	694,981
Am ship	Occidental	1470	Oct 2	Victoria	Santa Rosalia	249,066
Am bark	Newsboy	559	Sept. 11	Vancouver	Sydney	662,607
Ital bark	Cavour	1389	Oct. 6	Vancouver	Callao	986,105
Br ship	Ballachulish	1806	Oct 11	Moodyville	Valparaiso	1,593,210
Br ship	Lismore	1598	Oct. 30	Vancouver	Buenos Ayres	1,221,499
Am bkne	Irmgard	628	Oct. 6	Vancouver	Iquique	660,938
Br bark	Alexandra	1297	Nov. 12	Vancouver	Calais	1,026,928
Am schr	R. W Bartlett	495	Oct. 20	Vancouver	Santa Rosalia	501,628
Am brig	Geneva	471	Nov. 10	Vancouver	Iquique	551,249
Am schr	Sadie	295	Oct. 30	Westmin'r.	San Francisco	410,000
Chil bark	India	953	Dec. 27	Moodyville	Valparaiso	784,000
Am ss	Lakme	404	Nov. 16	Vancouver	San Pedro	571,000
Am bark	Colorado	1039	Dec. 29	Vancouver	Sydney	765,601
Am schr	Beulah	339	Nov. 28	Westmin'r.	San Francisco	416,487
Am bkne	Marion	348	Dec. 23	Westmin'r.	San Pedro	248,965
Am ss	Cosmopolis	267	Dec. 20	Westmin'r.	S. Francisco f.o	332,250

Meteorological Register for the Year 1894, Esquimalt Chief Station, British Columbia.

Latitude 48°, 45′, 49″; Longtitude 123°, 26′, 32″ West. Elevation above the sea, 28 feet. Barometer reduced to sea level.

	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Year.
BAROMETER.													
Mean height, reduced 1894	29.92	29.99	29.92	30.07	30.01	29.98	30.09	30.04	29.98	29.97	30.14	29.96	30.00
Highest	30.47	30.67	30.48	30.41	30.43	30.28	30.25	30.26	30.34	30.36	30.55	30.65	30.67
Lowest	29.01	29.16	29.40	29.43	29.64	29.58	29.85	29.71	29.51	29.44	29.66	28.80	28.80
Range	1.46	1.51	1.08	0.98	0.79	0.70	0.40	0.55	0.83	0.92	0.89	1.85	1.87
TEMPERATURE OF THE AIR.													
Highest, 1894	51.0	51.9	56 9	69.2	81.7	77.2	84.0	80.2	68.0	62.1	56.6	47.7	84.0
Date	14th	26th	25th	25th	25th	2nd	12th	28th	10th	15th	8th	11th	
Lowest, 1894	24.3	20.2	29.2	31.8	33.7	44.2	45.2	47.5	40.2	32.7	29.7	28.2	20.2
Date	5th	19th	3d-6h	15th	9th	1st	31st	9th	23rd	18th	16th	28th	
Mean Highest, 1894	41.4	41.6	47.3	52.5	59.0	63.6	60.1	69.3	60.2	54.0	48.5	42.0	
Mean Lowest, 1894	32.9	32.2	35.2	38.8	44.1	48.7	49.6	50.8	47.6	41.4	40.7	34.1	
Monthly Mean, 1894	37.15	36.90	40.88	45.03	50.46	54.82	57 99	59.02	53.58	47.26	44.57	38.35	47.17
Mean Daily Range, 1894	8.5	9.3	12.1	13.7	14.9	14.9	19.5	17.8	12.7	12.6	7.8	7.8	
Greatest Daily Range, 1894	12.8	17.3	22.4	29.0	33.0	30.2	35.8	27.6	24.0	20.7	16.4	12.1	
Average Highest	52.9	51.4	58.2	63.9	71.6	75.8	79.6	77.7	69.9	62.2	54.6	53.0	
Average Lowest	20.6	19.4	27.5	31.3	37.0	42.1	45.0	46.1	40.5	34.4	30.3	27.3	
Average Mean Highest	42.9	41.7	48.8	52.7	59.8	63.3	68.0	68.7	61.9	51.6	47.8	44.7	
Average Mean Lowest	34.2	31.6	36.8	39.8	44.7	47.7	50.6	50.8	47.2	42.9	39.4	36.5	
Average Monthly Mean	38.71	36.54	42.54	45.83	51.57	54.98	58.13	58.43	53.77	48.28	43.55	40.80	
Average Annual Mean	....	....	....	....	....	....	....	....	....	....	....	....	47.76
DEW POINT.													
Mean Temperature, 1894	35	35	37	41	46	49	52	54	50	46	43	37	44
HUMIDITY.													
Mean Relative, 1894	91	90	86	87	85	80	81	83	89	93	94	93	88

CLOUD.													
Percentage of Sky clouded, 1894	77	81	73	66	66	56	28	33	62	74	82	60	
Average	75	80	71	71	57	56	39	32	54	70	78	77	
SUNSHINE.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	
Sun above Horizon, Latitude 48°	278.5	286.3	369.5	411.3	472.5	487.9	484.3	442.2	376.2	333.5	275.3	254.4	
Hours registered	71	55.7	115.2	136.3	168.2	188.1	310.4	259.3	144.2	96.6	49.0	81.9	
No. of days completely clouded, 1894	10	13	8	7	9	4	2	3	7	9	17	12	
Maximum daily amonnt in hours	6.8	9.1	11.0	11.3	12.0	12.1	12-9	12.1	10.2	9.6	7.9	7.0	
PRECIPITATION.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
Rainfall in inches, average	4.71	2.15	3.49	3.72	1.96	1.49	0.51	0.52	2.93	3.58	7.03	7.27	39.36
" " 1894	6.11	3.33	4.27	4.23	2.71	2·37	0.21	0.25	3.73	4.60	6.88	1.66	40 35
No. of Days Rain fell	18	17	24	24	19	14	6	4	17	19	25	17	204
Average	17	16	21	21	17	13	7	5	13	19	22	23	194
Snowfall in inches, average	6.9	14.2	1.2	*	....	....	....	...	....	0.8	3.3	1.5	27.9
" " 1894	11.3	9.4	3.7	....	....	....	....	....	....	....	*	*	24.4
No. of Days Snow fell, 1894	9	10	6	....	....	....	....	....	....	....	1	1	27
Average	4	7	3	1	....	....	....	....	....	*	1	3	19
Total Precipitation, Rain and Snow	7.24	4.27	4.64	4.23	2.71	2.37	0.21	0.25	3.73	4.60	6.88	1.66	42.79

E. BAYNES REED, Observer.

PERIODICAL EVENTS AT ESQUIMALT DURING THE YEAR 1894.

Last Snow	March 14	Heaviest Days' Rain	Nov. 24
Last Frost	May 1	Amount in inches	1.77
First Thunder	June 2	Last Thunder	Aug. 23
Warmest Day	Aug. 28	First Frost	Oct. 18
Mean Temperature	68°, 9,	First Snow	Nov. 24

Meteorological Register for the Year 1894, Esquimalt Chief Station, British Columbia.

WIND, 1994.

	Direction of the Wind from									Velocity of Wind.				
	N.	N. E.	E.	S. E.	S.	S. W.	W.	N. W.	Calm	Mean Miles per hour.	Highest d'ys Velocity.	Date and Direction.	Greatest Velocity in one Hour.	Date and Direction.
January	66	7	8	12	28	3	1	4	57	7.1	20.7	17th, S. E.	39	13th, S.
February	35	7	10	3	32	8	0	2	71	8.0	30.7	19th, N.	65	7th, S.
March	23	6	19	4	53	4	4	0	73	7.8	24.0	7th, S.	41	7th, S.
April	7	1	9	4	79	6	6	0	68	7.8	24.7	29th, S.	42	6th, S. Wly.
May	6	1	0	19	74	5	4	0	77	6.4	16 0	4th	39	4th, S.
June	4	3	1	14	79	6	4	0	69	7.0	22.7	7th, S.	39	9th, S.
July	2	0	1	2	72	5	0	0	104	4.1	11.0	25th, S.	25	7th, S. W.
August	4	1	1	2	56	0	0	0	122	2.6	8.0	5th, S.	19	21st, S.
September	10	2	5	0	62	0	1	0	100	4.7	22.7	2nd, S.	33	11th, S.
October	6	1	1	2	32	3	0	1	140	2.7	16.0	8th, S.	25	5th, S.
November	24	6	6	2	28	3	1	0	122	2.5	16.7	2nd, S.	..	.....
December	56	1	13	4	13	5	1	5	88	4.4	16.7	8th, S.	..	.....
Total	243	30	68	68	608	48	22	12	1091					

E. BAYNES REED, Observer.

Coal—Crow's Nest.

PROXIMATE ANALYSIS—FAST COKING.

Locality.	Specific Gravity.	Weight of 1 cubic foot calculated from the specific gravity.	Composition, Per Cent.				Rate of Volatile to fixed Combustible.	Percentage of Coke.	Character of the Coke.
			Hygroscopic Water.	Volatile Combustible Matter.	Fixed Carbon	Ash.			
"Peter" Seam	1,3052	81.57	1.79	33.04	61.55	3.62	1: 1.86	65.17	A compact, firm, coherent coke.
"Jubilee" Seam.....	1,3088	81.50	1.89	30.41	63.33	4.37	1: 2.08	67.70	

PROXIMATE ANALYSIS—SLOW COKING.

"Peter" Seam.....	1,3052	81.57	1.79	25.45	4.14	3.62	1: 2.72	72.76	Non-coherent.
"Jubilee" Seam.....	1,3088	81.80	1.89	24.88	68.86	4.37	1: 2.77	73.23	Non-coherent.

Coal—Crow's Nest—Continued.

ULTIMATE ANALYSIS.

Locality.	Composition, Per Cent.								
	Carbon.	Hydrogen	Oxygen and Nitrogen.	Ash.	Hygroscopic Water.	Sulphur.	Exclusive of sulphur, ash and hygroscopic water.		
							Carbon.	Hydrogen.	Oxygen and Nitrogen.
"Peter" Seam	80.51	5.20	8.38	3.62	1.70	0.51	85.87	5.53	8.90
"Jubilee" Seam	80.04	4.94	8.28	4.37	1.80	0.48	25.82	5.30	8.88

CALORIFIC POWER.

Determined by Thompson's Calorimeter.

Locality.	Experimental.				Theoretical.			
	As Recorded.		After correction for hygroscopic combined water and water of combustion.		Before. Correction for hydroscopic and combined water and water of combustion.		After.	
	Expressed in Calories.	Weight of Water (at 100° C.) Evaporated by 1 lb of fuel	Expressed in Calories.	Weight of Water (at 100° C.) Evaporated by 1 lb. of fuel	Expressed in Calories.	Weight of Water (at 100° C.) Evaporated by 1 lb of fuel	Expressed in Calories.	Weight of Water (at 100° C.) Evaporated by 1 lb. of fuel
"Peter" Seam	8050	14.99 lbs.	7790	14.51 lbs.	7990	14.88 lbs.	7730	14.39 lbs.
"Jubilee" Seam	8026	14.94 "	7778	14.48 "	7866	14.54 "	7618	14.18 "

Coal—Queen Charlotte Islands.

CAMP ROBERTSON.

SAMPLE No. 1 (SURFACE.)

Moisture	1.33
Loss on ignition	17.22
Total carbon	79.18
Sulphur	.917
Ash	19.49

CAMP WILSON.

SAMPLE No. 2.

Moisture	1.91
Loss on ignition	35.81
Total carbon	93.665
Sulphur	.659
Ash	4.425

NEAR YAKON LAKE.

SAMPLE No. 3.

Moisture	2.01
Loss on ignition	9.13
Total carbon	95.19
Sulphur	.909
Ash	2.8

SAMPLE No. 4.

Moisture	2.32
Loss on ignition	17.19
Total carbon	93.43
Sulphur	1.17
Ash	4.25

IRON.

Pittsburg Analysis of Barclay Sound Iron Ore.

Number of Samples.	I	II	III
Silicic Acid	1.79	2.61	2.10
Alumina	.14	.25	.75
Magnetic Oxide of Iron	91.13	88.40	89.57
Per Oxide of Manganese	.84	.71	.63
Carbonate of Lime	.96	5.70	4.61
Carbonate of Magnesia	2.08	2.24	2.34
Titanic Acid	Mere traces.	Mere traces.	
Copper	None.	None.	None.
Sulphur	.060	.091	Traces.
Phospheric Acid	.007	.009	.007
Arsenic	None.	None.	None.
Metalic Iron	66.32	64.10	64.92
Sulphur	.06	.091	Traces.
Phosphorous	.003	.004	.003

Seattle Analysis of Barclay Sound Iron Ore.

Metals.	
Iron Metalic	63.73
Sulphur	.0054
Phosphorous	.0049
Lime	3.84
Manganese	None.
Silica and Gange	7.30

Iron Oxide F	88.01
Sulphur	.0054
Phosphoric Acid	.0112
Carbonate of Lime	3.84
Manganese	.....
Silica and Gange	7.30
Alumina	.52
Titanium	None.
Arsenic	None.
Copper	None.
	99.6856%

Cleveland Analysis of Barclay Sound Iron Ore.

	Iron.	Mangan.	Lime.	Sulphur	Phos.	Silica.
1. Magnetic Iron(Sechart)	66.00	.44	4.00	.02	.01	2.00
2. Sample B (Sarita)	64.50	.48	4.20	.01	.01	2.50
3. 4 Pieces Vancouver Ore	63.00	.46	4.50	.05	.016	4.00
9. Ground Ore in Sacks (Sechart)	63.50	.28	8.00	1.05	.01	5.33
10. West Coast Vancouver Island (Sarita)	67.00	.36	2.00	.06	.01	3.00

IRON—Continued.

Glasgow Analysis of Sooke Mine Magnetic Iron Ore.

	A	*B*	*C*
Peroxide of Iron	54.89	65.36	65.00
Protoxide of Iron	23.61	18.36	31.50
Oxide of Maganese	.23	.62	Trace
Lime	.47	.33	.42
Magnesia	.52	1.15	.20
Phosphoric Acid	.015	.03	Trace
Sulphur	.02	Trace.	.08
Iron combined with Sulphur	.02	Trace.	.07
Alumina	7.90	5.19	.94
Titanic Acid	.60	None.	.70
Silica	11.70	8.50	1.40
Water	.10	.10	....
	100.075	99.64	100.31
Iron, pure, per cent	56.80	60.03	70.07
Pig Iron, per cent	61.0	65.0	75.9
	cwt.	cwt.	cwt.
Pig Iron, per ton	12.1.5	13.0.0	15.0.20
Ore required to make a ton of Pig Iron	32.5	30.8	26.3

No. 1—San Francisco Analysis of Sooke Mine Magnetic Iron	72.40
No. 2— " " " " " "	57.80
No. 3— " " " " " "	57.30
No. 4—Cornwall, Eng., " " " " "	48.9
No. 5— " " " " " "	68.5
No. 6—San Francisco, " " " " "	64.04
No. 7—Dom. Gov't Mineralogist, Analysis Sooke Mine Magnetic Iron	59.06
No. 8— " " " " " " "	52.03
No. 9— " " " " " " "	58.49
No. 10— " " " " " " "	55.83
No. 11— " " " " " " "	63.64
No. 12— " " " " " " "	63.57
No. 13— " " " " " " "	48.94

Educational.

Statement of Lands and Buildings held in Trust by Corporation of the City of Victoria for Educational Purposes.

HIGH AND CENTRAL SCHOOL

Consists of High School and Boys' and Girls' Central School and the Pemberton Gymnasium Building.

Total number of Class Rooms 22
Area of Grounds ..... 7½ acres

SOUTH PARK SCHOOL.

Number of Class Rooms 8
Area of Grounds ..... 150x203 feet

NORTH WARD SCHOOL.

Number of Class Rooms 8
Area of Grounds ..... 2 acres

All the foregoing Schools are built of brick, and those following of wood.

JAMES BAY WARD SCHOOL.

Number of Class Rooms 4
Area of Grounds ..... 120x120 feet

HILLSIDE WARD SCHOOL.

Number of Class Rooms 4
Area of Grounds ..... 100x133 feet

ROCK BAY WARD SCHOOL.

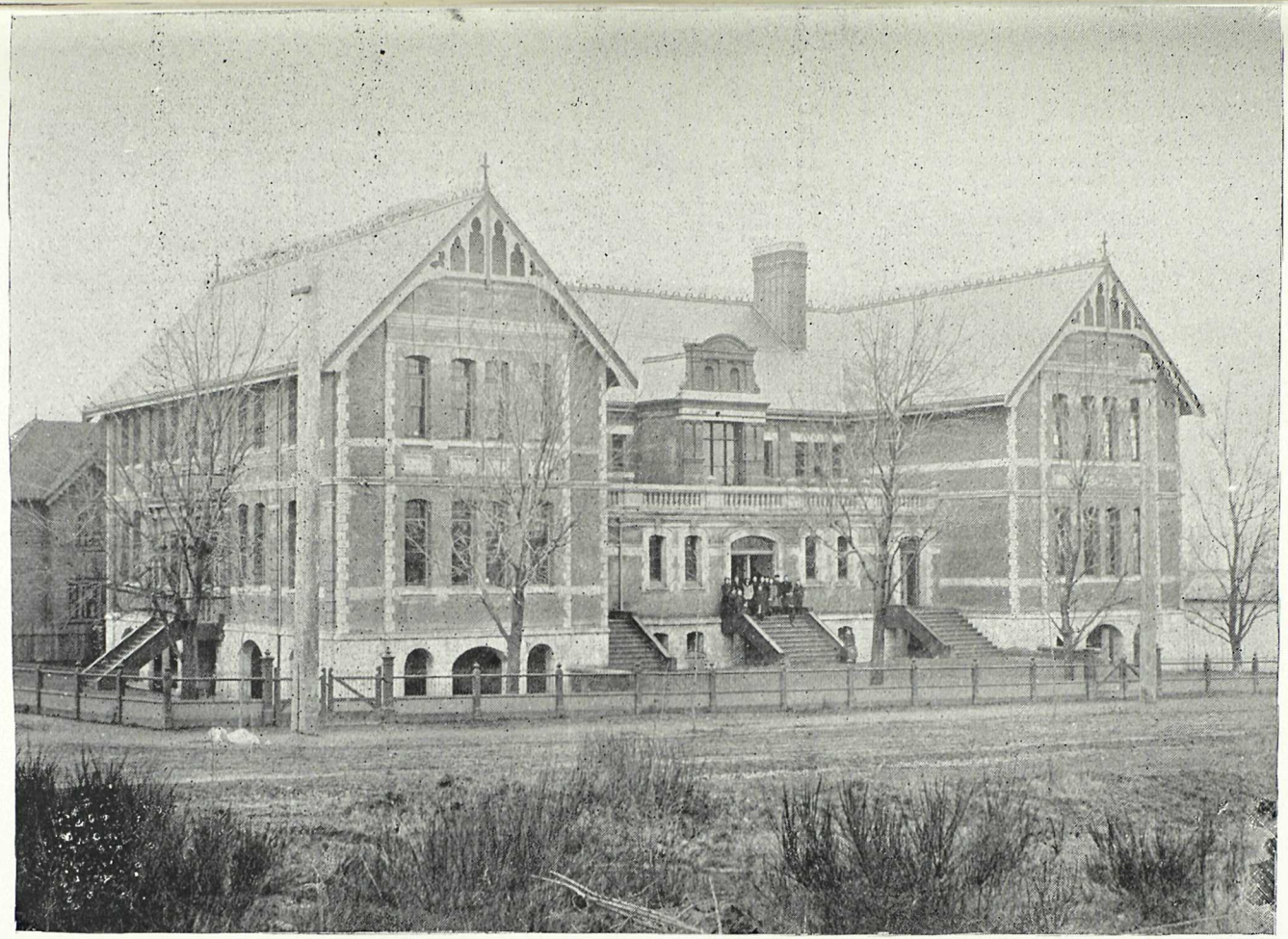
Number of Class Rooms 2
Area of Grounds ..... 120x120 feet

SPRING RIDGE WARD SCHOOL.

Number of Class Rooms 5
Area of Grounds ..... 135x119 feet

VICTORIA WEST SCHOOL.

Number of Class Rooms 4
Area of School Grounds ..... 1 acre



PUBLIC SCHOOLS OF VICTORIA—SOUTH PARK SCHOOL.

Names and Value of School Buildings and Grounds.

Names of School Buildings, Victoria, B. C.	When built.	Of what material.	Number of class rooms in building.	Area of School grounds.	Estimated value of School Furniture and Apparatus.	Estimated value of School Grounds.	Estimated value of School Buildings.	Total estimated value
Central	1875	Brick						
High	1882	"						
Girls' (wing added 1888).	1885	"	22	7½ acres	$ 5,500	$90,000	$65,000	$160 500
Pemberton Gymnasium	1894	"						
South Park School	1894	"	8	150x203 ft	2,000	9,000	33,500	44,500
North Ward school	1894	"	8	2 acres	2,000	14,000	33,500	49,500
James B. Ward (ad'n '89)	1883	Wood	3	120x120 ft.	750	3,000	4,500	8,250
Hillside Ward "	1884	"	3	100x133 "	750	2 900	5,000	8,650
Rock Bay Ward "	1886	"	2	120x120 "	500	2,300	3,200	6,000
Sp. Ridge Ward "'89,'93	1887	"	4	135x119 "	1,000	2,600	5,250	8,850
Victoria West " '89	1888	"	4	1 acre	1,000	3,000	5,000	9,000
Baptist Mission House	ren'd	.....	1	.....	250	.....	.....	250
					$13,750	$126,800	$154,950	$295,500

Statement showing Average Attendance of Pupils at the Victoria Schools for the last Ten Years.

1885–86	807.10
1886–87	894.29
1887–88	917.39
1888–89	996.11
1889–90	1,096.23
1890–91	1,284.68
1891–92	1,528.02
1892–93	1,636.27
1893–94	1,656.70
1894	1,727.81

Average Monthly Salaries.

Average monthly salary per Teacher	$71 97
" " " Monitor	35 55

Total Gross Cost of Schools.

For Maintenance			$49,318 62
Receipts from Provincial Government per capita allowance		$16,413 20	
Provincial Revenue Tax	$12,351 00		
Less collection, 8 per cent	988 08		
		11,362 92	
The City of Victoria		21,542 50	
			$49,318 62

CUSTOMS STATISTICS.

Exports from the Province of British Columbia, for the Fiscal Year ending 30th June, 1895.

Port of.	The Mines.	The Fisheries.	Animals and their Produce.	Agricultural Produce.	Miscellaneous.	Total, 1895.
	$	$	$	$	$	$
Victoria	311,589	2,224,978	409,308	13,879	173,523	3,133,277
Nanaimo	2,899,771	.....	1,856	212	5,356	2,907,195
Vancouver	12,713	300,784	31,413	7,597	487,262	839,769
New Westminster	1,391,379	738,699	14,796	86	88,857	2,233,817
Total	4,615,452	3,264,461	457,373	21,774	754,998	9,114,058

Imports into the Province of British Columbia for the Fiscal Year ending 30th June, 1895.

Port of.	Total Imports.			Duty Received.	Chinese.	Minor Revenue.	Total, 1895.
	Dutiable.	Free Goods.	Leaf Tobacco.				
	$	$	$	$	$	$	$
Victoria	1,730,248	606,395	24,167	603,256 42	34,585 00	6,275 26	644,116 68
Nanaimo	201,419	17,736	2,677	67,598 22	.....	3,403 43	71,001 65
Vancouver	713,215	465,421	433	236,518 47	34,988 50	3,131 07	274,638 04
New Westminster	486,608	147,383	8,274	146,228 02	1 50	1,741 60	147,971 12
Total	3,131,490	1,236,935	35,551	1,053,601 13	69,575 00	14,551 36	1,137,727 49

Inland Revenue, Canada, Divisions No. 37 and 38.

Entered for Consumption, July 1st, 1894, to June 30th, 1895.

		No. 37. Victoria, B. C.	No. 38. Vancouver, B. C.
Spirits	proof gallons	52,229.67	32,536.99
" exported	"	1,152.38	327.91
Malt	lbs	1,315,382	559,423
Manufactured Tobaccos	"	171,982½	128,369
" " exported	"	7,148½	.....
Raw Leaf "	"	9,098	7,781
Cigars, ex-Warehouse	No.	163,750	51,650
" ex-Factory	"	1,367,925	863,625
Malt Liquor	gallons	19,316	237,870
Petroleum	"	212,758	209,925.50
Total Receipts		$155,053.26	$99,323.94

Exports the Produce of Canada, from the Province of British Columbia, for 24 Years ending June 30th, 1895.

Year.	The Mine.	Fisheries.	Forest.	Animals and their Produce.	Agric'l Products.	Miscel-laneous.	Total.
1872	$1,389,585	$ 37,707	$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	230,893	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	172,647	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	1,907	2,811	2,891,811
1887	1,832,827	910,559	235,913	380,126	10,265	1,911	3,371,601
1888	1,889,805	1,164,019	441,957	318,839	27,631	85,826	3,928,077
1889	2,377,052	993,623	449,026	397,685	14,831	102,089	4,334,306
1890	2,375,770	2,374,717	325,881	346,159	9,823	113,271	5,545,621
1891	2,930,229	2,274,686	374,996	294,646	5,017	20,434	6,257,158
1892	2,979,470	2,351,083	425,278	390,854	25,018	31,976	6,574,989
1893	2,898,947	1,591,831	454,994	310,621	30,173	446,231	5,642,797
1894	3,521,543	3,541,305	411,623	149,269	23,323	196,895	7,843,958
1895	4,615,452	3,264,461	.....	457,373	21,774	754,998	9,114,058

Imports into the Province of British Columbia for 24 Years ending 30th June, 1895.

	Value of Total Imports.	Goods Entered for Home Consumption. Dutiable Goods.	Free Goods.	Total.	Duty Collected.
To 30th June, 1872	$1,790,352	$1,600,361	$ 166,707	$1,767,068	$342,400 48
From Canada	22,215	.....	22,215	22,215	
To 30th June, 1873	2,191,011	1,569,112	507,364	2,076,476	302,147 65
From Canada	75,604	.....	75,604	75,604	
To 30th June, 1874	2,085,560	1,676,792	371,544	2,048,336	336,494 47
From Canada	66,104	.....	66,104	66,104	
To 30th June, 1875	2,543,552	1,924,482	566,111	2,490,593	413,921 50
From Canada	117,654	.....	117,054	117,054	
To 30th June, 1876	2,997,597	2,237,072	707,906	2,944,978	488,384 52
From Canada	129,735	.....	129,735	129,735	
To 30th June, 1877	2,220,968	1,820,391	346,318	2,166,709	403,520 21
From Canada	163,142	.....	163,142	163,142	
To 30th June, 1878	2,244,503	1,905,201	367,926	2,273,127	426,125 14
From Canada	144,754	.....	144,754	144,754	
To 30th June, 1879	2,440,781	1,997,125	320,326	2,317,454	484,704 04
From Canada	184,951	.....	184,951	184,951	
To 30th June, 1880	1,689,394	1,614,165	122,451	2,457,116	450,175 43
From Canada	208,072	.....	208,072	208,072	
To 30th June, 1881	2,489,643	2,214,153	242,963	1,736,616	589,403 62
From Canada	387,111	.....	387,111	387,111	
To 30th June, 1882	2,899,223	2,472,174	404,287	2,875,461	678,104 53
From Canada	449,768	.....	449,768	449,768	
To 30th June, 1883	3,937,536	3,331,023	550,833	3,866,856	907,655 54
From Canada	624,207	.....	624,207	624,207	
To 30th June, 1884	4,142,486	3,337,642	702,693	4,040,335	884,076 21
From Canada	789,287	.....	789,287	789,287	
To 30th June, 1885	4,089,492	3,458,529	564,923	4,023,452	966,143 64
From Canada	927,054	.....	927,054	927,054	
To 30th June, 1886	3,953,299	2,951,379	1,060,347	4,011,726	880 226 65
To 30th June, 1887	3,547,852	3,065,791	560,348	3,626,139	883,421 53
To 30th June, 1888	3,509,951	2,674,941	729,266	3,401,207	861,465 14
To 30th June, 1889	3,763,127	2,002,646	807,140	3,809,786	974,675 69
To 30th June, 1890	4,379,272	3,357,111	1,030,375	4,287,486	1,075,215 20
To 30th June, 1891	5,478,883	4,261,207	1,074,983	5,336,190	1,346,059 42
To 30th June, 1892	6,495,589	4,423,414	1,803,005	6,226,419	1,412,878 00
To 30th June, 1893	3,934,066	3,662,673	1,255,495	4,918,168	1,367,250 32
To 30th June, 1894	5,320,615	3,582,333	1,738,282	5,336,961	1,308,631 23
To 30th June, 1895	4,403,976	3,131,490	1,236,935	4 368,425	1,137,727 49

SHIPPING.

The Board is indebted to the courtesy and kindness of Mr. A. R. Milne, Collector of Customs, for the following Shipping information :

PORT OF VICTORIA, B. C.

STATEMENT of Vessels, British and Foreign, employed in the coasting trade of the Dominion of Canada, arrived at or departed from this Port, during the fiscal year ending 30th June, 1895 :

	Vessels Arrived.			*Vessels Departed.*		
	No. Vessels.	Tonnage.	No. Crew.	No. Vessels.	Tonnage.	No. Crew.
BRITISH STEAMERS.						
Screw	1028	267637	22857	1031	263898	22747
Paddle	116	86564	4220	117	87108	4254
Sternwheel	53	35848	1538	52	35817	1534
	1197	390049	28615	1200	386823	28535
BRITISH SAILING VESSELS.						
Ships	....	....	....	3	4706	82
Barques	1	944	13	3	4101	71
Schooners	59	610	174	67	793	230
Sloops	101	518	217	108	441	247
Barges, etc	89	6671	19	84	6532	17
	250	8743	423	265	16573	647
Grand Total	1447	398792	29038	1465	403396	29182
FOREIGN STEAMERS.						
Screw	4	2671	143	2	3467	55
FOREIGN SAILING VESSELS.						
Ships	1	1072	16	3	4148	46
Barques	1	1438	16	3	2920	39
Grand Total	6	5181	175	8	10535	140
RECAPITULATION.						
British	1447	398792	29038	1465	403396	29182
Foreign	6	5181	175	8	10535	140
	1453	403973	29213	1473	413931	29322

PORT OF VICTORIA, B. C.

ANNUAL RETURN, showing the description, number and tonnage of vessels built and registered at this Port during the fiscal year ending 30th June, 1895:

Class of Vessel.	*Built.*		*Registered.*	
	No.	Tonnage.	No.	Tonnage
STEAMERS:				
Screw	1	8	3	311
Sternwheel	2	250	..	....
Total Steamers	3	258	3	311
SAILING VESSELS:				
Schooners	3	56	1	20
Barquentines	..	....	1	447
Total Sailing Vessels	3	56	2	467
Grand Total	6	314	5	778

PORT OF VICTORIA, B. C.

STATEMENT of Vessels, British, Canadian and Foreign, entered outwards (for sea) at this Port during the year ending 30th June, 1895:

With Cargoes.

Countries to which Cleared	No. of Vessels.	Quantity of Freight. Tons Register.	Tons Weight.	Tons Meas'mt.	Crew No.
BRITISH:					
United Kingdom	4	4492	6930	255	80
Australia	11	23133	1141	701	880
China	10	18653	161	148	762
Total	25	46278	8232	1104	1722
CANADIAN:					
United States	3	338	123	....	28
FOREIGN:					
United States	701	486698	13301	2840	27433
Mexico	4	4408	6800	....	61
Total	705	491106	20101	2840	27494

In Ballast.

BRITISH:					
United States	19	31364	....	....	1080
China	17	47102	....	....	3133
To Sea Fisheries	1	75	....	....	30
Total	37	78541	....	....	4243

Countries to which Cleared.	No. of Vessels.	Quantity of Freight. Tons Register.	Tons Weight.	Tons Meas'mt.	Crew No.
CANADIAN:					
United States	51	7668	....	....	786
To Sea Fisheries	84	5494	....	....	2424
Total	135	13162	....	....	3210
FOREIGN:					
United States	381	220089	....	....	10896
To Sea Fisheries	2	118	....	....	39
Total	383	220207	....	....	10935

RECAPITULATION.

With Cargo:					
British	25	46278	8232	1104	1722
Canadian	3	338	123	....	28
Foreign	705	491106	20101	2840	27494
Total	733	537722	28456	3944	29244
In Ballast:					
British	37	78541	....	....	4243
Canadian	135	13162	....	....	3210
Foreign	383	220207	....	....	10935
Total	555	311910	....	....	18388
Grand Total	1288	849632	28456	3944	47632

PORT OF VICTORIA, B. C.

STATEMENT of Vessels, British, Canadian and Foreign, entered inwards (from sea) at this Port, during the year ending 30th June, 1895:

Whence arrived.	*With Cargoes.* No. of Vessels.	Tons Register.	Quantity Freight. Tons Freight.	Tons Measm't.	Crew No.	*In Ballast.* No. of Vessels.	Tons Register.	No. Crew
BRITISH:								
United Kingdom	9	11910	10986	1475	217	...	....	....
United States	1	1735	27	....	64	12	21342	805
China	13	23552	2349	944	738	18	50105	3194
Australia	12	25466	398	469	1006	1	860	18
Other Countries	.	....	....	....	....	1	885	12
Total	35	62663	13760	2888	2025	32	73192	4029

Whence arrived.	With Cargoes. No. of Vessels.	Tons Register.	Quantity Freight. Tons Freight.	Tons Measm't.	Crew No.	In Ballast. No. of Vessels.	Tons Register.	No. Crew
CANADIAN:								
United States.....	6	1077	482	....	99	32	5410	547
China.....	1	947	1030	11	19	1	948	19
From S. Fisheries.	78	3071	368	....	1944	2	37	9
Total.....	85	5095	1880	11	2062	35	6395	575
FOREIGN:								
United States.....	914	537547	22271	8066	31498	182	153314	6939
Japan.....	..	....	....	....	....	1	2193	28
Other Countries...	..	....	....	....	....	2	3479	42
Total.....	914	537547	22271	8066	31498	185	158986	7009

RECAPITULATION.

	With Cargoes.					In Ballast.		
British.....	35	62663	13760	2888	2025	32	73192	4029
Canadian.....	85	5095	1880	11	2062	35	6395	575
Foreign.....	914	537547	22271	8066	31498	185	158986	7009
Total.....	1034	605305	37911	10965	35585	252	238573	11613
Grand Total.	1286	843878	37911	10965	47198			

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 June, 1895, distinguishing the countries to which they belong. Not including vessels trading between Ports within the Dominion:

Under what Flag.	Arrived. No.	Tons.	Crew No.	Departed. No.	Tons.	Crew No.
British.....	187	147345	8691	200	138319	9203
United States.....	1096	691025	38426	1086	708825	38396
Norwegian.....	1	2193	28	....	....	....
Nicaraguan.....	1	1274	30	1	447	10
Hawaiian.....	1	2041	23	1	2041	23
Total.....	1286	843878	47198	1288	849632	47632

RECAPITULATION.

	Arrived.			*Departed.*		
Under what Flag.	No.	Tons.	Crew No.	No.	Tons.	Crew No.
British Steamers.....	91	124856	6391	103	120198	6534
British Sailing Vessels.	96	22489	2300	97	18121	2669
Total British....	187	147345	8691	200	138319	9203
Foreign Steamers	1054	679248	38081	1057	701459	38181
Foreign Sail'g Vessels.	45	17285	426	31	9854	248
Total foreign....	1099	696533	38507	1088	711313	38429
T'l British & Foreign.	1286	843878	47198	1288	849632	47632

Registered Sea-Going Tonnage

Employed in carrying cargo in and out of the Province of British Columbia, by five year periods, with yearly averages and percentages of increase:

YEAR.	Total Tonnage.	Yearly Average.	Per Cent.
1874-78	1,439,817	287,963	.....
1879-83	2,358,885	471,777	+ 63.8
1884-88	4,089,788	817,958	+ 73.4
1889-93	8,927,979	1,785,596	+118.3
1894	.....	1,979,969	+ 10.9

Registered Sea-going Tonnage carrying cargo into the Province, etc.:

YEAR.	Total Tonnage.	Yearly Average.	Per Cent.
1874-78	735,936	147,187	.....
1879-83	1,058,566	211,713	+ 43.8
1884-88	1,935,085	387,017	+ 82.8
1889-93	3,928,138	785,628	+103.0
1894	.....	830,408	+ 5.7

Registered Tonnage carrying cargo out of the Province, etc.:

YEAR.	Total Tonnage.	Yearly Average.	Per Cent.
1874-78	703,881	140,776	.....
1879-83	1,300,319	260,064	+ 85.0
1884-88	2,154,703	430,940	+ 65 7
1889-93	4,999,841	999,968	+132.0
1894	.....	1,149,561	+ 15.0

British Columbia continues to advance, having in 1894 a total sea-going tonnage, in and out, of 1,979,969 tons, an increase of 194 373 tons over the average of the period 1889-93, which latter period showed an increase over 1884-88 of over 118 per cent.

SCALE OF COMMERCIAL CHARGES

ADOPTED BY THE

BRITISH COLUMBIA BOARD OF TRADE.

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

1. On the 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 "
3. On purchase and sale of specie, gold dust and bullion.....1 "
4. On sale of bills of exchange with endorsement.....3½ "
. On sale of bills of exchange without endorsement.....1 "
6. For endorsing bills of exchange when desired.....2½ "
7. On sale of produce, etc., from California, Oregon, Washington State, Sandwich Island Ports, and other Pacific Coast Ports, with guarantee.....7½ "
8. On sale of merchandise from other Ports with guarantee.....10 "
9. On goods received on consignment and afterwards withdrawn...3½ "
10. On purchase and shipment of merchandise, with funds on hand, on cost and charges.....5 "
11. On purchase and shipment of merchandise, without funds, on cost and charges.....7½ "
12. For collecting and remitting delayed or litigated accounts.....10 "
13. For collecting freight by vessels from foreign ports, on amount collected.....5 "
14. For collecting general claims.....5 "
15. For collecting general average, on the first $20,000, or any smaller amount.....5 "
16. For collecting general average, on any excess over $20,000.....2½ "
17. On purchase and sale of vessels.....5 "
18. For "Port Agency" to vessels with cargo or passengers from foreign Ports, as under:

On vessels under 200 tons register.....	$ 50 00
" of 200 to 300 tons register.....	100 00
" of 300 to 500 "	150 00
" over 500 tons.....	200 00

19. For disbursements of vessels by consignees with funds on hand.2½ "

20. For disbursements of vessels by consignees without funds on hand ..... 5 per cent.
21. For procuring freight or passengers ..... 5 "
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, etc., are signed..... ....5 "
23. On giving bonds for vessels under attachment in litigated cases, on amount of the liability ....2½ "
24. For landing and re-shipping goods from vessels in distress on invoice value, or in its absence, on market value.....5 "
25. For receiving and forwarding goods on invoice amount ..... 2½ "
26. For advancing on freight to be earned.....5 "
27. For effecting marine insurance on the amount insured ..... ½ "
28. The foregoing commissions to be exclusive of brokerage, and every charge actually incurred.
29. Vessels to pay clerk hire and the labor on wharf, sorting and delivering cargo.
30. The receipt of Bills of Lading to be considered equivalent to receipt of goods.
31. Guarantee or security for contracts or liabilities.....5 "
32. Acting as Trustee on assignments.....5 "
33. On investments made on mortgage or otherwise.....1 "

N. B.—Auctioneers' commission and brokerage to be charged when incurred.

34. Land agents for commission on sale and purchase of real estate..5 per cent.
35. Interest on advances for duty, freight and lighterage, and on accounts current, per annum 1 per cent. over current bank overdraft rates.

RATES ON STORAGE OF MERCHANDISE.

STORAGE PER MONTH.

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.

(*a.*) Concerning the delivery of merchandise, payment of freight, etc.: 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.

WHARVES.

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

(2.) 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 Bye-Laws, Rules and Regulations, were submitted to the members present at the Annual General Meeting of the British Columbia Board of Trade, held July 3rd, 1891.

Approved, July 12th, 1895.

PORT CHARGES.

PORTS OF ESQUIMALT AND VICTORIA, BRITISH COLUMBIA.

Vessels bound to other Ports, and coming to an anchor in Royal Roads, the Pilotage is free, except the services of a Pilot are employed, when Pilotage 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	"

For Vessels entering into or clearing from undermentioned Ports, the rates shall be as follows:

Victoria and Esquimalt Harbors (under sail)	$3 00	per foot
" " " (under steam or in tow)	2 00	"
" " " (steamers)	1 50	"

Half of said rates when vessel is spoken to and services declined.

$10.00 for removal to either harbor.

Foreign Tugs pay half pilotage outwards, whether spoken or not.

Vessels proceeding from Victoria to Esquimalt, and vice-versa, and having discharged or received a portion of their cargo in 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.

Vessels registered in Canada of not more than 120 tons register tonnage are now free.

Regular line ocean steamers, using the outer wharf of Victoria harbor only, have a special round trip rate as follows:

On the inward voyage ..... $1 00 per foot.
On the outward voyage..... 0 50 "

So that the maximum pilotage of the Empresses, Australian and San Francisco steamers is now reduced from $4.50 to $3.00 per foot as an aggregate.

Towage from Victoria, Esquimalt Harbor, or Royal Roads, to Sea, outside Cape Flattery, from $100 to $150.

Towage from Victoria and Esquimalt Harbor, or Royal Roads, to Burrard Inlet and 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 tons					.....	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)—60 cents per 1,000 gallons.
" (at Victoria) " " "

WHARFAGE FREE.

HOSPITAL DUES—Two 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 $1.15 to $1.50 per thousand 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.

NANAIMO PILOT GROUND.

The limits for speaking vessels bound for Nanaimo shall be at or outside a line drawn from Schooner Point, Gabriola Island, to Lighthouse Island, and from Lighthouse Island to Horsewell Bluff, Vancouver Island.

Vessels entering by way of Dodd's Narrows (it not being a ship channel) will be charged half pilotage whether spoken or not, if the pilot boat be on the cruising ground.

DUES.

The rates of pilotage both inward and outward shall be as follows :

(*a.*) For all vessels, irrespective of draught, $3 per foot.
(*b.*) For all vessels in tow of a steamer, $2 per foot.
(*c.*) For all steam vessels, other than foreign tugs or tug boats or steamers employed as such, whose master or mate has not a pilot's license, one-third (1/3) less than the above rates if a pilot be employed.

Any fraction of a foot not exceeding six (6) inches shall be paid for as half a foot, and any fraction of a foot exceeding six inches shall be paid for as one foot.

Vessels spoken by a duly licensed pilot shall pay the sum of one dollar ($1) per foot if his services be declined.

The Pilotage Authority may remit pilotage dues to steamers carrying Her Majesty's mails between San Francisco and the Province of British Columbia, in whole or in part as to them may appear fit, provided such steamers call at the Port of Nanaimo for the purpose of coaling.

Gulf of Georgia and Straits Navigation :—The pilotage rates for vessels bound between Nanaimo and Royal Roads, either way, shall be ten dollars ($10) per day or fraction of a day of twenty-four hours, if assisted by steam, in addition to port pilotage ; but for vessels similarly bound, under canvas, the rate shall be four dollars ($4) per foot inclusive of port pilotage.

Any vessel arriving at Nanaimo or Departure Bay without being spoken inwards by a pilot shall not be exempt from outward pilotage ; and the first pilot offering his services and being refused employment, shall be entitled to demand and receive the legal pilotage dues, except on the written complaint of the master, owner or agent of the said vessel, the Pilotage Authority shall direct otherwise.

CODE OF SIGNALS BY DAY OR NIGHT.

THE TUG.

One short whistle ..... Going Slow
Two short whistles ..... Port
Three short whistles ..... Starboard

SIGNALS OF VESSELS TOWED BY DAY.

Arms extended.....Go slow, shortening tow rope and stand by and let go
One arm to port.....Port
One arm to starboard.....Starboard

BY NIGHT.

Two lamps exhibited from fore-castle, bell rung rapidly.....Go slow, shorten and stand by to let go.
One bright light over red light.....Port
One bright light over green light.....Starboard

PILOTAGE DISTRICT OF YALE AND NEW WESTMINSTER.

The ports of the Pilotage District of Yale and New Westminster shall be as follows:

Port of Vancouver;
Port of New Westminster;
Port of Yale and the several landings on the Fraser River.

(1.) The limit of the Port of Vancouver shall be inside a line drawn from Point Atkinson to the red buoy on Spanish Bank.

(2.) The limit of the Port of New Westminster shall be inside a line drawn between the outer buoys and north and south sand heads, at entrance of Fraser River.

DUES.

For vessels entering or clearing from the Port of Vancouver, the rates of pilotage shall be as follows:

Vessels under sail	$4 00	per foot.
" in tow of a steamer	2 00	"
" under steam	1 50	"

The pilotage from Cape Flattery or Royal Roads to a line drawn from Point Atkinson to the red buoy on Spanish Bank and *vice versa* is not compulsory, but if the services of a pilot are required, he shall be paid the following rates, viz.:—

From Cape Flattery	$6 00	per foot.
" Callum Bay	5 00	"
" Beachy Head	4 00	"
" Race Rocks or Royal Roads	3 00	"

And for vessels under steam or in tow of a steamer the following rates shall be paid:—

From Cape Flattery	$3 00	per foot.
" Callum Bay	2 50	"
" Beachy Head	2 00	"
" Race Rocks or Royal Roads, vessels under steam	2 00	"
" Race Rocks or Royal Roads, vessels in tow of a steamer	1 50	"

NEW WESTMINSTER.

From the lighthouse on Fraser sand heads to New Westminster :—

For vessels under sail	$4 00	per foot.
" in tow of a steamer	2 00	"
" under steam	1 50	"

From the lighthouse to Cape Flattery or Royal Roads and *vice versa*, the pilotage is not compulsory, but if the services of a pilot are required he shall be paid the following rates :

For vessels under sail—

From Cape Flattery	$6 00	per foot.
" Callum Bay	5 00	"
" Beachy Head	4 00	"
" Race Rocks or Royal Roads	3 00	"

For vessels under steam or in tow of a steamer, the following rates shall be paid :—

From Cape Flattery	$3 00	per foot.
" Callum Bay	2 50	"
" Beachy Head	2 00	"
" Race Rocks or Royal Roads, vessels under steam	1 00	"
" Race Rocks or Royal Roads, vessels in tow of a steamer	1 50	"

Any fraction of a foot not exceeding six inches shall be paid for as half a foot, and any fraction of a foot exceeding six inches shall be paid for as a foot.

ESQUIMALT GRAVING DOCK.

1. Length of Dock on blocks.....430 feet, can be made 480 feet
2. Width of Gates..... 65 feet.
3. Depth of Water, varying from 27 feet to 29 feet 6 inches at springs, according to season of year.

SCALE OF CHARGES FOR USE OF DOCK.

The use of the Dock will be subject to the following tariff, viz.:

Gross Tonnage of Vessel.	For the first day of docking.	For each following day including the undocking day.
For all vessels up to 1,000 tons	$300 00	5 cents per ton
From 1,000 to 2,000 tons	350 00	4½ " "
For all vessels above 2,000 tons	400 00	4 " "
	Up to 2,000 tons and 2 cents per ton on all tonnage above 2,000.	

All fractional parts of 50 tons to be counted and paid for as 50 tons. Cargoes to be charged at the same rates as tonnage, and no charge for ballast. Each day to be counted from 7 a.m. to 7 a.m., and each fractional part of a day will be charged as one day.

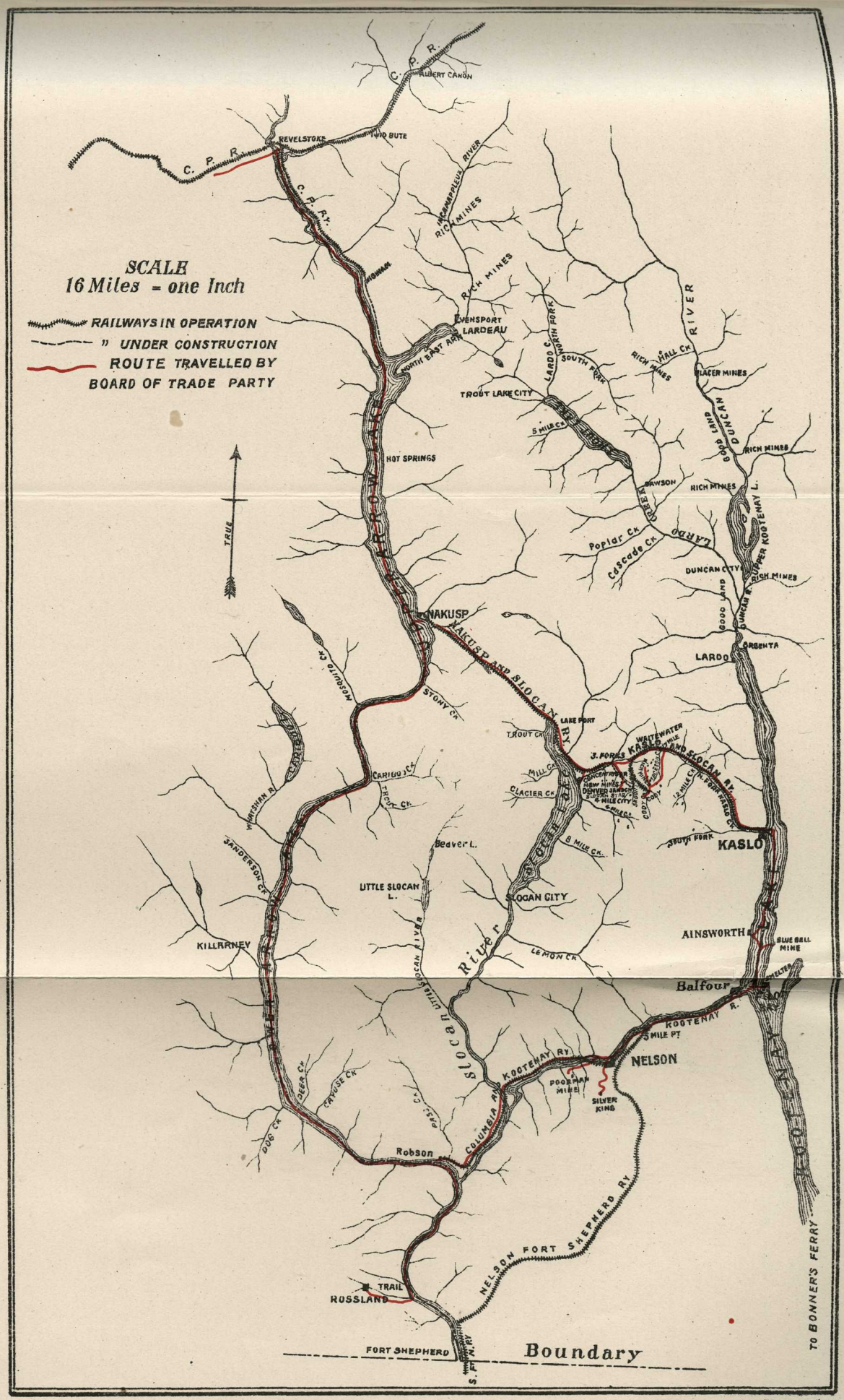
No reduction will be allowed for Sundays and holidays.

N. B.—No vessel will be admitted into the Dock until she has been duly entered in accordance with Rule and Regulation No. 1, on the entry books in the Dock Master's Office, nor until after the sum of two hundred dollars ($200.00) shall have been paid to the Dock Master as an entrance fee.

ESQUIMALT MARINE RAILWAY.

For scale of charges for the use of the Esquimalt Marine Railway, apply to W. F. Bullen, Managing Director, Victoria, B. C.

UNIVERSITY OF
BRITISH COLUMBIA
AUG 29 1952
THE LIBRARY


SCALE
16 Miles = one Inch
RAILWAYS IN OPERATION
" UNDER CONSTRUCTION
ROUTE TRAVELLED BY
BOARD OF TRADE PARTY
TRUE
C. P. R.
ALBERT CANON
REVELSTOKE
TWO BUTE
C. P. R.
C. P. R.
HOWARD
KOOTENAY RIVER
RICH MINES
RICH MINES
EVENSPORT
LARDEAU
NORTH EAST ARM
LARDO C.
NORTH FORK
SOUTH FORK
RICH MINES
HALL CK
PLACER MINES
DUNCAN RIVER
Good Land
RICH MINES
TROUT LAKE CITY
5 MILE CK
HOT SPRINGS
ARROW LAKE
DAWSON
RICH MINES
RICH MINES
GREEN
LARDO
Poplar Ck
Cascade Ck
DUNCAN CITY
RICH MINES
UPPER KOOTENAY L.
DUNCAN R.
Good Land
ARGENTA
LARDO
NAKUSP
NAKUSP AND SLOCAN RY
Nasswitto Ck
STONY CK
LAKE PORT
TROUT CK
WATERWATER
J. FORBES
KASLO AND SLOCAN RY
CARIBOO CK
MILL CK
GLACIER CK
NEW MINES
DENVER SILVER
KLONDIKE
4 MILE CITY
6 MILES
COD. COY.
12 MILE CK
FORT WARD CK
WORKMAN RY
SANDERSON CK
Beaver L.
8 MILE CK
SOUTH FORK
KASLO
LITTLE SLOCAN L.
SLOCAN CITY
AINSWORTH
KILLARNEY
LEMON CK
BLUE BELL MINE
Slocan River
LITTLE SLOCAN RIVER
Balfour
KOOTENAY R.
5 MILE PT
NELSON
KOOTENAY RY
POOR MAN MINE
SILVER KING
DEER CK
CAYUSE CK
COLUMBIA RY
Robson
NELSON FORT SHEPHERD RY
TRAIL
ROSSLAND
FORT SHEPHERD
S. F. N. RY
Boundary
TO BONNER'S FERRY