TWENTY-THIRD

ANNUAL REPORT

OF THE

VICTORIA, BRITISH COLUMBIA, BOARD OF TRADE

TOGETHER WITH

VARIOUS APPENDICES,
LIST OF MEMBERS, OFFICE BEARERS,
COMMERCIAL CHARGES, &c.

WITH ILLUSTRATED SUPPLEMENT "PICTURESQUE VICTORIA"

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

OCTOBER, 1902

INCORPORATED OCTOBER 28TH, 1878

VICTORIA, B. C.
THE COLONIST PRINTING AND PUBLISHING CO., LTD.
1902

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ILLUSTRATED SUPPLEMENT

PICTURESQUE VICTORIA

THE COMMERCIAL AND TOURIST CITY OF THE CANADIAN FAR WEST

Victoria, British Columbia, Board of Trade

OFFICERS—1902-1903.

L. G. McQUADE, ... PRESIDENT
C. F. TODD, ... VICE-PRESIDENT
F. ELWORTHY, ... SECRETARY

COUNCIL

G. H. BURNS,	D. R. KER,	W. T. OLIVER,
J. G. COX,	S. LEISER,	T. W. PATERSON,
L. CREASE,	C. H. LUGRIN,	S. J. PITTS,
H. CROFT,	J. A. MARA,	R. SEABROOK,
F. ELWORTHY,	A. G. McCANDLESS,	JAS. THOMSON,
H. M. GRAHAME,	L. G. McQUADE,	C. F. TODD.

BOARD OF ARBITRATION.

J. G. COX,	A. B. FRASER,	J. A. MARA,
L. CREASE,	H. M. GRAHAME,	T. W. PATERSON,
H. CROFT,	D. R. KER,	S. J. PITTS,
T. EARLE,	C. H. LUGRIN,	R. SEABROOK.

STANDING COMMITTEES:

FISHERIES.

G. A. KIRK (Chairman), BEAUMONT BOGGS, J. KINGHAM,
A. G. McCANDLESS, B. C. MESS.

MANUFACTURES.

H. J. SCOTT (Chairman), J. A. HALL, D. R. KER,
W. J. PENDRAY, J. A. SAYWARD.

HARBOURS AND NAVIGATION.

J. G. COX (Chairman), CHAS. E. CLARKE, WM. GRANT,
C. J. V. SPRATT, J. W. TROUP.

PUBLIC WORKS AND RAILWAYS.

T. W. PATERSON (Chairman), H. P. BELL, H. F. BULLEN,
F. C. DAVIDGE, J. A. MARA.

FINANCE COMMITTEE.

GEO. GILLESPIE (Chairman), W. T. OLIVER, G. A. TAYLOR.

MINING COMMITTEE.

HENRY CROFT (Chairman), LINDLEY CREASE, T. LUBBE.

AGRICULTURE AND FORESTRY.

M. BAKER (Chairman), R. SEABROOK, WM. TEMPLEMAN.

COWICHAN COMMITTEE.

LINDLEY CREASE (Chairman), HENRY CROFT, C. H. DICKIE,
C. LIVINGSTON, HARRY SMITH.

AUDITORS.

NORMAN HARDIE, WILLIAM CHRISTIE, J. L. FORRESTER.

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 of the Victoria, British Columbia, Board of Trade.

FROM DATE OF INCORPORATION, OCTOBER 28TH, 1878, TO JUNE, 1902.

YEAR.	PRESIDENT.	VICE-PRESIDENT.	SECRETARY.
Oct. 28th, 1878, to July 3, '80	R. P. Rithet, J.P..	William Charles	E. Crow Baker.
1880-1. . .	R. P. Rithet, J.P..	William Charles	E. Crow Baker.
1881-2. . .	R. P. Rithet, J.P..	William Charles	E. Crow Baker.
1882-3. . .	R. P. Rithet, J.P..	Roderick Finlayson..	E. Crow Baker.
1883-4. . .	R. P. Rithet, J.P..	Roderick Finlayson..	E. Crow Baker.
1884-5. . .	R. P. Rithet, J.P..	Mat. T. Johnston ...	E. Crow Baker.
1885-6. . .	Jacob H. Todd, J.P.	Edgar Crow Baker ..	Wm. Monteith.
1886-7. . .	Jacob H. Todd, J.P.	Thos. Earle.....	Wm. Monteith.
1887-8. . .	Robert Ward, J.P..	T. R. Smith.....	Wm. Monteith.
1888-9. . .	Robert Ward, J.P..	Thos. Earle	Wm. Monteith.
1889-90 . .	Robert Ward, J.P..	Thomas B. Hall.....	F. Elworthy.
1890-1. . .	Robert Ward, J.P..	Thomas B. Hall.....	F. Elworthy.
1891-2. . .	Thomas B. Hall. .	A. C. Flumerfelt	F. Elworthy.
1892-3. . .	Thomas B. Hali. . .	A. C. Flumerfelt	F. Elworthy.
1893-4. . .	A. C. Flumerfelt...	C. E. Renouf.....	F. Elworthy.
1894-5. . .	A. C. Flumerfelt...	C. E. Renouf.....	F. Elworthy.
1895-6. . .	D. R. Ker.....	Gus Leiser.....	F. Elworthy.
1896-7. . .	D. R. Ker.....	G. Leiser, G. A. Kirk	F. Elworthy.
1897-8. . .	G. A. Kirk.....	W. A. Ward.....	F. Elworthy.
1898-9. . .	G. A. Kirk.....	W. A. Ward	F. Elworthy.
1899–1900	W. A. Ward.....	L. G. McQuade	F. Elworthy,
1900-01 . .	W. A. Ward.....	L. G. McQuade.	F. Elworthy.
1901-02 . .	L. G. McQuade....	C. F. Todd	F. Elworthy.

MEMBERSHIP ROLL.

A

NAME.	FIRM.	BUSINESS.
Abbott, H. H.	C. P. R.	Agent.
Aikman, H. B. W.	Drake, Jackson & H.	Barrister-at-Law.
Anderson, W. J.		Builder.
Andrews, W. T	Paints and Varnishes	Manufacturer.

B

Baker, M.	R. Baker & Son	Hay and Grain.
Barnard, F. S.	B. C. Elec. Ry. Co., Ld.	Managing Director.
Barnard, G. H.	McPhillips, Wootton & B.	Barrister-at-Law.
Baxter, C. S.		Customs Broker.
Beckwith, J. L.		Commission Agent.
Beeton, H. C.	33 Finsbury Circus.	London.
Bell, H. P.		Civil Engineer.
Billinghurst, E. E.	B. C. Development Co.	Agent.
Blackwood, E. E.	Alaska Steamship Co.	Agent.
Bodwell, Ernest V.	Bodwell & Duff	Barrister-at-Law.
Boggs, Beaumont		Insur. & General Agent.
Bone, W. H.	T. N. Hibben & Co.	Bookseller & Stationer.
Brenchley, A.	F. R. Stewart & Co.	Manager.
Brown, Geo. McL.	Canadian Pacific Ry.	Executive Agent.
Brown, P. R.	The Colonist	Manager.
Bryce, James	Victoria Truck & Dray Co.	Managing Director.
Bryden, John		
Bullen, H. F.	B. C. Marine Ry. Co	Ship Builder.
Bullen, W. F., J.P.	Esquimalt Marine Ry.	Manager.
Burns, Gavin H.		

C

Cassidy, Robert		Barrister-at-Law.
Challoner, W. L.	Challoner, Mitchell & Co.	Jeweler.
Christie, William	C. P. R. Telegraph Co.	Manager.

NAME.	FIRM.	BUSINESS.
Clarke, Chas. E.....	....	Harbour Master.
Cohen, H. Hirschell.....	Cassiar Central Ry.....	Man. Director.
Coigdarripe, J.....	....	Retired.
Courtney, Geo. L.	Esq. & Nanaimo Ry.....	Traffic Manager.
Cox, Capt. J. C.....	E. B. Marvin & Co.....	Ship Chandler.
Crease, Lindley.....	Crease & Crease....	Barrister-at-Law.
Croft, Henry, J.P.....	....	Consulting Engineer.
Cusack, Thos. R....	. ...	Printer and Publisher.

D

Davidge, F. C.....	Davidge & Co., Ltd.	Shipping Agent.
Day, Robert S.....	....	Architect.
Duff, L. P.....	Bodwell & Duff.....	Barrister-at-Law.
Dunsmuir, Hon. James, M.P.P.,	Union Collieries	President.

E

Earle, Thos., M.P..... ..	.....	Merchant.
Eberts, Hon. D.M.,M.P.P	Eberts & Taylor	Barrister-at-Law.
Elworthy, F.....	B. C. Board of Trade	Secretary.
Erskine, R.....	Erskine, Wall & Co.	Grocer.
Ewen, Alexander.....	Ewen & Co. (Westminster)	Canner.

F

Flumerfelt, A. C., J.P....	Granby Smelter (Greenwood)	
Forrester, J. L...	....	Paints, etc.
Fraser, A. B.....	Walter S. Fraser Co., Ld.	Merchant.

G

Galletly, A. J. C..	Bank of Montreal.....	Manager.
Gibb, J. S.....	Imperial Bank....	Manager.
Giffen, J. B.....	R. G. Dun & Co., (Vancouver)	Manager.
Gillespie, George.....	Can. Bank of Commerce..	Sup. of B. C. Branches.
Goodacre, Lawrence.	Queen's Market (Meat)....	Proprietor.
Gosnell, R. E....., ...	Provincial Government ..	Statistican.
Goward, Albert T.....	B. C. Electric Ry.	Manager.
Gowen, C. N.....	Lion Brewery.....	Proprietor.
Grahame, H. M.....	.....	Real Estate.
Grant, Capt. Wm..	.....	Ship Owner.

H

NAME.	FIRM.	BUSINESS.
Hall, Richard M.P.P	Hall & Goepel	General Agent.
Hall, John A.....	Victoria Chem. Works....	Managing Director.
Hardie, Norman.....	Dodwell, Carlill & Co....	Agent.
Hayward, Charles.	.....	Contractor and Builder.
Heisterman, B. S.....	Heisterman & Co.....	Insurance and Finance.
Helmcken, H. D., M.P.P.	Drake, Jackson & H.....	Barrister-at-Law.
Henderson, A.....	Victoria Transfer Co. Ld .	Superintendent.
Henderson, T. M.....	Henderson Bros..	Druggist.
Higgins, D. W.....	.....	.....
Hinton, John. A.....	Hinton Electric Co., Ld .	Electrician.
Holland, C. A.....	B. C. Land & In. Agcy...	Managing Director.
Hunter, Joseph, M.P.P...	E. & N. Railway.....	Gen. Supt.

I

Irving, Capt. J.....	.....	.....

J

Jamieson, Robert.....	... .	.....
Johnson, E. M.....	....	Financial Agent.
Johnston, M. T.....	Findlay, Durham & B....	Merchant.
Jones, Stephen.....	Dominion Hotel.....	Proprietor.

K

Ker, D. R.....	Brackman-Ker Mill Co., Ltd.,	Man. Director.
King, Chas. R.....	....	Manfg. Agent.
Kingham, Joshua.....	Kingham & Co.....	Insurance, etc.
Kirk, G. A	Turner, Beeton & Co....	Merchant.

L

Leiser, Simon.....	S. Leiser & Co.....	Wholesale Grocer.
Lenz, M.....	Lenz & Leiser.....	Wholesale Dry Goods.
Lindsay, Jas. A.....	R. Dunsmuir & Son.....	Auditor.
Loewen, Joseph..... ..	Vic. Brew. & Ice Co. Ld..	Director.
Lubbe, T.....	....	Furs and Skins.
Lugrin, C. H.....	....	Barrister-at-Law.
Luxton, A. P.....	Davie, Pooley & Luxton..	Barrister-at-Law.

M

NAME.	FIRM.	BUSINESS.
Machin, Rowland	Wm. Bennett Sons Co	Agent.
Maclure, J. C.	Robert Ward & Co	Joint Manager.
Mara, J. A		Merchant.
Marvin, E. B.	E. B. Marvin & Co	Ship Chandler.
Mason, D. Dubois	Mason & Bradburn	Barrister-at-Law.
McAlister, John	(San Jose, Cal)	
McCandless, A. G.	McCandless Bros	Clothier.
McQuade, L. G.	P. McQuade & Sons	Ship Chandler.
Mess, Bernhard C.	Findlay, D. & Brodie	Assistant Manager.
Milne, G. L		Physician and Surgeon.
Mitchell, James.		Manufacturers' Agent.
More, A. W.	A. W. More & Co.	Ins. and Mining Broker.
Munn, D. J.	(New Westminster)	Cannery Proprietor.
Munsie, W.	Shawnigan L. Lum. Co.	Manager.

N

Nicholles, Major John	Nicholles & Renouf, Ld.	H'ware and Ag. Imps.
Norris, Fredk.		Saddler & Harn. Mkr.

O

Oliver, W. T.	Bank of B. N. A.	Manager.

P

Palmer, E. J.	Vic. Lum. & Manf. Co. Ltd.,	(Chemainus) Mgr.
Paterson, James	The Paterson Shoe Co	Managing Director.
Paterson, T. W.		
Payne, Robert Horne	Sperling & Co., 8 Austin Friars, London.	
Pearson. Ed., J.P.	Clarke & Pearson	Hardware.
Pemberton, F. B.	Pemberton & Son	Financial Agent.
Pendray, Wm. J.	Pendray & Co	Soap Manufacturer.
Peters, Fred.	Tupper & Peters	Barrister-at-Law.
Piercy, J.	J. Piercy & Co	Wholesale Dry Goods.
Pike, M. Warburton		Explorer.
Pither, Luke	Pither & Leiser	Wine Merchants.
Pitts, S. J.		Merchant.
Pooley, Hon. C. E., K.C.,	M.P.P.	Barrister-at-Law.
Prentice, Hon. J. D	Western Can. Ranching Co.,	Manager.
Prior, Lt.-Col. Hon. E. G.,	M.P.P., E. G. Prior & Co.,	Ltd., Hardware, etc.

R

NAME.	FIRM.	BUSINESS.
Redfern, Chas. E		Manufacturing Jeweler.
Rithet, R. P	R. P. Rithet & Co. Ltd	Mer. and Shipping Agt.
Robertson, Arthur	Martin & Robertson	Commission Agent.
Robertson, A. Stuart	Globe Can. & Mill Co	Manager.
Robins, S. M	Van. Coal Co. (Nanaimo)	Superintendent.
Ross, Harrie G	Dixi H. Ross & Co	Grocer.

S

Sayward, J. A		Lumber Merchant.
Scott, H. J	Hamilton Powder Works	Manager.
Seabrook, R	R. P. Rithet & Co	Vice-President.
Sehl, Jacob	B.C. Furniture Co	Manager.
Shallcross, J. J	Shallcross, Macaulay & Co.	Merchant.
Shotbolt, Thomas, J. P		Druggist.
Simon, James	Can. Bank of Commerce	Manager.
Smith, H	M. R. Smith & Co	Biscuit Manufacturer.
Smith, Thos. R	Robt. Ward & Co., Ltd	Merchant and Shipper.
Spencer, C	David Spencer	Dry Goods.
Spratt, C. J. V	Vic. Machinery Depot	Proprietor.
Stemler, Louis	Pioneer Coffee and Spice Mills,	Proprietor.
Swinerton, R. H	Swinerton & Oddy	Land Agent.

T

Taylor, G. A	Royal Bank of Canada	Manager.
Temple, Ernest	Hickman Tye Co., Ltd	Manager.
Templeman, Hon. Wm	Times P'tg. Co., Ltd	Managing Editor.
Thomson, Jas	Hudson's Bay Co	Manager.
Todd, C. F	J. H. Todd & Son	Wholesale Grocer.
Troup, Jas. W	Can. Pac. Nav. Co	Manager.
Turner, Hon, J. H	Turner, Beeton & Co	London.

V

Vincent, F. W	C.P.N. Co	Asst. Manager.

W

Walker, Walter		Coal Merchant.
Ward, W. A		Merchant and Shipper.
Ward, Robert	70 Basinghall Street	London, E.C.

NAME.	FIRM.	BUSINESS.
Warren, Jas. D., Capt....	.....	General Agent.
Weiler, Otto.....	Weiler Bros.....	Furniture Manufacturer.
Welsh, E. E.....	B. C. Market.....	Manager.
Wey, G. A.....	Bradstreet Co.....	Superintendent
Wilkinson, C. H.....	9, New Broad Street.....	London.
Williams, Robert T	....	Publisher.
Wilson, William.....	W. & J. Wilson.....	Clothier.
Wootton, E. E.....	McPhillips, Wooton & B..	Barrister-at-Law.

Parliament Buildings, Victoria, B. C.

TWENTY-THIRD ANNUAL REPORT

OF THE

Victoria, British Columbia, Board of Trade

JULY 1st, 1901, TO JUNE 30th, 1902.

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

GENTLEMEN,—Before submitting the information usually contained in the Board's Annual Report, attention is directed to a change in designation. It was in the year 1863, when Vancouver Island was a crown colony, that the necessity of this institution resulted in organization, under the name of "The Chamber of Commerce of Victoria, Vancouver Island." In 1878—that was about seven years after the union of Vancouver Island and the Mainland of British Columbia—incorporation was effected under the name of "The British Columbia Board of Trade." At that time the designation, although comprehensive, was strictly correct, for there was no other Board of Trade in the Province. But happily the partial development of the vast resources of British Columbia has been followed by the building of many towns and cities, and there are now probably a dozen Boards of Trade watching the commercial interests of their respective localities. For this reason it was decided to again change the designation of this institution, and by an order-in-council it will hereafter be known as "The Victoria, British Columbia, Board of Trade." It must be added that there is no further change; the personnel and the aims of this Board of Trade remain undisturbed.

Mining. It is gratifying to note that the mining industry is steadily growing in importance. The value of the gold, silver, copper and lead produced in 1901 amounted to about $13,500,000, an increase of approximately 35 per cent. compared with that of the previous year. It should be remembered that ten years ago the mines produced only $4,000 worth of these metals. Last year's increased production resulted principally from larger outputs from the older mines, but shipments were made from 20 new properties. This is an indication of the permanence of the ore bodies, and serves to confirm the forecast that the mineral development of British Columbia is yet in its initial stage. The Provincial Government mining returns are published annually, and the latest is brought down to 31st December, 1901, consequently the exact figures for the first six months of the current year are not available. But reports gathered from other sources show that the mineral production continues to increase.

Vancouver Island. Mount Sicker has now producing mines. The principal shipments so far have been from the Lenora mine, and the owners are entitled to the highest commendation for the masterly way in which they have shown its possibilities. Capital being limited, progress has been dependent on ore production. Another disadvantage was the high cost of transportation, due to frequent handling of the ore en route to the smelter, on Puget Sound. However, 26,000 tons were shipped there, for which the returns amounted to $468,000. This gave an average of $18 per ton, from which $10 must be deducted for cost of mining, freight, smelting, etc., leaving a profit of $208,000 for improvements. The ore being brought out of the mine through tunnels, very costly machinery is not necessary. Twelve miles of narrow-gauge railway have been built and equipped with rolling stock, to connect the mine with salt water, where a smelter is in course of erection, planned to treat 500 tons of ore daily. It will be "blown in" next month. At the present time there are about 40,000 tons of ore on the Lenora dump, worth about $10 per ton.

Below the Lenora mine lies the Key City property; then, further down the mountain, the Alida Fraction intervenes

between the Key City and the Victoria claims, belonging to the Copper Canyon group. Owing to the very encouraging prospects in the properties named, the whole country side has been staked off into mineral claims, many of which are being developed. Well-known and responsible mining men have asserted that this is the most promising copper belt that they have seen in British Columbia. Several members of the Board visited the Lenora mine on the 7th of June. They left Victoria at 9 o'clock in the morning and returned about the same hour in the evening, with ample time to inspect the mine and partly constructed smelter. Upon arrival at Crofton, where the smelter is, train was taken for the mine. Some idea of the engineering difficulties of the line will be better understood when it is considered that the first ascent is 600 feet, and then down again into a valley dotted with farms not much above the sea level. Then the ascent of Mount Sicker commences, the mine being 1,400 feet above the sea level. The railway passes through some good forest land. A visitor is consequently afforded an excellent opportunity—and that within a few hours—of forming some idea of the character of three of the natural resources of British Columbia—namely, agriculture, timber and mining. Immediately adjoining the Lenora property, but higher up the mountain, is the Tyee mine. The ore body is in a continuation of the Lenora belt. So far the company have confined their energies to "blocking out" the ore. The ore from the Tyee will be transported by an aerial tramway, four miles in length, to the Esquimalt and Nanaimo railway, near Somenos, from which point the ore will be taken in railway cars to the smelter now in course of erection at Ladysmith.

Twelve miles from Victoria, on Mount Skirt, in sight of the Esquimalt and Nanaimo railway, work is being steadily prosecuted on a copper-gold property, and a few carloads of good ore have been already shipped.

Twenty miles from Victoria, due west, there is another mineral belt, in the Sooke district, where an immense outcrop of copper pyrites has been discovered. The ore is not only extensive in amount, but is rich in quality, and its development is being watched with great interest.

The region about Barkley Sound and the Alberni Canal holds many important copper areas. In the Nahmint mine there are some 5,000 feet of underground workings, about one-fourth having been performed during 1901. A new plant was also installed, consisting of an aerial tramway for the conveyance of the ore to salt water, an air compressor, and large loading bunkers. Many other valuable copper and iron properties are being developed in the district.

The magnetite deposits are of vast extent and of great importance, and ore from these mines is now being shipped to steel works recently established near Port Townsend, Washington, U. S. A. This has been the means of directing more attention to the possibility of successfully establishing iron and steel works on Vancouver Island. It is not within the scope of this summary report to enter fully into detail, but attention should be drawn to the natural advantages of cheap transportation, water power, timber, cheap mining, readily available fuel, and fluxes. As nearly as can be ascertained at present, pig iron should be produced on Vancouver Island at $10.65 per ton, from which the Dominion Government bounty of $1.80 should be deducted for the purpose of striking the margin between the cost and sale price. Immense benefits would accrue to British Columbia from the successful operation of iron and steel works. No class of mining development equals such an industry in building up a good wage-earning population. It therefore behooves every member of the community to assist this Board of Trade in obtaining full and reliable information to place before capitalists, of whom there are always plenty awaiting proposals which after strict investigation will show probable returns on capital to be invested.

West Coast, V. I.

On many of the inlets to the north of the Alberni Canal, the development of mineral claims is progressing. In a few cases shipments of ore have been made. At Wreck Bay there are some black sand placer gold deposits. These have been worked, and the gold saved is important in showing that Vancouver Island's metals are not confined to the mountain sides.

The Board is indebted to the kindness and courtesy of Dr. T. R. Marshall, D. Sc. (Edin.), for the following remarks on the mineral resources of Vancouver Island. Dr. Marshall is specially qualified to speak upon the subject, as in addition to his scientific knowledge he has had the advantages of some years of personal observations.

"Five years ago the few settlers living on the Coast fringe of Vancouver Island realized that the mountains held what might prove future wealth to them. The farmers and woodmen became prospectors and soon demonstrated that the Island from north to south was traversed by numerous copper belts, each readily traceable by the innumerable outcroppings of ore. If surface indications count for anything, even in a virgin mining camp, one is justified in assuming that the Island must soon take an important place as a copper producer. Already in the short period of five years is crowded the experience and fortune of most mining camps. First came a period of excitement, when claims were staked by the hundreds and every indication of ore was deemed a glowing possibility. Properties of merit were held at prohibitive prices, and the merest wildcat sold from $50 to $100 per claim. Amateur miners with a few thousand dollars cut trails, built shacks and scratched the surface of the ground, only to find that Nature did not yield up her treasures readily. The boom was naturally followed by a period of depression, which in many a deserving camp has lasted for many years. The richness of the copper-bearing areas of Vancouver Island was, however, too apparent to permit of any prolonged period of depression, and now the third stage, which is that of serious and productive mining, has commenced, which has entirely displaced the wild excitement and crude speculation of boom times. The best of the copper lands are being acquired by those who know about copper mining and have the means to make it a success. Copper smelters are being erected by men of wide experience who would certainly not make the venture unless they accurately estimated the mineral resources of the Island. Every month now shows some further improvement, more ore blocked out, and added proof that the ore 'goes down.'

"Perhaps the great natural advantages of cheap mining have stimulated a quick revival.

"A glance at the chart will show that the Island is deeply indented by navigable channels which permit of the cheap carriage of the ore to the smelters.

"The outcrops of ore occur on the steep mountain slopes, which means cheap exploitation; and the mountains are clothed to the very tops with a dense forest growth, affording valuable mining timber and fuel at every point. The red cedars at varying altitudes provide, by simple splitting, boards and shakes for the construction of houses.

"There are no water problems, as the rainfall is abundant.

"Everywhere cheap water power is available, and all that is wanted is a pipe line and Pelton wheel.

"The above general remarks are happily supported by recent development work at various points along the West Coast. No matter how extreme the points at which the development work is being conducted, there is the pleasing tale of success. At the north end of the Island, at Quatsino Sound, an energetic company of Americans have proved the existence of extensive ore bodies and have made a trial shipment to prove value. At Nootka immense outcroppings of magnetite carrying secondary copper sulphides have been discovered. The possibility that these outcrops may be simply the cappings to copper ore is rendered likely by the work done on the Prince group, Sidney Inlet, which lies at the other end of this mineral belt. The magnetite outcrops on the Prince group show but few indications of copper—sometimes a little bornite and copper glance, often merely green stain of copper carbonate. At depth, however (from 40 to 80 feet), the magnetite gives place to rich copper ore. The result of the work on the Prince group is invaluable, as it shows what may be expected of the numerous and extensive magnetite outcrops. This magnetite and copper association is certainly an important one and deserves the closest attention of mining men.

"The property belonging to the Dewdney Canadian syndicate, and adjoining the Prince group, affords an additional proof of the value of the copper and magnetite association. An extensive body of very rich copper ore has been explored which is capped by magnetite. Further south there are numerous promising prospects awaiting further development."

The development of the west coast of Vancouver Island has been retarded in consequence of the difficulties and slowness of communication between Victoria and the various camps along the Coast. The matter was brought to the notice of both the Provincial and Dominion Governments, and although the latter has increased its subsidy, it proved insufficient to insure marked improvement in the service.

Coal. The coal output of Vancouver Island during 1901 was 1,261,744 tons. The exports to California were 710,330 tons, or about 30 per cent. of the total consumption in that state. The fact that it can compete with the coal produced in Washington, which is not liable for duty, speaks volumes for its excellent quality. The use of oil in California is lessening the demand for coal there, as fuel oil is taking the place of coal in many large establishments where steam power is used. During the year 1901 the consumption of Vancouver Island coal in California was the second largest on record, but there is now a falling off in the demand, and prices are lower. It should be mentioned that Vancouver Island coal is used by the United States navy in preference to the coal produced in the Pacific Coast states. The coal deposits of Vancouver Island are not confined to those now being worked; other fields will doubtless be opened up when the demand warrants.

Islands and West Coast of Mainland. The islands on the east coast of Vancouver Island, Queen Charlotte Islands, on the north and west coast of the Mainland, abound in minerals similar to those already described. At Texada Island some of the mines are shipping ore, copper-gold, and iron. The iron ore is shipped to the blast furnaces near Port Townsend. During the year 1901 there were located and

recorded on Texada Island 124 mineral claims. Many others were recorded on the other islands, inlets, bays, etc.

Boundary. Mining in the Boundary country is advancing very rapidly. In the year 1899 the value of the ore mined there amounted to about a quarter of a million dollars. In 1901 the increase was three million dollars, and since then there has been a further increase in the output of the mines compared with the corresponding months of last year. The ore contains copper and gold principally, and although low-grade, the ease with which it is mined and the proximity of the smelters admits profitable working.

Trail Creek. The mines near Rossland are maintaining their lead in the value of yield.

Nelson. In the Nelson mining division, which contains a number of mines of differing characteristics, unfavorable developments in some properities have been offset by improvement in others, and the division continues to show steady improvement in the number of developed and productive mines.

Slocan. In the Slocan division the mines produce silver and lead, and although the ores are rich in those metals, conditions prevail which effectually retard production. The owners have been depending on the United States for a market, and ores have gone there for treatment. Transportation charges are necessarily high in consequence of the great distance to the smelters. Present low prices of these metals admit the profitable shipment of only the highest grade ores. The situation would be much improved if the Dominion Government would further protect the home market for lead, and this Board has received the assurance of the Honorable the Minister of Trade and Commerce that the question shall receive due consideration, but no action can be taken until parliament re-assembles.

It has been suggested that foreign lead entering Canada shall pay a duty of 25 per cent. When this is done, mining in the Slocan district will again become active. The Dominion Government agreed to grant a bonus on the manufacture of

pig-lead in Canada from Canadian lead ore as follows: $5 per ton for every ton of refined lead produced during 1902, $4 during 1903, $3 during 1904, $2 during 1905, and $1 per ton during 1906. Experiments have been made at Trail for producing pig-lead by electricity. These have proved successful, and it is reported that plans are being prepared for the erection of a refinery. A shipment of refined lead has already been made.

East Kootenay. The mines of East Kootenay, producing silver and lead principally, are also suffering from the low prices of these metals. The output of the Crow's Nest collieries, 198,587 tons of coal, sold at such, and 111,683 tons of coke, or a gross output of 379,355 tons of coal, greatly exceeds the output of previous years, but did not meet the demands. This was solely due to the undeveloped condition of the collieries and insufficient transportation facilities, which disabilities are being overcome as speedily as possible. It has been stated in previous reports that there is no better fuel found on the Pacific Coast, and the above facts substantiate those statements.

Cariboo. There is not much change to report in connection with Cariboo. The recovery of gold from the creeks by ordinary placer methods, the hydraulicing of gold-bearing gravels, and the exploitation of the old channels of former rivers by means of shafts and tunnels embrace the principal mining works. There was a scarcity of water in some of the hydraulic camps during part of the season of 1901, and a consequent falling off in the gold output, but the Cariboo district is nevertheless looked upon as a future gold-producing country of greater importance than when the placers were well known throughout the world. In the fall, reports reached the Coast of new "placer" strikes on the Horsefly river. It was too late then to verify them, but their extent will doubtless be ascertained this season.

Cassiar. There is much territory north and west of Cariboo which is receiving the attention of prospectors. As far as can be judged, it is as rich in minerals as other portions of British Columbia, but in consequence of the great distance from settlements and the cost of getting in food and

machinery, operations are confined chiefly to placers. It was expected that Atlin would furnish large placer camps, but the Yukon has proved more attractive. Experience has shown that the gold-bearing grounds of Atlin can be more advantageously worked by hydraulicing than by the usual placer process. As soon as the northern portion of British Columbia is opened up by railways, there can be no question of very important mining developments following.

In the appendices will be found full statistical information regarding the minerals produced during the year 1901. This has been copied from the annual report of the Minister of Mines, just published. The total value amounts to approximately twenty million dollars, which is certainly not large when the extent of the mineralized area and quantity of ore and coal in sight are considered. But, as before stated, compared with the previous year the increase in output of minerals other than coal was 35 per cent., and good reasons can be given to show why it was not much larger. A very hopeful view of the future is found in the exceedingly low price at which it has been found possible to treat low-grade copper ores. In the Boundary country, such ore has been smelted at $1.35 to $1.50 per ton. This would have been considered impossible only a few years ago, and with such rapid and wonderful improvements in the methods of extracting the base and precious metals and the immense area within the Province of British Columbia which is known to be highly mineralized, no one can predict with any certainty what the output of minerals will be in the short period of the next five years. There are now two smelters under construction on Vancouver Island.

There has been complaint that the two per cent. mineral tax bears too heavily on the mines. This Board is not prepared to offer an opinion, but it may be stated that although there are important mines being opened up on Vancouver Island, no such complaint has reached this Board from that source. However, the attention of the Minister of Mines has been directed to the matter, and this Board has received his promise that it will be enquired into, with the object "of doing everything possible to assist the mining industry of the

Province, while at the same time collecting a proper and equitable amount of taxation therefrom." The mining laws are certainly liberal. Any free miner (a person holding a license costing $5) can stake a claim 1,500 by 1,500 feet, about 50 acres, and hold it by improving to the value of only $100 per annum. After five such annual improvements, the survey being reckoned an improvement worth $100, a crown grant can be obtained. After a crown grant is given, there is a tax of 25 cents per acre per annum, which it is understood has not been paid in very many cases. It is hoped that the Government will insist on the prompt payment of all such arrears. It would be impossible within the limit of these few pages to do justice to the mineral wealth of British Columbia and its development. Those who desire further information are referred to the report of the Hon. the Minister of Mines, which will be furnished on application at the Provincial Department of Mines, Parliament Buildings, Victoria, or at this office.

Smelters. There are many factors upon which profitable mining is dependent and the cost of smelting the ore is one of importance. To illustrate what has been done in this direction, the experience of one of the pioneer mines of Rossland may be cited. In the year 1897 the total smelting charge, direct and indirect, amounted to $19.13 per ton of ore. Last year those charges were reduced to $11.07 per ton of ore. Those figures are instructive in showing the reduction in cost of treating ore from the same mine within five years. The ore from the Lenora, on Vancouver Island, has cost much less to smelt, and $10 per ton has covered smelting, mining and 100 miles of transportation by rail and water, exclusive of indirect smelting charges.

In the Boundary country the cost of first smelting of the copper ore is but $1.50 per ton of ore. Improvements in the plants and the advantage of much available water power and cheap fuel may be expected to afford further reductions. The management of the Granby smelter is to be congratulated upon its success in showing the low cost at which the low-grade copper ores of the Boundary country can be handled. The result will doubtless be far reaching and beneficial to the Province

generally. There are smelters at the following places, namely: Granby, Greenwood, Trail, Nelson and Texada Island. Others are being constructed at Crofton and Ladysmith, Vancouver Island. This Board recently received an inquiry from a United States smelting company as to what openings there are for establishing such works in British Columbia. It would therefore appear probable that the erection of smelters will keep pace with the opening up of the mines.

Salmon. The salmon pack in 1901—1,236,156 cases—was much larger than ever before put up in British Columbia in one season, and it is satisfactory to note that the run of fish in the Fraser river was fully up to expectations. There has been a decline in prices realized, and the stocks on hand are unusually large. Demand is limited to requirements for immediate consumption, and it is not likely to improve until an estimate can be formed of this year's pack. This industry is suffering from the competition of canners in the state of Washington, who put up fish of equally good quality, and by cheaper methods of catching them are able to undersell the British Columbia product. In the year 1897 the British Columbia pack was 1,015,477 cases, while that of the Puget Sound canneries was only 350,000 cases. In 1901 the Puget Sound pack was 1,363,297 cases, that is, 127,141 cases in excess of British Columbia's largest pack. On Puget Sound the fish are taken in traps. These traps furnish steady employment for a number of men all the year round, in repairs, improvements, etc. On this side of the boundary the fish are caught in nets, and the season being short, fishermen of all nationalities must be assembled for that purpose. For some years the British Columbia canning industry has been threatened with ruin by the fishermen on the Fraser river demanding exhorbitant prices for the fish at the commencement of the season, and the canners having laid in many tens of thousands of dollars worth of supplies, cans, etc., have had to choose between having such supplies thrown on their hands or paying high prices for the fish. The cost of the fish on the Fraser river is now practically double that paid in the early years of the canning industry, and the price paid last year represented an excess of fully $1 per case compared with similar fish caught in traps in Puget Sound. There is another

phase of the question. The fish taken in Puget Sound are mostly on their way to the spawning grounds in the Fraser river. It has been observed that the salmon, on returning to those grounds from the ocean, head for the south coast of Vancouver Island, which they follow some miles and then scatter through various channels almost exclusively through United States waters, before finally making for the Fraser river. The remedy for the British Columbia situation is obvious, namely, the establishment of traps on the south of Vancouver Island. The fish could then be intercepted and canned as cheaply as on the United States side. It is most important that a proper understanding between the Dominion and Provincial Governments for the control of these fisheries should be arrived at immediately, and the present conditions of the salmon industry relieved before it becomes irretrievably too late.

Deep Sea Fisheries. The halibut fisheries have received more attention lately, and it is probable that the success of the vessels now engaged in them will lead to others being put in that service. The fish are reported to be plentiful and of excellent quality. Upon arrival in port, they are packed in ice and sent to Eastern Canadian points for sale.

Sealing. The sealing operations for 1901 resulted in a catch of 24,160 skins. This was much below the average, and it was fortunate that the schooners were economically operated or loss would have resulted. The prices realized show a slight decline compared with the previous year.

Lumber. The lumber cut during the year 1901—184,079,980 feet—was less than the previous year. The prices obtainable in foreign markets not being remunerative, those mills which rely on export business did not run to their full capacity. During the past six months, however, prices have improved, freights have become lower, and the mills are now fully employed.

The forests of British Columbia are an asset of great importance, and the value of which it would be impossible to correctly estimate. The lumber cut does not appreciably diminish them. Care must be taken to prevent the ravages of

fire which occur every year. Reforestration and diversification have been recommended by this Board for some years, but so far as known, no steps have been taken in that direction.

Shipbuilding. The improvement in business in the shipyards is very encouraging. At Esquimalt there is a large drydock which is open to the merchant service when not required by the admiralty. It was with the object of providing for the merchantmen at all times that the Esquimalt marine railway plant was constructed in 1895. That plant has since been enlarged and otherwise improved, and the same company has provided another plant in Victoria harbor and one at Vancouver. The Victoria Machinery Depot is now equipped for shipbuilding, and has just launched and supplied machinery to its first vessel, of 460 tons. The shipyards previously established in Victoria are keeping pace with the improvements demanded in modern shipbuilding.

The business of these establishments cannot be judged by the tonnage of new vessels, for there is considerable repairs always on hand. This is more satisfactory when it is considered that many of the vessels repaired at Esquimalt and Victoria are of foreign register, and that the work is obtained in open competition with larger works established on Puget Sound.

It is regretted that the Dominion Government, although asked to do so, does not assist shipbuilding. It has been suggested that a bonus of $10 per ton be given on vessels of 450 tons and upwards built in British Columbia during the next five years, and a bonus of $5 per ton on such vessels built during the next following five years. Such a bonus would probably afford sufficient encouragement to build the necessary vessels for carrying on the lumber trade, and the freights derived from that source would then be paid to Canadians instead of the owners of foreign vessels, as is now done. This is a matter which the Board should not lose sight of.

Agriculture. The Board is indebted to the kindness and courtesy of the Hon. J. D. Prentice for the following information on agriculture and immigration :

"At no previous time in the history of British Columbia have the agricultural interests of the Province generally been in such a favorable condition. The demand for all kinds of farm produce has increased faster than production, while the trend of prices has been uniformly upwards. In the case of beef cattle and oats, both staples of prime importance, prices have been higher than for years, and prospects are good for their continuance. The future is most promising for farmers having cleared lands, who can devote their time to the production of either staple crops or finished farm products.

"Very largely as a result of the educational work conducted through the medium of Farmers' Institutes throughout the Province, both the theory and practice of modern farming have been well exploited of late, in regard to stock raising and feeding, crop-raising, and soil cultivation, so that the true economy of farming is better understood, both crops and soil have benefitted, and the status of farming has been raised.

"In dairying, a notable development has taken place—the establishment of co-operative and private creamery plants for the manufacture of butter has gone steadily forward in all the farming districts, the butter production of the older factories has increased so that the total output of fresh creamery butter, commanding the highest market figures, has nearly doubled during the past season.

"An indirect result of great value in this connection has been the gradual improvement in the quality of the dairy herds, as a result of systematic milk-testing, and the keeping of accurate records of production made possible through the creamery system. Condensed milk is also now manufactured at Mission City, on the Fraser river, and a first class product turned out. Hog raising has naturally kept pace with the development of the dairy industry as an adjunct. The demand is for light hogs, suitable for consumption as fresh meat, and the prices paid have been very remunerative to the careful feeder.

"In sheep raising, while it cannot be claimed that the industry is growing fast, yet the business is more profitable than formerly, owing to the larger size and better quality of the

sheep raised, and the higher prices paid for mutton. The use of pure-bred rams is now general, largely through the agency of the Flockmasters' Association, and a few prominent breeders, who have made yearly importations of well-bred stock.

"Poultry raising has of late commanded attention more in harmony with the possibilities of the business, notably so in the farming districts contiguous to the principal towns. Egg production has, so far, proven the most profitable branch of the industry, more particularly where small flocks of laying birds are in movable houses.

"Horse breeding is in a very healthy condition, the demand for horse flesh of all kinds has been good, and the prices paid for animals of any quality have been constantly on the upward. Heavy draft horses have given largest returns to breeders, and as the demand for such is likely to be constant, it has induced special efforts in feeding and breeding to meet it. This is true of both farming and ranching districts.

"Wheat raising for milling purposes in interior districts is an exception to the general upward trend of farming interests, owing chiefly to the method of continuous cropping of the area devoted to this crop usually followed, and consequent lower acreage production than formerly. This season's crop, however, promises well, and the output should be much greater than in the preceding year. Diversified farming is, to some extent, displacing the order of things here referred to, and will eventually become general in these districts, and far more profitable.

"Fruit growing, particularly in the southern portion of the Okanagan valley, and on Vancouver and the adjacent Islands, has been very successful. Okanagan apples have now an established reputation in the markets of the Kootenays and Northwest Territories, while the prices received for last season's crop were better than those of any previous year since fruit-growing has been of commercial importance in the Province.

"A most satisfactory improvement has been brought about in the methods of packing and shipping fruit, and commercial

fruit growing has now reached a stage where its expansion can be carried forward on safe lines to any reasonable extent, as the outside markets available are growing at an unprecedented rate, and the Province is free from the most troublesome insect pests common to the United States and Eastern Canada.

"Freight rates on fruit and farm produce.—Considerable reductions have been made in these by the Canadian Pacific Railway Company, largely through the work of the special commissioner appointed by the Provincial Government in 1901, and as the office of Freight Rate Commissioner has been made permanent, further results of value in this connection may be expected.

"J. D. PRENTICE,
"Minister of Agriculture."

Immigration. "Since the issue of the last report of your Board, the Agent-General's office in London has been re-organized with Mr. J. H. Turner, late Minister of Finance, at its head. The office has been provided with an abundance of maps and literature concerning the various resources and attractions of the Province, together with a large number of photographs picturing its industries in operation, farming scenes, its general physical features, scenic views, etc. Exhibits of its agricultural, horticultural, mineral, timber and fish products were also furnished the Agent-General. Mr. Turner's thorough acquaintance with the business of the Province, its resources, climatic conditions, etc., has made it possible for him to present its attractions to home-seeker, investor, sportsman and tourist, in a practical and truthful light, and the excellent results of his efforts are apparent, from the numerous enquiries from all parts of Great Britain and Europe, both to the London office and to that in Victoria.

"There is a constant enquiry personally and by letter at Victoria from persons desirous of settling in British Columbia. The absence of surveyed areas suitable for settlement, such as are available in the Northwest Territories, renders it difficult to direct settlers to suitable locations. As pointed out last year, it is necessary that definite locations should be arranged for, on which settlers could be at once placed. An excellent method

for this purpose was devised and incorporated in a bill, which, however, was not presented to the House for consideration, but was deferred until the next meeting of the Legislature.

"An agreement was entered into in November last with the Kalevan Kansa Colonization Co., Ltd., its object being the settlement of Malcolm Island with a colony of Finlanders. This island comprises 28,000 acres of land. The terms of the agreement provide that the company shall place a settler or head of family on each 80 acres; that improvements to the aggregate value of $2.50 per acre must be made before a Crown grant to the 28,000 acres is issued; that in lieu of taxes for a term of seven years the company must construct all public improvements required by the settlers, other than schools; that a Crown grant shall not be issued until after the expiration of seven years from the time the Chief Commissioner is satisfied that the required number of settlers has been placed on the Island, and all other terms and conditions complied with. Among other provisions incorporated in the agreement are those stipulating that settlers are to sign an agreement that they shall immediately take steps to become British subjects, that they will conform to all requirements of the law without reference to any "conscience clauses" or religious or political doctrines they may hold; that they consent to bear arms in defence of the country, and that their children shall be educated in the public schools in the English language.

"During the present summer the Company has placed a number of settlers on Malcolm Island, which number will be increased as rapidly as circumstances will permit. Should the plan of settlement work out successfully, the company will be granted a similar area under like terms and conditions.

"Reports from explorations of Bulkley valley go to prove that this section of the Province will provide homes for a considerable agricultural population, soil and climate being excellent for farming purposes. It will, however, first be necessary to provide a wagon road or railway to render settlement of the district possible. The subject is receiving the attention of the Government.

"During the year a large amount of literature has been distributed by the Bureau of Information to all parts of America and Europe, including a number of bulletins in pamphlet form.

"The subject of immigration is one which is receiving the earnest consideration of the Government, and no effort on their part will be lacking to induce a desirable class of settlers to locate on the lands of the Province.

"J. D. PRENTICE,
"Acting Provincial Secretary."

Railways. The Canadian Pacific Railway Company has made some important improvements to its system in British Columbia during the past twelve months, of which the following are notable :

The Vancouver and Lulu Island section has been completed and opened for traffic, 17 miles, across the North Arm of the Fraser river and Lulu Island, to Steveston.

The Arrowhead and Kootenay Railway, connecting Kootenay lake with Trout lake, is opened as far as Gerrard, on Trout lake, 34 miles from Lardo. A steamer has been placed on Trout lake for the conveyance of passengers and freight to Trout Lake city, distance 17 miles additional.

The bridge across the Columbia river, near Robson, is completed, and a connection is thus formed between the Columbia and Kootenay Railway and the Columbia and Western Railway, by which the trains now run between Nelson to Rossland or Midway without change. Before the opening of this bridge a transfer was necessary at Robson.

The Great Northern has also completed its system from Marcus, Washington, up Kettle river valley to Cascade, and thence through Grand Forks, British Columbia, to Republic, Washington. The ores from Republic are expected very shortly to be available to British Columbia smelters.

This same company will control a line now under construction between Jennings, Montana, and Fernie, British Columbia, where the Crow's Nest collieries are situated. The line is now

operated by the contractors between Jennings and Gateway, in British Columbia, distance 51 miles, and it is expected to reach Fernie within three months.

From the remarks made in the previous report of this Board, when referring to the provincial legislation in aid of railways passed during the session of 1901, it was doubtless inferred that construction would probably not be proceeded with under that Act. Such, unfortunately, has proved to be the case. The importance of the lines then provided for has not been lost sight of, as demonstrated by the acts which have been passed at the session recently closed, covering the same ground.

The "Coast-Kootenay Railway Aid Act, 1902," provides for 330 miles at the same rate of $4,500 per mile. This line is to traverse the southern portion of British Columbia, from Midway, in the Boundary Creek district, via Chilliwack, to a point near New Westminster, but south of the Fraser river, where one branch is to continue through New Westminster and on to Vancouver, and the other is to proceed through Surrey and Delta to a point at or near the mouth of the Fraser river, and connect with a suitable ferry "to give direct and speedy communication with the city of Victoria."

Another Act, "The Midway & Vernon Railway Aid Act, 1902," provides a subsidy of $5,000 per mile for 150 miles of railway between Midway and Vernon.

By the "Pacific, Northern & Omineca Railway Aid Act," 135 miles of railway between Kitimat Inlet and Hazelton, on the Skeena river, can be subsidized at the rate of $5,000 per mile.

If these three lines had been constructed under the Act of parliament passed in 1901, only $4,000 per mile would have been paid by the Provincial Government.

The "Victoria & Yellowhead Pass Railway Aid Act, 1902," aids the construction of a railway from Yellowhead Pass to Bute Inlet, by a grant of $5,000 for each mile of railway (not exceeding 480 miles) between Yellowhead Pass and Bute Inlet, conditional upon an agreement for the simultaneous construction (or

within the same time limit) of a railway from Victoria or Wellington to Seymour Narrows, via Alberni, "it being the true meaning and intent of the Act to provide for the construction of a continuous line of transportation from the eastern boundary of British Columbia, at or near Yellowhead Pass, to a point on the seaboard at or near Bute Inlet, thence by ferry to Vancouver Island, thence by the Victoria & Seymour Narrows or the Esquimalt & Nanaimo Railway to Victoria, via Alberni and Nanaimo."

Such a railway has been under consideration for many years past. The route was surveyed by the Dominion Government, and originally intended for the Canadian Pacific Railway. Subsequently its construction was again contemplated, and a charter granted known as the Canadian Western Central, which afterwards merged into the British Pacific. Mr. R. P. Rithet interested himself in the project last named, and spent a large sum of money upon it, but, unfortunately for the Province, just at the moment when it appeared probable that the scheme could be financed, further legislation was brought down by the Provincial Government which rendered further proceedings impossible. That was in 1899. It is a year since the Hon. J. H. Turner, who, by reason of the provincial revenue, was not a warm advocate of the project, in defending the same before this Board, urged "the people of Vancouver and Victoria to wake up, and they can insure the building of this line, which will secure the development of Vancouver Island and the Mainland north of the Canadian Pacific Railway."

It was always conceded that a railway between Bute Inlet and Yellowhead Pass would open up a country rich in minerals and containing much agricultural land, but there is now another and equally strong reason why the railroad should be built. Very soon the Canadian Northern Railway will have control of a continuous line from the eastern seaboard to the Pacific. It is advancing westward very rapidly, and will soon reach the eastern boundary of British Columbia. It is considered probable that an outlet on this coast will be sought some hundreds of miles further north than Bute Inlet, which would make the northern portion of British Columbia tributary

to Eastern Canada, much the same as Kootenay is to-day. It thus becomes evident that if the coast cities are to share in the enormous trade of Northern British Columbia, which is certain to develop when it is opened up by railways, that the outlet of any transcontinental railway must be as far south as practicable. It is gratifying to find that the Provincial Government is fully alive to the situation, and also that a company has been found sufficiently impressed with the prospects of business on Vancouver Island to seriously consider the advisability of adopting the route originally intended for the Canadian Pacific Railway.

Before construction of the line may be expected, it is essential that additional aid be received from the Dominion Government. Btitish Columbia is entitled to such aid, for it was shown in the Board's previous report that the Province had paid into the Dominion treasury, between the year 1872 and 30th June last year, $42,375,349, and that the Dominion Government had expended in British Columbia during that period only $28,968,-091. There was, consequently, a balance in favor of the Province at that date of $13,500,000, which sum has since been considerably increased.

The Board has urged upon the Provincial Government the necessity of a railway to Alberni, on the west coast of Vancouver Island. A branch line from Nanaimo has been proposed, but, in the opinion of this Board, a line through the Cowichan valley would be of more general benefit. Some members of the Board, who are acquainted with the Cowichan valley portion of the route, state that such a line would open up good agricultural and forest lands, also that mines could be opened up if provided with this proposed railway. A deputation which waited upon the Government received a promise that the portion of the Cowichan valley route, upon which no one appears to be quite familiar with, shall be surveyed this summer.

Attention has already been called to the time occupied in communicating with the west coast of Vancouver Island. By the construction of a railway to Alberni, a saving of from 24 to 36 hours could be effected, besides avoiding the discomfort of traveling on a small steamer when the weather is rough.

Inter-Imperial Trade. The available information as to the progress of the conference between the Imperial authorities and the Premiers of the Colonies is very limited, further than the fact that a break in the proceedings was necessitated by the unfortunate disability of the Right Hon. Joseph Chamberlain to be present. The right honorable gentleman has the deepest sympathy of this Board, for apart from concern for his sufferings, he is looked upon as one of the chief advocates of a perfected arrangement whereby the Mother Country and her Colonies may enjoy a preference in inter-Imperial trade, mutually advantageous. The many difficulties which beset the consummation of such a scheme are fully appreciated, and there is no desire to jeopardize it by too hasty action. There is a feeling that the various interests are safeguarded by the eminence of the representatives now discussing them, and Canada views with the highest satisfaction the prominent place accorded to its Premier, Sir Wilfrid Laurier. In February last a special committee reported to this Board upon some of the direct advantages to British Columbia which may be expected from preferential inter-Imperial trade, and as that report is appended the matter is not here enlarged upon.

Pacific Cable. The arrangement between Great Britain, Canada and Australia for the construction of the Pacific cable may be considered a step towards a closer union. The cable is now operating as far as Fiji, and the contract calls for its completion before the close of this year. The Canadian station is being built at Bamfield Creek, entrance to Barkley Sound, Vancouver Island. Bamfield Creek will be connected with Cape Canso, in Nova Scotia, by direct telegraph, which, like the cable between Fanning Island and Bamfield Creek, will be the longest in the world.

Telegraphs. The telegraph service to Dawson and Yukon points has been working satisfactorily, and on 1st June the rates were reduced 30 per cent. British Columbia is well served by two strong telegraph companies. No complaints have reached the Board regarding the government telegraph to Cape Beale, but it is stated that the trail requires to be improved. The weather reports are published twice daily.

Long-distance telephones are being extended on Vancouver Island, and also on the Mainland.

Education. British Columbia affords excellent educational opportunities, the schools being free and undenominational. They are under the supervision of trustees elected by the ratepayers, and cost the Provincial Government in 1901, $312,187.17. New school districts can be created by the Lieutenant-Governor-in-Council as soon as there are 15 children between six and sixteen years of age within the limits prescribed. For outlying agricultural districts and mining camps this arrangement is very advantageous.

Trade and Outlook. The foregoing remarks show steady growth of the mineral output in the face of low prices of copper, lead and silver; a larger salmon pack than ever before put up in one season; a good demand for lumber at remunerative prices, and considerable improvement in agriculture. It is often stated, however—and not without some truth—that British Columbia is not enjoying that measure of prosperity which might be expected. It will be profitable, therefore, to consider some of the conditions which account for the anomalous local conditions.

It was stated in the Board's last report—and the statement stands unchallenged—that British Columbia's per capita contribution to the federal treasury is $25.67, against a per capita contribution for all Canada of only $8.93. This contribution is mostly made up of duties on imported goods. Owing to a change in the system of keeping the customs returns at Ottawa the imports for the last year cannot be given, but the following imports for the year ending 30th June, 1900, nevertheless serve to illustrate the point desired. In that year the Province paid duties as follows:

Sheep	$19,278 80
Bacon and ham	63,149 59
Mutton	8,472 98
Poultry	3,239 05
Wheat flour	12,923 30
Butter	20,522 96
Condensed milk	40,799 71

And so the list might be continued to make up imported agricultural products to the value of a million and a half dollars, on which over three hundred thousand dollars duty was paid.

In a Province like this, which does not feed itself, it naturally follows that woollen goods, boots, shoes, farm implements, machinery, etc., are either imported from foreign countries or purchased in Eastern Canada, and it will be found that the total imports into British Columbia for the year ending 30th June, 1901, amounted to over $11,000,000, and that the Dominion Government received in revenue through the customs department $2,362,072.14.

It would be difficult to estimate approximately the value of the goods received from Eastern Canada, but it is safe to assert that it is greater than the value of imports from foreign countries.

The Coast cities are not deriving the full benefits of the Yukon trade. During the first year of the gold excitement a great number of small traders were in the field and drew supplies from this Coast. But the situation has changed, and gradually the trade of the Yukon has fallen into the hands of financially strong companies which own steamers, and by carrying their own goods are able, in consequence of the difference between the freight rates of the White Pass & Yukon railway and the all-water route via St. Michael, which the trading companies control, to undersell all competitors. These companies draw supplies direct from the Eastern manufacturers in Canada and the United States, who have all along supplied the Yukon, but previously made their sales to Coast city jobbers, who in turn sold to numerous small traders.

To make matters still worse, the trade of the Kootenay country, in which there is a large mining population, has become tributary to Eastern Canada by the operations of the Crow's Nest Pass railway. A glance at the map shows this to be quite natural, for the principal goods required in the Kootenay do not originate on the coast side of British Columbia.

The situation could be relieved by a full development of the agricultural resources. It has been shown that a demand for all such products exists, and that there are ample suitable lands available. The successful consummation of this policy would greatly increase the population ; large sums of money now sent out of the country for food supplies would be retained, and very soon the local demand for manufactured articles would be such that factories established in our midst would be able to do a profitable business. For several years past this Board has been directing attention to the openings in British Columbia for profitable farming.

In some parts of the Province there are large unbroken tracts of suitable lands, but generally the lands are adapted to small mixed farms, and such are obtainable near all the mining camps and settled portions of the Province. It must be stated that the progress made in some lines of agriculture—notably dairying and fruit-growing—is most gratifying, and should afford encouragement for further and more vigorous development along that line. The Province of Manitoba and the Northwest Territories are now filling up very rapidly, and it is believed that by circulating reliable, concise and specific information as to the lands available in different parts of the Province, their cost unimproved, cost when ready for crops, and products likely to be most profitable, the tide of immigration can be turned towards British Columbia. It is hoped that the incoming Council will take the matter up, and should the work prove too large for this Board, the Provincial Government can be appealed to, and it is believed will be found ready and willing to give all necessary assistance. A suitable motto would be, "What we have we'll hold." Continue to draw upon the wealth contained in the vast natural resources of the Province, but instead of sending abroad for so much food, clothing and general supplies, build up the necessary industries in our midst, and keep that wealth circulating in British Columbia.

Victoria. The trade of Victoria has been maintained. The foreign imports for the twelve months ending 30th ultimo amounted to $3,284,568, and the total custom house revenue for the same period was $937,204.16. The inland

revenue collected by the Dominion Government in Victoria was $191,640.82. The outlook for a greater volume of business at the capital was never better, for the development of mines within a few miles of Victoria cannot fail to have a beneficial effect. The establishment of fish traps is an immediate necessity if the salmon fishing industry is to continue in British Columbia. Many of such traps, with the necessary canneries, will have to be built in the vicinity of Victoria.

The merchants have been greatly assisted in their efforts to secure business by the operations of the Victoria & Sidney Railway Company. The capital for the construction of that line was secured by the corporation of Victoria guaranteeing interest upon it. For a few years the guarantee has been paid and there was not much benefit derived, but in the fall of 1900 the citizens agreed to subsidize a car ferry service between Sidney and the Mainland, to connect with the Great Northern railway, one of the United States transcontinental systems. The cars of that system, as well as those of other transcontinental railways, now arrive in Victoria over the Victoria & Sidney railway, and the earnings of the line will very soon relieve the citizens of the payment of any guaranteed interest. The railway company has recently improved its steamer connections with the islands in the Straits of Georgia, and the towns of Crofton, Ladysmith and Nanaimo, on Vancouver Island. This service has secured the merchants of Victoria considerable business. About the time of the negotiations for the subsidizing of the railway car ferry service via Sidney, the Canadian Pacific Railway Company arranged with the Esquimalt & Nanaimo Railway Company for the delivery in Victoria of its freight cars. This last improvement was accomplished without any cost to the citizens. Generally, the improved facilities and increased volume of business resulting from the above guarantees are most encouraging. Reference to the Canadian Northern, a proposed transcontinental line north of the Canadian Pacific railway, heading for Victoria, having been made under the remarks on railways generally, further comment is not necessary.

The geographical position of Victoria as a shipping point is unique. In addition to the coasting steamers which call at

the docks two, three, and some days as many as four large steamers engaged in Australian and Oriental trade may be seen discharging or loading freight at the same time. The present trade represents only a small percentage of the cargoes carried by these steamers, but such facilities for foreign business are worthy of comment.

Within the past few months the citizens of Victoria have organized a Tourist Association, for the purpose of making better known the attractions of the city and surroundings from a visitor's standpoint. The natural advantages of Victoria have always been regarded as without equal on the Pacific Coast. The equable climate throughout the year and the lovely scenery are strong points, but there are excellent roads for driving for many miles in the country, with good shooting and fishing. The waters furnish good boating and yachting. In the summer the bays in the vicinity of Victoria may be seen dotted with the tents of campers. In the city the attractions are many and varied. At the Parliament Buildings will be found an excellent museum, exhibits of fruits, minerals, agricultural products, and specimens of timber, all the products of British Columbia. The buildings are the admiration of all who have seen them. There is also a large park, golf links and other recreation grounds. Thanks to the generosity of Mr. Andrew Carnegie, whose offer of $50,000 has been accepted, the city library, now located in the city hall, will soon be greatly improved and moved to a new site. The sum of $5,000 per annum has been voted for maintenance.

Electric cars run at short intervals into the suburbs and to Esquimalt, where His Majesty's warships, torpedo-boat destroyers and torpedo-boats may be seen. There is also a dockyard and a dry-dock at Esquimalt. The barracks are about mid-way between Victoria and Esquimalt, and near the electric car line.

It is not the purport of this review to detail the many ways and means in which a visitor can profitably and with pleasure spend a vacation in Victoria. Transportation companies are becoming alive to the importance of the conditions and have commenced to profit by the increase of travel. The citizens reflect the hopeful view in the future of Victoria in the permanent

character of the public works now in hand. The main streets are being paved with wooden blocks. Concrete sidewalks are being laid. Some acres of the harbor are in the course of reclamation. The handsome stone embankment is almost completed, and the low lands behind are being filled in. The cost of this work will amount to about $150,000.

A wooden bridge connecting Victoria with the naval station at Esquimalt is to be replaced by a modern structure of steel, estimated to cost $100,000. It may be stated again that the outlook in Victoria for material advancement in keeping with its position as the capital of British Columbia and one of the chief commercial cities, was never better than at the present time.

The statistical information appended hereto, as far as possible has been brought down to date.

The Board is to be congratulated upon the increasing interest its members are taking in general commercial affairs. Until recently meetings of the full Board were held quarterly, but such meetings are now held every month, and it augurs well for the future usefulness of the institution that members can be found who will leave their offices at a particular hour, and some times at considerable inconvenience, to attend to matters in which they have no direct personal interest. The business transacted by the Council, too, has been as voluminous and varied as in any previous year. The present is no time for relaxation if the set standard of usefulness of the Board is to be maintained.

All of which is respectfully submitted.

L. G. McQUADE, *President.*
C. F. TODD, *Vice-President.*
F. ELWORTHY, *Secretary.*

VICTORIA, B. C.,
July 18th, 1902.

APPENDICES.

Address in Reply to the Foregoing Report.

At the request of the President, the Hon. E. G. Prior, Minister of Mines, then addressed the meeting. He said that he thought the report was very voluminous and very interesting, and there was not very much he could add. It contained some information furnished by the Minister of Finance, and he could hardly enter upon the general affairs of the Government without entering into politics, which, he was sure, was not desirable in a meeting of that kind. The mining industry was, he thought, the chief industry of the Province, and he was glad to say that, although there were pessimists about who said the industry was in a bad way, the output of the mines has fully kept up to that of last year. In fact, there had been a considerable advance. He had some figures with him, taken from the report of his Department, for the year ending December, 1901, and he could say that it made a very satisfactory showing. Of course, there had been a serious fall in the price of copper, and silver had been very low indeed. The price of copper this year was 12.7 cents, whereas last year it had been 16.38. Silver was now worth 52.36 cents, while last year its price had been 59.57. This had resulted in some of the mines being incapable of being worked at a profit, and lying idle in consequence.

The total output of minerals in the Province during the year ending last December had amounted to $20,860,780, which showed the important increase of about $4,000,000 over the output of the year before. The output from the Yukon during last year had been one-half millions less than that of British Columbia, which was within a small amount of totalling the whole output of the rest of the Dominion of Canada. He was sorry to say that there had been a falling off in the output of placer gold, but that could be satisfactorily explained. The output of coal and coke had increased very materially during the past year, owing to the fact that the Crow's Nest Pass Coal Company had found a big market for the coke at the Kootenay smelters in Montana and elsewhere.

The per capita output during the year was $134, an increase of over $20 on that of the previous year.

There had been a good deal of money invested in gold dredging, but the operations had not yet proved as successful as had been expected. Mr. Robertson had expressed the opinion that more successful results would be obtained if the dredges worked down stream instead of up stream. He had also been informed that gold dredging in New Zealand had not been so generally successful as was popularly supposed.

There had been a decrease of 20 per cent. in the output of lead, but the lead mines were, he believed, just as rich as ever, the shortage in the output being due to the fall in the price of the mineral. The electrolytic process of refining lead had recently been installed at the Trail smelter, and was working satisfactorily, and would assist the lead mining industry.

The best showing of the year was in copper, the output of which had increased to the value of $4,446,000, an increase of 175 per cent. on the previous year. This year, however, the low price of copper would probably lead to a falling off. The Boundary had produced 14,511,780 pounds during the year, the Kootenay, 8,333,000 pounds, and the coast over three million pounds.

He believed that the amount of the known iron deposits had become somewhat exaggerated among the people. There were many iron prospects, but those that had been at all developed were very few and far between. However, the Government had the matter in hand, and would do what they could.

In East Kootenay the Crow's Nest Pass Coal Company had made an enormous increase in the local mineral production. They had an unlimited capital available. Mr. Hill would take 10,000 tons per day, and the coal was sold at the low price of $2 per ton, and coke at $4. The Government, like the public, very much regretted the terrible loss of life in the recent accident at Fernie, and a sum of money had been provided in the estimates for a special commission, which would shortly be appointed to go to the different coal mining centres and take all the evidence available, with the object of endeavoring to find if something could be done to make coal mining safer for the men.

Owing to the low price of lead, the North Star and Sullivan mines had been doing very little, and the Moyie mine had shut down. A smelter had been erected at Marysville, near the former properties.

There has been a large increase in the output of the Trail Creek division. At the present time a great deal of work was being done by contract in the mines, which had been found the cheapest and best method. There was a gentleman in the city, who was going to Rossland, who was interested in the Elmore oil process, which he believed

was a great success. The process worked by gravitation and centrifugal force, much in the same way as a cream separator, the mineral sticking to the oil, which, when taken out, ran away, leaving the mineral behind. Mr. McKenzie, of the Le Roi, was going to give the process a trial. He believed this process might prove a big thing for the Province.

The Ymir had, he believed, three years' ore in sight, and during the last three months had made $45,000 profit.

In the Boundary the output of ore had also increased considerably.

On the coast, the Mt. Sicker camp was turning out splendidly, and would, no doubt, prove one of the best camps in the Province. Altogether, the outlook for the mining industry was decidedly good, especially as it was improbable that the price of copper would remain at the present low figure.

Turning to the fishing industry, Hon. Mr. Prior said that the Government firmly believed that the only salvation lay in the direction of trap-fishing. The question did not rest entirely with them, as the Dominion Government also had a say in the matter. The foreshore business was going to be a very serious question for the Government. It was necessary to treat everyone fairly in the matter, and the Fraser river canneries insisted that as they had expended a great deal of money they should be given first right to the foreshores. But he thought that Victorians should have just as good a show as anyone else. He would say this, that no foreshore rights had been given or promised as yet, and the Canners' Association have been told that before anything was done in the matter, the Government would meet and discuss it with them. On his way back from England, Mr. Eberts would interview the Dominion Government in regard to the trap-fishing.

In regard to settlement, he thought that the Government should have better information to lay before immigrants. Many farmers in Manitoba and elsewhere were anxious to settle here, but the Government had not the exact information they required.

In regard to railways, he still believed that Mackenzie & Mann intended to make Victoria the terminus of a transcontinental railway, but whether the line could be built without a land subsidy he could not say.

Report of Special Committee on inter-Imperial Trade.

Your committee considered that the scope of their instructions from the Council of the Board of Trade related solely to the business of British Columbia, and that it is no part of their duty to report generally upon the trade which may be developed between Canada and other portions of the Empire, from British Columbia as a transportation centre. If this aspect of the case came within their instructions, a large number of matters would have to be dealt with which are not touched upon in this report. In our investigations of the trade returns of the British colonies, made for ascertaining what products of British Columbia would be likely to find sale there, we have been impressed by the fact that a very large business is carried on between the Australian and other colonies and the United States, much of which might, under a system of inter-Imperial trade, be diverted to Canada, whereby an extensive commerce would be developed on the Pacific coast of the Dominion. But your committee considered this branch of the subject to be one with which they are not expected to deal. To do so properly would require more time and access to a greater variety of data than are at present at the disposal of your committee.

The population of British Columbia being under 200,000, it is not expected that this province can offer, for some time to come, a very large market for colonial produce. The principal articles which we now import from the British possessions consist of tea, and mutton canned or in cold storage, and pig iron. At present it does not seem probable that business in either of these lines can be greatly extended except perhaps in mutton in refrigeration. British Columbia imports from the United States a very large number of sheep annually, and there is no reason to believe that the domestic product for mutton will be much increased in the near future. It is probable, therefore, that a much larger trade in frozen mutton might be built up with Australasia than is at present carried on. The importation of canned mutton might be supplemented by importations of canned beef under a favorable tariff. At certain seasons of the year dairy products can be imported from New Zealand and some parts of Australasia with advantage, but this only because of the shortness of the domestic supply and not because the imported products can be delivered much more cheaply than they can be produced here. British Columbia buys a large quantity of California butter, which might be replaced by butter from Australasia, and it is probable, therefore, that considerable business may be developed along these lines, when our population has grown more numerous.

The three principal products of British Columbia for which your committee think a market can be found in the colonies, are timber,

fish and iron. Nearly all the Australasian colonies and S. Africa are large importers of timber, of which British Columbia possesses what is probably a larger supply than any other single country, and also that most conveniently situated for purposes of export. Our principal commercial timbers are Douglas fir, (usually spoken of in the trade as Oregon pine), and cedar. There are also extensive forests of spruce and hemlock. We have no means of ascertaining the quantity of timber in British Columbia available for export, but it is very great, and sufficient to supply the requirements of the Empire for many years to come. A good deal of the timber supply of the colonies named comes from the United States, but British Columbia can furnish the same goods at as reasonable a price as they can be obtained in that country, so that in the event of preference being given to Canada the whole trade in timber of the colonies mentioned would doubtless come to British Columbia.

Your Committee have been unable to secure data as to the imports of fish into the British Colonies, and are therefore not in a position to say how much of a trade might be developed within the Empire in the event of a preferential tariff being adopted, but they desire to point out that the supply of salmon and halibut in the waters of this Province is practically inexhaustible. British Columbia could, under favourable tariff arrangements, supply all the canned salmon required by the British Empire, and an extensive trade in frozen fresh fish might also be built up. We are unable to do more than direct attention to the fact that the deep sea fisheries off the coast of the Province remain almost unexploited.

Your Committee note that the Australasian Colonies and South Africa are large importers of iron in its various forms. Last year their imports in these lines were valued at upwards of $20,000,000. We desire to point out that there are in British Columbia very many deposits of excellent iron ore, and we believe that it will be possible under favourable conditions as to duties, to develop a large iron manufacturing business here for the purpose of supplying the demands of the other British Colonies.

In submitting this report your Committee express the hope that the members of the Board will have some additional suggestions to make which may be incorporated in the memorandum.

CHAS. H. LUGRIN,
D. R. KER,
EDW. G. PRIOR,
A. G. MCCANDLESS,
R. SEABROOK.

Mr. Lugrin explained that it was originally intended to furnish a memorandum to Sir Wilfrid Laurier, for use at the meeting of Colonial

Premiers in London, but in view of the meeting of the Dominion Board of Trade early next month, it was deemed advisable to prepare the report submitted, for the use of the Board's representative at that meeting.

It was then resolved,—"That in the opinion of this meeting, a preferential tariff should be established within the Empire."

Iron Industry.

The question of establishing the industry of iron manufacture in British Columbia naturally divides itself into two parts, first, the character and availability of our resources of ore flux and fuel, and second, the cost of production and possibility of competing with other sources of supply for the control of the Pacific Ocean market. As to the first, considerable investigation is being carried out by private individuals, and the Government is about to publish a descriptive bulletin giving the results of its researches. But the information as yet available is meagre in the extreme. Still the interest displayed in the discovery and location of iron deposits on Vancouver Island by private individuals and companies is an encouraging indication that iron exists in sufficient quantities and in suitable localities to form the basis of an iron and steel industry. The economic side of the question is ably discussed in the following article printed by the Mining and Scientific Press of San Francisco. Its analysis of the subject, as applied to British Columbia, must be taken with this proviso that so far as the control of the United States market in the west is concerned, British Columbia is not so favourably situated as San Francisco through tariff discrimination, but that so far as the Oriental and Australian markets are concerned, British Columbia is more favourably situated than any point in the United States:—

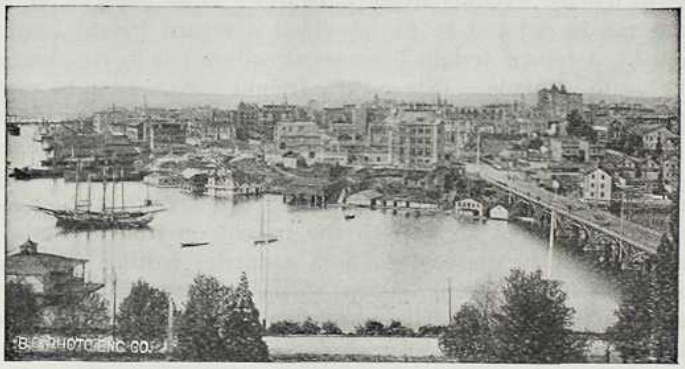
"The possibilities for profit from iron and steel manufacture on the Pacific coast seem now to be sufficiently close to realization to make their discussion timely and pertinent. The old conditions, which made the early attempts in the industry failures, have given place to new conditions which would tend to make the business successful. Consumers of iron and steel will buy where they can buy cheapest. The problem on the Pacific coast for local iron and steel manufacture is solely the supply to the consumers on the Pacific coast and points reached by water routes from it of these metals cheaper than their manufacture elsewhere can supply the consumers. This, then, involves a comparison of costs.

"Iron and steel are manufactured in Pittsburg at a flat operative cost, which does not include any profits or earnings on capital, of $7.50 and $12.50 a ton, respectively. These are the lowest figures, and $8.50 and $14.00 would be closer ordinary practice. Taking the lowest figures above, and adding freight by rail to the Pacific coast, which amounts to $13.40 a ton, the present flat costs at point of delivery to the consumer are $20.90 and $25.90 a ton, respectively. Sea freights via Cape Horn added to rail freights from Pittsburg to the Atlantic could not lessen these figures much. It is possible that rail freights could be reduced to $10 a ton, making the respective costs per ton for iron and steel $17.50 and $22.50 at the point of delivery to consumers. These last it would seem can be considered the figures of flat costs which Pacific coast manufacture can rise to and still be on even terms with Pittsburg manufacture.

"For the trans-Pacific markets in China, Japan, Siberia and the Philipines, the present sea freight charges for transportation from Pittsburg via New York and Suez can average $12.50 a ton. Reducing the charges, which pay profits, to the flat costs, which the ownership of the steamship lines by the iron and steel manufacturing businesses would bring, the transportation per ton from Pittsburg would cost by rail to New York $2.40, by water no less than $6.50—a total of $8.90. This last figure added to the Pittsburg costs makes the costs at the points of consumption in the Orient $16.40 and $21.40 a ton, respectively. Present freight charges from the Pacific coast to the countries across the Pacific average about $10 a ton. These charges reduced to flat costs can be reduced to $3, provided a return freight business is developed. A return freight business already exists by the Suez route. Here it has to be made. This return freight business can be made by the transportation of coke for use in the manufacture of the iron and steel. Coke can be made in China and Siberia, possibly in Korea as well, to cost on board ship $1.50 a ton or less. Adding to this $3 for freight and 75 cents for import duty, the cost of coke at the blast furnaces would be $5.25 a ton. With the freight on iron and steel from the Pacific Coast to the eastern Asia countries costing $3 a ton, the cost of manufacture here to be even with Pittsburg would be $13.30 for iron and $18.40 for steel. These last figures, it would seem, can safely be taken as an upper limit of cost of manufacture on the Pacific coast to successfully compete with manufacture at Pittsburg. They are $5.90 a ton higher than the Pittsburg costs. The Pacific coast has iron ore deposits of enormous extent and superior quality. They can be laid down at the blast furnace as cheap as at Pittsburg. The same mechanical economies that have reduced costs at Pittsburg are equally practicable here. The difference in the end then comes down to the difference in the cost of labor and fuel. With coke from China or Siberia at $5.25 a ton, the difference in fuel cost would be per ton of

iron between $3.50 and $4. The difference in labor cost, which would have a constant tendency to disappear, could not exceed 75 cents a ton. Deducting these two from the $5.90 margin, there is still a possible margin in flat competitive costs in the common Oriental market of $1.25 to $1.50 a ton. In the Pacific coast market the possible margin is from $2.35 to $2.60 a ton.

"The preceding has considered the entire proposition of iron and steel manufacture on this coast from the safe standpoint of the known. It is possible and probable that Alaska may be able to supply coke at a lower cost than the Chinese estimated on. It is possible that California petroleum may be successfully used as a substitute for coke and at a lower cost. In either case the Pacific coast industry would not have to take into account the Asiatic market, but could be developed for the home market. British Columbia coke from Crow's Nest Pass could hardly be delivered on the Pacific coast cheap enough to keep the cost of iron and steel production within the limits noted above."—Mining and Scientific Press, Oct. 19, 1901.



A Glimpse of Victoria from the Water Front.

Mining Statistics.

Report of Minister of Mines, December 31st, 1901.

TABLE I.

TOTAL PRODUCTION FOR ALL YEARS UP TO AND INCLUDING 1901.

Gold, placer	$ 63,554,543
Gold, lode	17,161,463
Silver	16,534,554
Lead	9,622,689
Copper	8,809,546
Coal and Coke	54,157,315
Building stone, bricks, etc	2,350,000
Other metals	51,878
Total	$172,241,988

TABLE II.

PRODUCTION FOR EACH YEAR FROM 1890 TO 1901 (INCLUSIVE).

1852 to 1889 (inclusive)	$ 71,981,634
1890	2,608,803
1891	3,521,102
1892	2,978,530
1893	3,588,413
1894	4,225,717
1895	5,643,042
1896	7,507,956
1897	10,455,268
1898	10,906,861
1899	12,393,131
1900	16,344,751
1901	20,086,780
Total	$172,241,988

Table III gives a statement in detail of the amount and value of the different mineral products for the years 1899, 1900 and 1901. As it has been impossible as yet to collect accurate statistics regarding building stones, lime, brick, tiles, etc., these are estimated.

TABLE III.

AMOUNT AND VALUE OF MINERAL PRODUCTS FOR 1900 AND 1901.

	Customary Measure.	1900.		1901.	
		Quantity.	Value.	Quantity.	Value.
Gold, placer.	Ounces.....	63,936	$ 1,278,724	48,505	$ 970,100
" lode..	"	167,153	3,453,381	210,384	4,348,603
Silver.....	"	3,958,175	2,309,200	5,151,333	2,884,745
Copper.....	Pounds.....	9,997,080	1,615,289	27,603,746	4,446,963
Lead.....	"	63,358,621	2,691,887	51,582,906	2,002,733
Coal.....	Tons, 2,240 lbs.	1,439,595	4,318,785	1,460,331	4,380,993
Coke.....	" 2,240 lbs.	85,149	425,745	127,081	635,405
Other materials....	.....	.....	251,740	.....	417,238
			$16,344,751		$20,086,780

TABLE IV.

PRODUCTION OF MINERAL BY DISTRICTS AND DIVISIONS.

NAME.	DIVISIONS.		DISTRICTS.	
	1900.	1901.	1900.	1801.
CARIBOO DISTRICT.....	.....	.....	$ 684,527	$ 538,700
Cariboo Mining Division...	$ 162,000	$ 279,600	.....	.....
Quesnel " ...	510,000	240,000	.....	.....
Omineca " ...	12,527	19,100	.....	.....
CASSIAR DISTRICT.....	.....	.....	467,479	322,949
KOOTENAY, EAST, DISTRICT...	.....	.....	2,855,851	2,746,839
KOOTENAY, WEST, DISTRICT..	.....	.....	6,020,783	8,159,662
Ainsworth Division.....	349,465	331,011	.....	.....
Nelson "	787,082	1,244,568	.....	.....
Slocan "	2,063,908	1,865,752	.....	.....
Trail Creek "	2,739,300	4,621,299	.....	.....
Other parts "	81,028	97,032	.....	.....
LILLOOET DISTRICT.....	.....	.....	88,493	48,383
YALE DISTRICT.....	.....	.....	1,422,465	3,317,686
Osoyoos (Grand Forks-Kettle River) Division.....	1,358,383	3,250,986	.....	.....
Similkameen Division.....	4,800	4,680	.....	.....
Yale Division.....	59,282	62,020	.....	.....
COAST DISTRICTS (Nanaimo, Alberni, W. Coast V. I., Victoria).....	.....	.....	4,805,153	4,952,561
			$16,344,751	$20,086,780

Placer Gold.

Table V contains the yearly production of placer gold to date, as determined by the returns, sent in by the banks and express companies, of gold transmitted by them to the mints, and from returns sent in by the Gold Commissioners and Mining Recorders. To these yearly amounts, one-third was added up to the year 1878, from then to 1895, and for 1898 and 1899, one-fifth, which proportions are considered to represent, approximately, the amount of gold sold, of which there is no record. This placer gold contains from 10 to 25 per cent. silver, but the silver value has not been separated from the totals, as it would be insignificant.

TABLE V.

Yield of Placer Gold per Year to Date.

1858	$ 705,000	1874	$1,844,618	1890	490,435
1859	1,615,070	1875	2,474,004	1891	429,811
1860	2,228,543	1876	1,786,648	1892	399,526
1861	2,666,118	1877	1,608,182	1893	356,131
1862	2,656,903	1878	1,275,204	1894	405,516
1863	3,913,563	1879	1,290,058	1895	481,683
1864	3,735,850	1880	1,013,827	1896	544,026
1865	3,491,205	1881	1,046,737	1897	513,520
1866	2,662,106	1882	954,085	1898	643,346
1867	2,480,868	1883	794,252	1899	1,344,900
1868	3,372,972	1884	736,165	1900	1,278,724
1869	1,774,978	1885	713,738	1901	970,100
1870	1,336,956	1886	903,651		
1871	1,799,440	1887	693,709		
1872	1,610,972	1888	616,731	Total	$63,554,543
1873	1,305,749	1889	588,923		

TABLE VI.

The information as to production in the earlier years is obtained from the "Mineral Statistics and Mines" for 1896, Geological Survey of Canada.

Production of Lode Mines.

Year.	Gold.		Silver.		Lead.		Copper.		Total Values.
	Oz.	Value.	Oz.	Value.	Pounds.	Value.	Pounds.	Value.	
		$		$		$		$	$
1887	.....	.....	17,690	17,331	204,800	9,216	.....	.....	26,547
1888	.....	.....	79,789	75,000	674,500	29,813	.....	.....	104,813
1889	.....	.....	53,192	47,873	165,100	6,498	.....	.....	54,371
1890	.....	.....	70,427	73,948	Nil.	Nil.	.....	.....	73,948
1891	.....	.....	4,500	4,000	Nil.	Nil.	.....	.....	4,000
1892	.....	.....	77,160	66,935	808,420	33,064	.....	.....	99,999
1893	1,170	23,404	227,000	195,000	2,135,023	78,996	.....	.....	297,400
1894	6,252	125,044	746,379	470,219	5,662,523	169,875	324,680	16,234	781,342
1895	39,264	785,271	1,496,522	977,229	16,475,464	532,255	952,840	47,642	2,342,397
1896	62,259	1,244,180	3,135,343	2,100,689	24,199,977	721,384	3,818,556	190,926	4,257,179
1897	106,141	2,122,820	5,472,971	3,272,836	38,841,135	1,390,517	5,325,189	266,258	7,052,431
1898	110,061	2,201,217	4,292,491	2,375,841	31,693,559	1,077,581	7,271,678	874,781	6,529,420
1899	138,315	2,857,573	2,939,413	1,663,708	21,862,436	878,870	7,722,591	1,351,453	6,751,604
1900	167,153	3,453,381	3,958,175	2,309,200	63,358,621	2,691,887	9,997,080	1,615,289	10,069,757
1901	210,384	4,348,693	5,151,333	2,884,745	51,582,906	2,002,733	27,693,746	4,446,963	13,683,044
T	849,969	$17,161,463	27,722,286	$16,534,551	257,664,464	$9,622,689	63,016,351	$8,886,527	$52,128,252

TABLE VII.

PRODUCTION IN DETAIL OF THE METALLIFEROUS

DISTRICT	YEAR.	TONS.	GOLD—PLACER.		GOLD—LODE.	
			Ounces.	Value.	Ounces.	Value.
				$		$
CARIBOO						
Cariboo Division	1900		8,100	162,000		
	1901		13,980	279,600		
Quesnel "	1900		25,500	510,000		
	1901		12,000	240,000		
Omineca "	1900		626	12,527		
	1901		955	19,100		
CASSIAR						
Atlin Lake Division	1900	300	22,500	450,000	120	2,479
	1901		15,000	300,000		
All other Divisions	1900		750	15,000		
	1901	8	1,140	22,800	5	103
EAST KOOTENAY						
Fort Steele Division	1900	86,868	500	10,000		
	1901	62,934	630	12,600		
Other Divisions	1900	94	15	300		
	1901	838	40	800		
WEST KOOTENAY						
Ainsworth Division	1900	5,313			28	578
	1901	5,938			63	1,312
Nelson "	1900	94,378	30	600	31,612	653,106
	1901	109,226			32,868	679,340
Slocan "	1900	25,520			5	103
	1901	25,493			244	5,043
Trail Creek "	1900	217,636			111,625	2,306,172
	1901	283,360			132,333	2,735 323
All other "	1900	622	250	5,000	208	4,297
(Revelstoke, Trout Lake, Lardeau)	1901	930	100	2,000	234	4,837
LILLOOET						
	1900	5,713	1,845	36,905	2,497	51,588
	1901	4,150	1,304	26,080	1,079	22,303
YALE						
(Grand Forks, Kettle River and Osoyoos Divisions.)	1900	103,426			18,133	374,628
	1901	396,210	250	5,000	37,388	772,810
†Similkameen Division (Vernon.)	1900		240	4,800		
	1901		234	4,680		
Yale Division (Ashcroft, Kamloops.) *	1900	580	2,877	57,542		
	1901	3,374	2,272	45,440	18	370
COAST AND OTHER DISTRICTS (Nanaimo, Alberni, W. Coast V.I., Victoria.) *	1900	14,346	703	14,050	2,925	60,430
	1901	27,965	600	12,000	6,152	127,162
MISCELLANEOUS (Building stone, brick, etc., other metals, etc.) ‡	1900					
	1901					
TOTALS	1900	554,796	63,936	1,278,724	167,153	3,453,381
	1901	920,416	48,505	$970,100	210,384	$4,348,603

*Iron Ore—Kamloops, 3,246 tons; Coast, 2,500 tons.

MINES FOR 1899, 1900, AND 1901.

SILVER.		COPPER.		LEAD.		Totals for Divisions.		Totals for District.	
Ounces.	Value.	Pounds.	Value.	Pounds.	Value.	1900.	1901.	1900.	1901.
	$		$		$	$	$	$	
								684,527	538,000
						162,000			
							279,600		
						510,000			
							240,000		
						12,527			
							19,100		
								467,479	322,949
						452,474			
							300,000		
						15,000			
82	46						22,949		
								2,215,560	1,592,663
960,411	560,303			38,494,077	1,639,848	2,210,151			
718,451	402,333			29,129,128	1,127,036		1,541,969		
2,219	1,295	2,147	348	81,354	3,466	5,409			
34,181	19,141	3,272	527	775,016	30,226		50,694		
								6,020,783	8,159,662
352,167	205,454			3,366,962	143,433	349,465			
324,913	181,951			3,788,412	147,748		331,011		
109,870	64,098	36,929	5,979	1,485,899	63,299	787,082			
377,167	211,213	1,599,449	257,671	2,470,350	96,344		1,244,568		
2,121,176	1,237,495			19,565,743	826,310	2,063,908			
2,276,259	1,274,705			15,025,759	586,004		1,865,752		
167,378	97,648	2,071,865	335,435	1,045	45	2,739,300			
970,460	543,458	8,333,446	1,342,518				4,621,299		
96,416	56,249			363,439	15,482	81,028			
133,774	74,913			391,844	15,282		97,032		
								88,493	48,383
						88,493			
							48,383		
								1,420,725	3,307,948
112,145	65,426	5,672,177	918,325	102	4	1,358,383			
		14,511,787	2,337,849	2,397	93		3,250,986		
						4,800			
							4,680		
						57,542			
74	41	39,920	6,431				52,282		
								450,914	682,839
36,393	21,232	2,193,962	355,202			450,914			
74,483	41,710	3,115,872	501,967				682,839		
								251,740	417,238
						251,740			
							417,238		
3,958,175	2,309,200	9,997,080	1,615,289	63,358,621	2,671,887			11,600,221	
5,151,333	$ 2,884,745	27,603,746	$ 4,446,963	51,582,906	$ 2,002,733		15,070,382		15,070,382

† Platinum, in 1898, $1,500; in 1901, $457. ‡ Building Stone, Brick, &c., $400,000; Iron Ore, $17,238.

TABLE VIII.

Coal and Coke Production per Year to Date.

Years.	Tons (2,240 lbs).	Value.
COAL.		
1836–52	10,000	$ 40,000
1852–59	25,396	101,592
1859 (2 months)	1,989	7,956
1860	14,246	56,988
1861	13,774	55,096
1862	18,118	72,472
1863	21,345	85,380
1864	28,632	115,528
1865	32,819	131,276
1866	25,115	100,460
1867	31,239	124,956
1868	44,005	176,020
1869	35,802	143,208
1870	29,843	119,372
1871–2–3	148,549	493,836
1874	81,547	244,641
1875	110,145	330,435
1876	139,192	417,576
1877	154,052	462,156
1878	170,846	512,538
1879	241,301	723,903
1880	267,595	802,785
1881	228,357	685,071
1882	282,139	846,417
1883	213,299	639,897
1884	394,070	1,182,210
1885	265,596	796,788
1886	326,636	979,908
1887	413,360	1,240,080
1888	489,301	1,467,903
1889	579,830	1,739,490
1890	678,140	2,034,420
1891	1,029,097	3,087,291
1892	826,335	2,479,005
1893	978,294	2,934,882
1894	1,012,953	3,038,859
1895	939,654	2,818,962
1896	896,222	2,688,666
1897	882,854	2,648,562
1898	1,135,865	3,407,595
1899	1,306,324	3,918,972
1900	1,439,595	4,318,785
1901	1,460,331	4,380,993
Total	17,423,802 tons.	$52,652,930
COKE.		
1895–6	1,565	$ 7,825
1897	17,831	89,155
1898 (estimated)	35,000	175,000
1899	34,251	171,255
1900	85,149	425,745
1901	127,081	635,405
Total	300,877 tons.	$ 1,504,385

Statement of Shipment of Lumber from British Columbia, 1901.

Destination.	Hastings Mill.		Moodyville.		Barnet.		Chemainus.		Total.	
U. Kingdom and Continent	7	5,457,978	.....		.....		4	4,833,714	11	10,291,692
Australia	8	8,228,865	1	1,046,555	2	1,369,707	10	14,485,717	21	25,130,844
Africa	.....	.....	1	1,603,585	.....	....	2	2,323,035	3	3,926,620
India	.. ...	....	2	3,081,391	.....	.....	.....	.....	2	3,081,391
Chile	4	3,311,870	4	4,592,577	.....	.....	5	3,683,354	13	11,587,801
Other S. American Ports	.....	.....	1	766,979	.....	.....	1	790,434	2	1,557,413
China and Japan	4	2,360,146	3	3,791,818	.....	....	2	1,951,099	9	8,103,063
	23	19,358,859	12	14,882,905	2	1,369,707	24	28,067,353	61	63,678,824

Pack of British Columbia Salmon, Season 1901.

PACK BY CANNERIES.

	Sock-eye.	Spring and Fall.		Total.
FRASER RIVER—				
Alliance Canning Co.	11,018	....	....	11,018
Anglo-American Canning Co.	10,581	....	....	10,581
Anglo-British Columbia Pack. Co.:				
B.C. Packing Co	11,176	17	11,193	
Phœnix Cannery	26,117	60	26,177	
Britannia Cannery	24,617		24,617	
British-American Cannery	16,417		16,417	
Canoe Pass Cannery	12,664		12,664	
Wadham's Cannery	20,273		20,273	
Fishermen's Cannery (leased).	14,274		14,274	
				125,615
Atlas Canning Co.	14,457	....	....	14,457
Acme Canning Co	11,965	....	....	11,965
Albion Cannery Co	22,815	....	....	22,815
Boutilier & Co.	11,322	....	....	11,322
British Columbia Canning Co.:				
Dease Island Cannery	21,437	....	..	21,437
Brunswick Canning Co.:				
Canoe Pass Cannery, No. 2	26,218	....	26,218	
Steveston Cannery, No. 1	25,266	152	25,418	
				51,636
Canadian Pacific Packing Co	24,572	....	....	24,572
Cleeve Canning Co.	22,234	500	....	22,734
Colonial Canning Co.	25,651	....	....	25,651
Currie, McWilliams & Fowler	32,610	....	....	32,610
Brought forward	903,373	22,060		925,433
Welch Bros.—Celtic Cannery	15,070	4,004	....	19,074
Westham Island Packing Co.	13,532	1,506	....	15,038
Westminster Packing Co	16,509	....	....	16,509
Ward & Co., Robt.—Imperial Can.	14,198	....	....	14,198
SKEENA RIVER—				
Anglo-British Columbia Pack. Co.:				
British-American Cannery	9,035	10,164	19,199	
North Pacific Cannery	12,287	6,611	18,898	
				38,097
Brit. Col. Can. Co.—Windsor Can.	5,674	7,467	....	13,141
Carlisle Canning Co.	5,825	992	....	6,817
Herman & Co., Peter.	4,929	5,219	....	10,148
Skeena Packing Co., R. Cunningham & Son	8,111	6,106	....	14,217
Turner, Beeton & Co.:				
Inverness Cannery	7,431	3,092	10,523	
Balmoral Cannery	6,251	3,657	9,908	
				20,431
Turnbull, John.	1,898	1,725	....	3,623
Victoria Canning Co. of B. C., Ltd.—Standard Cannery	5,269	2,391	....	7,660
Wallace Bros. Packing Co., Ltd.	10,140	1,818	....	11,958
RIVERS INLET—				
Anglo-Brit. Col. Packing Co.— Good Hope Cannery	9,858	805	....	10,663

Canadian Canning Co. :				
Star Cannery	19,280	....	19,280	
Fraser River Cannery | Vancouver Cannery.. /	36,693	1,556	38,249	
				57,529
Dinsmore Island Canning Co	20,961	2,942	....	23,903
Ewen & Co	28,946	....	....	28,946
Empire Canning Co., Ltd	11,114	....	....	11,114
Federation Brand Salmon Can. Co	21,658	1,718	....	23,376
Greenwood Canning Co	13,985	1,175	....	15,160
Great Northern Canning Co	14,316	3,730	....	18,046
Hume & Co., Jno. F	15,306	....	....	15,306
Industrial Canning Co.	18,846	....	....	18,846
National Packing Co.	13,921	....	....	13,921
Pacific Coast Packing Co	19,889	....	....	19,889
Provincial Packing Co	15,947	....	....	15,947
St. Mungo Canning Co.	21,939	2,040	....	23,979
Terra Nova Canning Co.	21,317	30	....	21,347
Todd & Sons, J. H. :				
Beaver Cannery.	20,923	5 697	26,620	
Richmond Cannery.	15,097	58	15,155	
				41,775
Turner, B. & Co.—London Can'ery	18,334	....	....	18,334
United Canneries Co. :				
English Bay Cannery	17,570	1,745	19,315	
Gulf of Georgia Cannery	44,820	....	44,820	
Scottish Canadian Cannery..	48,673	....	48,673	
				112,808
Victoria Canning Co. of B.C. Ltd.:				
Wellington Cannery	14,848	....	14,848	
Delta Cannery	17,284	62	17,346	
Harlock Cannery	26,022	578	26,600	
				58,794
Carried forward	903,373	22,060		925,433

British Columbia Canning Co. :				
Victoria Cannery | Rivers Inlet Cannery /	14,123	186	....	14,309
Brunswick Canning Co	10,368	338	....	10,706
Estate E. A. Wadhams	10,406	3,785	....	14,191
Vancouver Packing Co.	6,728	366	....	7,094
Victoria Canning Co. of B. C., Ltd.—Wannuck Cannery	9,321	566	....	9,877
NAAS RIVER—				
Federation Brand Salmon Can. Co.:				
Naas Harbor Cannery	5,623	1,510	7,133	
Mill Bay Cannery	5,657	2,000	7,657	
				14,790
LOWE INLET—				
Vic. Canning Co. of B.C., Ltd.— Lowe Inlet Cannery	3,759	2,692	....	6,451
CHINA HAT—				
Princess Royal Canning Co.	2,200	3,300	....	5,500
NAMU—				
Robt. Draney	5,178	6,282	....	11,460
BELLA COOLA—				
John Clayton	2,699	1,459	....	4,158
ALERT BAY—				
Alert Bay Canning Co	986	3,643	....	4,629
WEST COAST V. I.—				
Clayoquot Fishing & Trading Co.	3,728	2,256	....	5,984
	1,130,166	105,990		1,236,156

Pack of British Columbia Salmon, Season 1901—Continued.

PACK BY DISTRICTS.

	1901.	1900.	1899.	1898.	1897.	1896.	1895.
Fraser River	990,252	316,522	510,383	256,101	860,459	356,984	400,368
Skeena River	126,092	128,529	108,026	81,234	65,905	100,140	67,797
Naas River	14,790	18,238	19,443	18,953	20,847	14,649	19,550
Lowe Inlet	6,451	10,834	10,142	10,312	10,666	10,395	8,681
China Hat	5,500	4,138	.....	.....	.	.....	.....
Rivers Inlet	66,840	75,413	71,079	104,711	40,207	107,468	58,579
Bella Coola	4,158	4,849	.....	.....	.....	.....	.....
Namu and Kimsquit	11,460	10,106	7,200	.	4,357	3,987	3,000
Alert Bay	4,629	9,182	3,470	8,500	8,602	2,840	5,100
West Coast V.I	5,984	7,602	2,694	4,350	4,434	5,107	3,320
	1,236,156 cases.	585,413 cases.	732,437 cases.	484,161 cases.	1,015,477 cases.	601,570 cases.	566,395 cases.

SHIPMENTS IN DETAIL.

England—	1901.	1900.	1899	1898.	1897.	1896.	1895.
London direct	206,344	51,095	150,670	79,598	325,966	182,253	96,459
" overland	19,236	10,143	5,733	5,687	4,957	9,076	.....
Liverpool direct	576,065	257,848	365,151	242,437	407,738	322,364	256,301
" overland	46,831	60,090	26,128	8,050	38,373	11,405	.....
Overland, previous years	... .	.....	.....	.....	.....	. ...	65,647
Via other ports	3,350	3,802	.....	19,862	.....	.....	29,590
Eastern Canada	131,875	79,171	114,736	87,881	130,815	51,041	79,289
Australia	38,022	25,903	41,518	9,644	28,579	11,609	8,832
Other destinations	13,538	56,237	4,246	439	226	2,128	.....
Local sales	19,956	20,309	11,945	1,183	4,823	3,844	4,326
Stock on hand	180,939	20,815	12,079	29,380	74,000	7,850	25,952
Lost	.....	.....	231	.....	.....	.....	.....
	1,236,156 cases.	585,413 cases.	732,427 cases.	484,161 cases.	1,015,477 cases.	601,570 cases.	566,395 cases.

British Columbia Sealing Catch, 1901.

Schooner.	Tons.	B.C. Coast.	Japan Coast.	Copper Island.	Behring Sea.	Total.
Annie E. Paint	82	192	....	....	642	834
Aurora	40	332	....	....	...	332
Ainoka	75	76	....	....	337	413
Allie I. Algar	75	274	....	....	420	694
Arietis	86	343	....	....	526	869
Beatrice	66	294	....	....	227	521
Borealis	37	....	78	....	....	78
City of San Diego	46	301	....	737	....	1,038
Carrie C. W	92	...		....	585	585
Carlotta G. Cox	76	...	399	415	....	814
C. D. Rand	51	278	....	....	589	867
Casco	63	....	227	499	...	726
Diana	50	355	....	....	418	773
Dora Siewerd	93	....	321	363	....	684
Director	87	....	363	537	....	900
Enterprise	69	182	....	....	392	574
E. B. Marvin	96	256	....	....	489	745
Favorite	80	161	....	....	306	467
Fawn	59	....	....	....	304	304
Florence M. Smith	99	351	....	....	640	991
Geneva	92	118	....	....	418	536
Hatzic	72	110	....	....	....	110
Ida Etta	69	71	....	....	229	300
Libbie	92	157	....	....	...	157
Mary Taylor	43	....	143	365	....	508
Ocean Belle	83	170	...	....	....	170
Otto	86	268	....	....	822	1,090
Oscar & Hattie	81	....	....	657	....	657
Penelope	70	443	....	....	519	962
R. J. Morse	...	68	....	....	149	217
Saucy Lass	56	....	....	704	....	704
Sadie Turpel	56	157	....	....	199	356
Triumph	98	298	....	....	543	841
Teresa	63	94	....	....	..	94
Umbrina	99	397		....	534	931
Vera	60	....	350	265	...	615
Viva	92	333	....	....	250	583
Victoria	63	133	....	....	323	456
Zillah May	66	226	....	....	438	664
Indian Canoes (estimated)	...	1,000	....	....	....	1,000
		7,438	1,881	4,542	10,259	24,160

The Sealing Catch for the Past Thirteen Years Has Been:

1889	35,310	1896	55,677
1890	43,325	1897	30,410
1891	52,365	1898	28,898
1892	49,743	1899	35,471
1893	70,592	1900	35,548
1894	97,474	1901	24,160
1895	74,124		

Customs Statistics.

Imports into British Columbia during the Fiscal Year 1902.

Port of	Total Imports.			Duty Received.	Chinese.	Minor.	Total 1902.
	Dutiable.	Free.	Total.				
	$	$	$	$ c.	$	$	$ c.
Grand Forks	264,905	151,497	416,402	67,690.30	.....	757.50	68,447.80
Kaslo	67,408	13,347	80,755	18,054.18	.....	116.87	18,171.05
Nanaimo	311,960	46,850	358,810	84,573.41	400	423.40	85,396.81
Nelson	788,962	253,412	1,042,374	212,548.81	.....	311.57	212,860.38
New Westminster	469,437	174,904	644,341	153,797.31	.....	318.15	154,115.46
Rossland	369,609	80,034	449,643	96,578.34	100	375.95	97,054.29
Vancouver	3,250,870	910,947	4,161,817	980,433.46	154,405	1,449.77	1,136,288.23
Victoria	2,422,986	814,128	3,237,114	740,728.97	193,617	2,858.19	937,204.16
	7,946,137	2,445,119	10,391,256	2,354,404.78	348,522	6,611.40	2,709,538.18

Customs Statistics.

Exports from the Province of British Columbia for the Fiscal Year ended June 30th, 1902.

Port of	The Mine.	Fish.	Forest.	Animals and Their Produce.	Agricultural Products.	Manufactures.	Miscellaneous.	Coin.	Total 1902.
	$	$	$	$	$	$	$	$	$
Grand Forks	1,134	.....	1,645	5,253	1,188	8,485	16	.....	17,721
Kaslo	383,828	.....	.....	130	.....	1,870	.....	.....	385,828
Nanaimo	3,148,694	4,200	318,592	.....	.....	41,407	.....	.....	3,512,893
Nelson	1,723,773	22	671	2,609	11	73,910	.....	.....	1,800,996
New Westminster	1,235,301	3,900,724	56,636	3,437	2,881	62,773	534	14,333	5,276,619
Rossland	2,551,856	.....	2	1,638	24	55,688	16	.....	2,609,224
Vancouver	986,906	356,590	498,672	109,126	290,336	1,343,641	12,288	.....	3,597,559
Victoria	103,826	564,343	14,425	153,344	9,406	257,730	2,689	78,732	1,184,495
Totals	10,135,318	4,825,879	890,643	275,537	303,846	1,845,504	15,543	93,065	18,385,335

Imports into the Province of British Columbia for Thirty-one Years ending June 30th, 1902.

	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	377,544	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	117,054	.....	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 20
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	1,698,394	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	242,953	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	3,866,855	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 54
From Canada	927,054	.....	927,054	927,054	
To 30th June, 1886	3,953,299	2,851,379	1,060,347	4,011,726	880,266 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	729,265	3,401,207	851,465 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	6,495,598	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	5,918,168	1,366,250 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
To 30th June, 1896	5,563,095	3,963,650	1,532,840	5,526,490	1,406,931 91
To 30th June, 1897	7,130,381	5,048,755	2,028,653	7,087,048	1,701,507 16
To 30th June, 1898	8,548,375	6,493,123	2,024,749	8,517,872	2,064,527 76
To 30th June, 1899	8,714,733	7,063,647	1,612,938	8,376,645	2,350,738 87
To 30th June, 1900	11,255,697	8,684,590	2,513,631	11,198,221	2,465,498 26
To 30th June, 1901	11,137,438	8,311,650	2,761,315	11,072,965	2,362,072 14
To 30th June, 1902	10,391,256	7,946,137	2,445,119	10,391,256	2,354,404 78

Exports the Produce of Canada, from the Province of British Columbia for Thirty-one Years ending June 30th, 1902.

Year.	The Mine.	Fisheries.	Forest.	Animals. and their Produce.	Agri-cultural Products.	M'scel-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	268,271	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....	2,030,229	2,274,686	374,996	294,646	5,017	20,434	6,257,158
1892....	2,979,470	2,351,083	425,278	390,584	25,018	31,976	6,574,989
1893....	2,898,947	1,501,831	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	3,264,501	500,080	457,373	21,774	261,918	9,121,098
1896....	5,763,253	3,288,766	685,746	437,864	61,414	338,471	10,576,524
1897....	8,909,592	3,567,815	742,173	307,845	104,744	552,539	14,017,568
1898....	11,973,671	3,846,951	425,751	285,007	78,977	262,834	17,239,177
1899....	10,467,502	2,740,124	527,820	355,323	61,239	420,689	14,748,025
1900....	11,946,815	3,442,997	710,883	484,027	77,116	40,653	17,843,906
1901....	15,774,649	2,665,915	888,994	170,218	231,544	1,317,687	21,050,007
1902....	10,135,318	4,825,879	590,643	275,537	1,564,112	15,543	18,385,335

Shipping.

This Board is indebted to the courtesy and kindness of the Customs Department at Ottawa for the following information:

Statement of vessels employed in the coasting trade of the Dominion of Canada, arrived at and departed from the undermentioned Ports during the year ending 30th June, 1902:

	Vessels Arrived.			Vessels Departed.		
	No. Vessels.	Tonnage.	No. Crew.	No. Vessels.	Tonnage.	No. Crew.
Ladysmith	640	163,609	5,835	631	154,301	5,751
Nanaimo	1,172	297,130	14,925	1,170	296,351	14,911
New Westminster	579	109,972	6,823	595	111,055	6,926
Victoria	1,930	567,401	39,166	1,947	588,033	39,542
Vancouver	3,456	924,421	42,656	3,484	921,916	42,775
Chemainus	160	8,898	902	159	8,799	888
Comox	553	127,775	6,571	541	118,173	6,329

Vessels entered inwards from sea during year ending June 30th, 1902:

	With Cargo.			In Ballast.		
	No. Vessels.	Tonnage.	No. Crew.	No. Vessels.	Tonnage.	No. Crew.
Nanaimo	38	53,815	830	89	132,010	2,535
New Westminster	4	242	23	94	9,117	292
Victoria	972	526,412	35,423	412	463,194	21,612
Steveston	124	6,002	783	26	3,481	199
Chemainus	3	300	13	65	28,945	683
Comox	....	.....	.....	123	128,695	3,523
Douglas	....	.....	.....	48	614	183
Ladner	9	445	28	7	174	29
Vancouver	420	367,005	20,116	344	179,610	11,936

Vessels entered outwards for sea during year ending June 30th, 1902:

	With Cargo.			In Ballast.		
	No. Vessels.	Tonnage.	No. Crew.	No. Vessels.	Tonnage.	No. Crew.
Ladysmith	....	.....	.....	....	.....	.....
Nanaimo	158	198,171	4,768	19	1,480	186
New Westminster..	31	15,478	374	14	376	48
Victoria	660	387,338	27,379	709	556,417	29,322
Vancouver	471	454,196	23,896	300	80,749	8,390
Steveston	16	3,120	99	132	6,474	867
Chemainus	25	30,915	422	52	3,806	465
Comox	103	111,088	3,164	11	4,045	152
Douglas	41	528	156	6	50	22
Ladner	1	67	37	12	308	31
Simpson	....	.....	.....	....	.....	.....

Number and tonnage of vessels built, registered and sold during year ending June 30th, 1902:

	Built.		Registered.		Sold.	
	No. Vessels.	Tonnage.	No. Vessels.	Tonnage.	No. Vessels.	Tonnage.
New Westminster..	13	652	14	665	..	....
Victoria	7	1,443	7	3,346	3	2,326

Climate.

No general description will serve the purpose in speaking of the climate of British Columbia. On the coast it varies considerably, while in the interior the variations are yet more plainly marked.

Dr. Bryce, in "The Climate and Health Resorts of Canada," says: "In all this country," from the south of Vancouver Island to the Queen Charlotte Islands, "the fruits of temperate climates grow well, and farm animals live out of doors the year round. The rich bottoms of the Fraser delta have long been famous for their great hay crops and pasture lands; but here the extreme of rainfall is met, the mean for six years being 59.66 inches at New Westminster. The climate of the great Island of Vancouver, running north-west across two degrees of longitude and two degrees of latitude, presents every variety from that at the sea coast, with as at Esquimalt, a very low daily range, and no annual extremes—the lowest temperature in two years being 8 degrees F., the lowest monthly average being 20 degrees F., and the highest in summer being 82 degrees F.—to that as above Alberni on the west coast, where the Vancouver range rises first into a plateau to 4,000 feet, and even to 7,500 feet in Victoria Peak."

"Apart from the mineral wealth of Vancouver Island, its climate, with every variation possible, becomes most attractive. Its seashore climate is milder than many parts of England, with less rain and less seasonal variations."

Attention is directed to the following tables:

AVERAGE MONTHLY AND ANNUAL RAINFALL AND SNOWFALL

In inches at ten principal stations in British Columbia, derived from a group of years.

Upper Mainland....A Lower Mainland...B North-West Coast..C Vancouver Island..D Gulf Islands.....E		D	E	D	C	B	B	A	A	A	A
		Esquimalt.	Kuper Island.	French Creek.	Port Simpson.	Abbotsford.	Agassiz.	Spence's Bridge	Mission Valley. 1896	Fort Steele.	Barkerville.
January ..	Rainfall	4.21	8.55	4.50	8.11	5.13	5.22	0.72	0.38	0.66	0.34
	Snowfall	12.9	31.4	16.0	15.3	7.8	20.7	4.8	9.2	9.7	26.2
February.	Rainfall	2.87	4.50	2.19	7.27	3.76	5.42	0.20	0.00	0.05	0.17
	Snowfall	10.7	2.0	9.6	18.5	9.4	12.6	6 5	13.0	5.4	24.3
March.....	Rainfall	2.72	2.28	3.24	5.86	5.22	5.16	0.89	0.01	0.63	0.08
	Snowfall	1.1	6.0	0.7	6.3	2.1	3.1	0.6	1.0	3.0	18.1
April	Rainfall	2.98	1.68	1.15	8.5	5.31	5.45	0.50	0.50	0.94	0.51
	Snowfall	0.1	....	0.2	5.8	0.1	0.4	...	...	2.1	16 3
May.....	Rainfall	1.84	1.64	2.60	4 57	4.38	4.85	1.10	1.52	1.64	2.22
	Snowfall	...	...	...	0.1	....	....	....	....	....	2.3
June.	Rainfall	1.19	0.88	1.37	4.56	3.96	3.97	0.74	0.93	1.32	3.13
	Snowfall	...	....	....	....	....	....	....	....	....	0.3
July. ...	Rainfall	0.35	0.27	0.80	5.20	1.29	1.35	0.36	0.22	1.02	2.76
	Snowfall	....	....	....	....	....	....	....	....	....	....
August....	Rainfall	0.52	0.17	0.44	7.79	1.33	1.62	0.40	0.51	1.05	3.02
	Snowfall	....	....	....	....	....	....	....	....	....	....
September	Rainfall	2.59	1.23	2.76	10.02	5.12	5.25	0.88	0.15	1.92	3.18
	Snowfall	..	....	....	....	....	....	....	....	....	1.3
October....	Rainfall	3.03	2.56	2.46	12.71	5.50	6.56	0.68	0.65	0.62	1.45
	Snowfall	0.6	....	....	....	....	....	....	....	0.4	9.7
November.	Rainfall	6.95	6.06	4.62	13.61	7.81	8.24	0.51	0.37	0.96	1.01
	Snowfall	3.2	9.7	6.6	1.7	2.8	4.5	8.3	11.5	12.2	25.9
December.	Rainfall	8 20	8.41	5.20	10.90	7.51	8.67	0.44	0.28	0.59	0.07
	Snowfall	2.4	3.0	3.8	15.4	6.4	7.6	8 60	25.0	7.2	36.8
Year.	Rainfall	37 47	38,23	31.46	96.28	56.32	61.96	6 87	5.52	11.30	17.94
	Snowfall	31.9	52.1	36.9	60.00	28.6	48.9	28.8	59.7	40.00	161.2

COMPARATIVE TABLE OF THE AVERAGE RAINFALL

In inches at ten principal stations in British Columbia in the months April to September, derived from a group of years.

Upper Mainland....A Lower Mainland....B North-West Coast..C Vancouver Island..D Gulf Islands.....E	D	E	D	C	B	B	A	A	A	A
	Esquimalt.	Kuper Island.	French Creek.	Port Simpson.	Abbotsford.	Agassiz.	Spence's Bridge.	Mission Valley.	Fort Steele.	Barkerville.
April.	2.98	1.68	1.15	5.68	5.31	5.45	0.50	0.48	0.94	0.51
May	1.94	1.64	2.60	4.57	4.38	4.85	1.10	1.57	1.64	2.12
June	1.19	0.88	1.37	4.56	3.96	3.97	0.74	0.89	1.32	3.13
July.....	0.36	0.27	0.80	5.20	1.29	1.55	0.36	0.38	1.02	2.76
August.....	0 52	0.17	0.44	7.79	1.33	1.62	0.40	0.48	1.05	3.02
September.....	2.59	1.23	2.76	1 0.03	5.12	5.25	0.88	1.51	1.95	3.18

METEOROLOGICAL REGISTER FOR ONE YEAR AT THIRTEEN STATIONS IN BRITISH COLUMBIA.

Compiled from Official Returns, and may be accepted as an average.

Upper Mainland.....A.... Lower Mainland..... ... B.... North-West Coast.... .....C.... Vancouver Island.....D.... Gulf Islands.....E....	D Esquimalt.	D French Creek.	B Agassiz.	B Abbotsford.	A Spence's Bridge.	A Barkerville.	C Port Simpson.	B Hazelmere.	A Mission Valley.	A Fort Steele.	A Salmon Arm.	C Rivers Inlet.	E Kuper Island.
Elevation above sea level in ft..	28	.....	52	.....	760	... .	26	.....	1,200	2,433	1,152	25	.....
Highest temperature registered during the year..... ..	86.4	88.0	95.0	93.0	104.0	84.0	82.0	89.0	98.0	100.1	94.3	90.0	88.5
Lowest temperature registered during the year..	16.7	8.0	9.0	3.0	—13.0	—30.0	3.0	—3.0	—17.0	—36.1	—21.5	12.7	10.5
Annual mean temperature during the year	47.73	47.18	47.81	48.31	48.69	35.61	44.26	48.02	43.40	41.52	43.06	45.11	47.89
Mean daily range of temperature during the year	13.5	17.1	20.1	18.3	23.2	19.6	15.5	21.4	25 7	26.3	23.5	13.2	16.6
Rainfall during year in inches...	" 38.77	" 33.71	" 64.70	" 54.12	" 2.44	" 8.01	" 71.14	" 46.06	" 5.52	" 10.18	" 7.87	" 95.55	" 45.12
Number of days of rainfall.....	159	136	128	154	33	41	164	132	65	72	41	165	149
Amount of snowfall, in inches...	" 41.9	" 43.1	" 35.5	" 20.9	" 30.9	120.	" 70.0	" 19.9	" 59.7	" 34.0	" 87.5	" 101.4	" 77.3
First frost	Oct. 5	Oct. 24	Sept. 7	Oct. 26	Oct. 22	Sept. 8	Sept. 25	Oct. 27	Sept. 8	Sept. 14	Sept. 23	Oct. 25	Nov. 4
Last Frost.....	Apl. 17	May 15	Apl. 16	Apl. 18	Apl. 18	June 4	May 15	June 2	June 13	June 11	June 6	May 8	May 15
First Snow.....	Nov. 4	Nov. 10	Nov. 11	Nov. 14	Nov. 9	Sept. 2	Nov. 30	Nov. 11	Nov. 1	Nov. 7	Nov. 11	Nov. 9	Nov. 4
Last Snow	Apl. 7	Apl. 28	Mar. 28	Mar. 28	Mar. 7	May 1	Apl. 28	Mar. 27	Apl. 14	Feb. 29	Mar. 4	Apl. 29	Mar. 30
Warmest day.	July 21	July 14	June 28	June 26	July 15	June 20	July 22	June 26	July 6	July 6	June 28	June 26	July 14
Mean temperature.....	70°10′	73°50′	73°50′	76°50′	85°25′	67°00′	71°67′	68°00′	76°50′	77°10′	77°15′	72°50′	72°70′

CLIMATE OF VICTORIA, B.C.

There are many beautiful localities in this grand Province of British Columbia, and the general healthiness of the various climatic conditions throughout the whole of its extensive boundaries, is a point on which there is a universal consensus of favorable opinion.

Pre-eminent, however, for its natural beauty and its delightful climate, stands VICTORIA, the "Queen City," the capital of the Province and the seat of its Government. Situated at the south-eastern extremity of Vancouver Island, its insular climate is considered to be the most delightful on the Pacific coast, and has been compared with that of the south of England.

"It is spoken of as England without its east winds, in reality it is Torquay "in the Pacific; a mild and even winter with rain, and occasional snow, an early "spring, a dry and warm summer, and a bright and enjoyable atmosphere; "thunderstorms are seldom seen here, they can be heard in the interior but are "rarely experienced."

The situation of Victoria sheltered by the Island mountain ranges, causes its rainfall to be much less than that of the cities of Vancouver and New Westminster on the adjacent Mainland. The greater portion of the moisture from the ocean has been caught and condensed on the westward side of the Island ranges and a second heavy precipitation does not occur until the moisture giving winds strike the highlands of the opposite coast.

The following table, compiled from official returns, shews the relative precipitation (rain and snow) in inches, for Victoria, Vancouver and New Westminster for the year 1901:

Month.	Victoria In Inches.			Vancouver In Inches.			New Westminster In Inches.		
	Rain.	Snow.	Total.	Rain.	Snow.	Total.	Rain.	Snow.	Total.
January...	3.72	4.30	4.15	7.43	38.50	11.28	4.64	42.50	8.89
February..	3.19	1.82	3.37	5.94	.01	5.94	7.38	12.40	8.62
March.....	0.93	....	0.93	3.04	...	3.04	3.71	....	3.71
April.....	3.01	....	3.01	5.27	....	5.27	4.09	9.80	5.07
May.....	0.98	....	0.98	4.38	....	4.38	3.79	....	3.79
June.....	1.06	....	1.06	5.01	....	5.01	5.52	....	5.52
July.....	0.19	....	0.19	0.83	....	0.83	1.41	....	1.41
August....	0.00	..	0.00	0.27	....	0.27	0.20	....	0.20
September.	0.90	....	0.90	2.65	....	2.65	2.76	....	2.76
October....	1.65	....	1.65	5.20	....	5.20	4.33	....	4.33
November..	6.44	....	6.44	14.06	....	14.06	11.98	....	11.98
December..	3.46	....	3.46	8.09	....	8.09	7.01	0.80	7.09
Total...	25.53	6.12	26.14	62.17	38.51	66.02	56.82	65.50	63.37

Land Return.

Return Showing Land Transactions for the Year ending 31st December, 1901.

	Records Issued for the District of												
	Victoria.	Cowichan.	Nanaimo.	Coast.	New Westminster.	Yale.	Kamloops.	Osoyoos.	Lillooet.	Kootenay.	Cariboo.	Cassiar.	Total.
Pre-emption Records	48	3	.....	21	26	3	56	300	34	129	21	5	646
Certificates of Improvement	15	2	1	4	8	2	16	53	16	37	13	1	168
Certificates of Purchase	33	7	2	10	66	7	23	169	36	145	27	6	531
Crown Grants	41	13	2	42	51	8	26	223	29	440	16	21	912
Timber Cutting Licenses	7	.....	.....	17	25	2	.....	3	.....	70	.....	5	129
Timber Cutting, General	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	163
Coal Prospecting Licenses	1	.....	.....	81	2	104	7	26	1	1	.....	.....	223
Sundry Leases	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43

SUMMARY.

	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901
Pre-emp'n Rec.	496	616	988	869	832	709	630	486	462	467	616	728	646
Cer. of Improv.	132	169	260	272	173	117	113	144	204	144	113	107	168
Cer. of Purch...	587	828	863	1,000	264	153	334	694	977	765	418	399	531
Crown Grants..	481	573	685	820	393	159	215	411	766	951	868	1,101	912
T'l Acr'ge deed.	134,169	99,334.33	143,455	309,878	124,634	47,166.86	95,456	36,821	609,547	371,394	672,148.12	104,723.91	4,632,831.87
Letters received	3,326	4,168	5,224	5,321	4,339	4,018	5,079	6,532	8,034	9,126	10,993	12,943	13,306

Game Protection Act of British Columbia—Schedule D.

Species of Birds, Animals, Etc.	Unlawful to shoot or destroy during close seasons as shown below (dates both inclusive)	Unlawful to buy, sell or expose for sale, show or advertisement	Unlawful to Kill or Take
Beaver	1st April to 1st November		
Birds living on noxious insects	At any time	At any time	
Bittern	1st March to 31st August	At any time	
Blackbird (English)	At any time	At any time	
Caribou	1st January to 31st August	Before October 1st	More than five in one season
Caribou (cow or calf)	At any time	At any time	
Chaffinch	At any time	At any time	
Deer (fawn under 12 months)	At any time	At any time	
Deer (buck)	15th December to 31st August	Before Sept. 1st	More than 10 in one season, or hunt with dogs, or kill for hides alone
Deer (doe)	15th December to 31st August	At any time	
Duck (of all kinds)	1st March to 31st August	During close season	More than 250 in one season.
Elk, Wapiti (bull)	1st January to 31st August	At any time	More than two in one season
Elk, Wapiti (cow)	At any time	At any time	
Elk, Wapiti, calf under two years	At any time	At any time	
Grouse of all kinds (including Prairie Chicken)	1st January to 31st August	At any time, except Blue Grouse, which may be sold during season.	
Gull	At any time	At any time	
Hare	1st January to 31st August	Before October 1st	
Heron	1st March to 31st August	During close season	
Land Otter	1st April to 1st November		
Linnet	At any time	At any time	
Marten	1st April to 1st November		
Meadow Lark	1st March to 31st August	At any time	
Moose (bull)	1st January to 31st August	Before October 1st	More than two in one season
Moose (cow, and calf under 12 months)	At any time	At any time	
Mountain Goat	15th December to 31st August	Before October 1st	More than five in one season
Mountain Sheep (ram)	15th December to 31st August	Before October 1st	More than three in one season
Mountain Sheep (ewe or lamb)	At any time	At any time	
Partridge (English)	At any time	At any time	
Pheasant (cock)	At any time	At any time	
Pheasant (hen)	At any time	At any time	
Plover	1st March to 31st August	During close season	
Quail (of all kinds)	At any time	At any time	
Robin	Farmers only may shoot in gardens bet. June 1 and Sept. 1	At any time	
Skylark	At any time	At any time	
Thrush	At any time	At any time	
Eggs of protected birds	At any time	At any time	To take or destroy at any time

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

Entered for Consumption July 1st, 1901, to June 30th, 1902.

	No. 37,* Victoria, B.C.	No. 38,† Vancouver, B.C.
Licenses	$ 1,325 00	$ 3,130 00
Spirits	119,817 75	152,571 03
Malt	25,675 67	32,581 36
Tobacco	30,070 01	57,564 63
Raw Leaf	3,869 08	8,108 43
Cigars, ex-factory / Cigars, ex-warehouse	10,737 08	18,620 25
Methylated Spirits	43 73	257 12
Other Receipts	110 50	1,477 70
Total	$191,648 82	$277,205 82

* Vancouver Island only.
† All outports in British Columbia except Vancouver Island.

Scale of Commercial Charges.

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

1. On the purchase of stocks, bonds and all kinds of securities, including the drawing of bills for the 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 2½ "
5. 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 foreign ports, with guarantee 7½ "
8. On goods received on consignment and afterwards withdrawn. 2½ "
9. On goods received on consignment and afterwards returned by the consignee No charge.
10. On purchase and shipment of merchandise, with funds on hand, on cost and charges 5 per cent.
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 per cent.
15. For collecting general average, on the first $20,000, or any smaller amount..... 5 "
16. For collecting general average on any excess over $20,000.00. 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 500 to 300 tons register.....		100 00
" of 300 to 500 "		150 00
" over 500 "		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 "
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, 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 labour 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.—Auctioneer's commission and brokerage to be charged when incurred.

34. Land agents for commission on sale and purchase of real estate..... 5 "
35. Interest on advances for duty, freight and lighterage, add 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 2,240 pounds. 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 the goods sold, no claims for damage, deficiency or other cause shall be admissible after goods sold and delivered have once left the city.

(*d*) When foreign bills of lading expressly stipulate that the freights 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.

The foregoing scale of Commercial Charges and Rules and Regulations were approved at the Quarterly General Meeting of the Victoria, British Columbia, Board of Trade, held October 21st, 1898.

Mining Regulations.

BRITISH COLUMBIA.

The mining laws of British Columbia provide, with respect to coal mining, that a prospector for coal or petroleum on leased Crown lands in which the minerals are reserved, before obtaining a license, shall place a post at one angle of the land with his name and the initials of the angle, and shall post a notice of his application on the land and on the government office of the district for thirty days, and shall advertise it in the British Columbia *Gazette* and some local newspaper for thirty days.

Security for damages must be given if the Crown lands in question have been leased or are covered by a timber license.

After the expiration of thirty days, and within two months from the application in the *Gazette*, an application in duplicate (with a plan and a fee of $50 for each and every license) must be sent to the Assistant Commissioner of Lands and Works for a prospecting license for not more than one year, when the Chief Commissioner may grant the license. Such lands must be in one rectangular block with the sides running north, south, east and west, and of area not exceeding 640 acres.

The license shall cease at its expiration, and a new license may be granted to a new applicant.

On proving that he has *bona fide* explored for coal during the year he shall be entitled to an extension for a second year on payment of $50, and a further extension for a third year may be granted. License holders of adjoining lands, not exceeding ten, may work in partnership, when they need not prospect separately, provided the Chief Commissioner is satisfied with the prospecting done on the land of one of them.

The licensee may use the timber and stone on the land for the purpose of buildings on the land. Dispute as to the right of title shall be decided in the county court. No transfer for a prospecting license may be made without written notice to the Chief Commissioner of Lands and Works.

The Lieutenant-Governor-in-Council may grant to a prospecting licensee a lease for five years at a rent of ten cents on proof that he has discovered coal on the land ; and if during this term, or three months thereafter, he can show that he has continuously and vigorously carried on coal mining he shall be entitled to purchase the land at $5 an acre, in one payment at time of sale.

Before the lease is issued, a survey must have been made by the applicant. Besides the ten cents rent a royalty of five cents a ton on coal and one cent a barrel on petroleum must be paid. The lessee must carry on coal mining continuously. Any number of persons, not exceeding ten, may work in partnership on adjoining lands when it shall not be necessary to work each leasehold separately, provided work on one is done to the satisfaction of the Chief Commissioner.

(Cons. Act, 1888, chap, 83, and amending Acts ; 1890, chap. 32 ; 1892, chap. 31 ; 1895, chap. 37, and acts of 1897, 1898 and 1899.)

Proprietors of coal mines may acquire such portion of any Crown lands, or lands held under pre-emption or Crown grants, or lease or license, as may be necessary for a right-of-way to the sea shore, a river or public highway. Minerals are not to be conferred by the conveyance without the consent of the grantor. Compensation shall be paid by agreement or arbitration. (Cons. Acts, 1888, chap. 83, amendment Act, 1890, chap. 32, and chap. 137, Acts of 1897.)

Regulations of coal mines.—No boy under twelve, no woman or girl of any age, and no Chinaman or Japanese shall be employed under ground in coal mines.

Boys from thirteen to fourteen shall only be employed under ground in exceptional circumstances to be allowed by the Minister of Mines.

There are various other regulations as to the employment of young persons.

No wages shall be paid to employees of a coal mine in a public house or contiguous office or place.

Coal getters must be paid by weight, unless exception is allowed by the Minister of Mines ; and a check weigher may be appointed by them.

There are a number of regulations to secure safety. (Cons. Acts, 1888, chap. 84 ; amending Acts, 1890, chap. 33 ; 1894, chap. 5 ; 1895, chap. 38 ; and in 1897, chap. 138.)

Mining, other than coal.—Persons over 18 years of age and joint stock companies may become "Free Miners" on taking out certificates (which are not transferable) for one or more years.

Every person or joint stock company mining (except for coal) must take out a free miner's certificate under a penalty of $25.

No person, unless he has an unexpired free miner's certificate, can hold any mineral claim, minerals or mining property.

Free miners may prospect and mine (except for coal) upon any Crown lands or lands where minerals are reserved to the Crown, provided they may not locate or mine on land uncovered by hydraulic mining works for six months, and provided they must give security for damages to any occupier.

FEES.

For every free miner's certificate issued to an individual....	$ 5 00
For every free miner's certificate issued to a joint stock company—	
(a.) Having a nominal capital of $100,000 or less.....	50 00
(b.) Having a nominal capital exceeding $100,000.....	100 00

Free miners may cut timber necessary for their mining upon Crown lands, even if covered by timber lease or reserved, and they may kill game for their own use at any time.

A free miner may locate a mineral claim measuring 1,500 feet square as nearly rectangular as possible, marking it by two posts, 1 and 2, on the line of the vein not more than 1,500 feet apart, or a fractional mineral claim can also be marked out. On No. 1 post of a mineral claim shall be written the names of the locator and the claim, the date, the compass bearing of No. 2 post and the number of feet (of the 1,500) lying to the right and left respectively of this line ; these particulars are to be furnished also to the Mining Recorder. He must mark the line by blazing trees or post planting, and place a post where he found rock "in

place," and as near as possible to four corners of the claim. He is entitled to all the minerals within the claim. The claim is not to be recorded without an affidavit that mineral has been found "in place" on the claim, that the legal notes and posts have been put up, that ground is unoccupied, etc. A location made on Sunday or a holiday is not invalid. Where, from the nature of the ground the location cannot be thus marked, posts may be set as near as possible, and the direction and distance recorded. The free miner shall record his claim with the Mining Recorder within 15 days, if his office is within 10 miles, with an additional day for every additional 10 miles. A claim recorded by error in the wrong district may be recorded anew in the right district with the original date. If left in the Recorder's absence, the applicant is entitled to a record of that date. The claim may be held from year to year on a certificate by the Gold Commissioner, or Mining Recorder, that work has been done on it to the value of $100. Assessment work to be counted in certificate. A free miner or partners having adjoining claims, not exceeding 8 in number, may work them together, and may obtain certificates for all the claims for sufficient work done on one. A free miner may, in lieu of work, pay $100 to the Mining Recorder. Disputes as to titles are determined by priority of location.

No free miner can hold (except by purchase) more than one claim on the same vein or lode, but he may hold by location a claim on any separate vein or lode. He may abandon his claim by notice in writing to the Recorder and may remove his machinery and extracted ore; he cannot re-locate the same claim (or one which he has not recorded in time) without written permission from the Gold Commissioner.

Lodes discovered in a tunnel to develop a lode may be marked out as a mineral claim and recorded by the owner. The interest of a free miner in his claim is deemed a chattel interest.

The lawful owner of a mineral claim is entitled to a Crown grant on payment of $500 to the Government in lieu of expenditure (assessment work to be considered a part of $500) and after having obtained a certificate of improvements from the Gold Commissioner. With a certificate of improvement the owner need not work on the claim to hold it.

With a certificate of improvement the owner of a claim outside the railway belt is entitled to a Crown grant, and inside the railway belt on payment of $1 an acre to the Mining Recorder.

The claim for the grant must be made within three months. The issue of the grant does not invalidate any previous lien. The grant covers all minerals except coal.

Conveyances, mortgages, etc., of mineral claims shall be recorded or shall not be good against third parties, and transfers must be in writing. A free miner's claim shall not be open for location during his last illness, nor for twelve months after his death. The Gold Commissioner and official administrator administer miners' estates.

A mill site may be located by a free miner, not over five acres in extent, no unoccupied and unreserved Crown lands not known to contain minerals. He may obtain a lease for one year, during its continuance, on proof of having expended $500 on machinery, and shall be entitled to a Crown grant for $5 an acre. This applies to former leases also. Minerals are not included in the grant.

Tunnels or drains may be run for a free miner to work his claim by license from the Gold Commissioner. Water rights may be granted to him by the Gold Commissioner, and must be recorded, rights of miners working on the streams being safe. He may not sell the water, and the grant shall cease when the mine is no longer worked. Work must be begun within 60 days; and there must be no waste of water, and an outlet must be provided for superfluous water.

Mining partnerships and limited liability companies are regulated by a number of clauses.

The duties of Mining Recorders and Gold Commissioners are fully laid down. Free miners may elect by a two-thirds vote a Recorder, where there is none.

County Courts have mining jurisdiction which is fully provided for.

Any person contravening the Act or refusing to obey the lawful order of a Gold Commissioner or Judge is liable to a fine of $250 or three months' imprisonment.

An annual tax of 25 cents an acre is payable on every claim held under Crown grant. The tax shall be remitted on proof that the sum of $200 has been expended on the claim within the year.

Mines and moneys invested in them are not exempt from provincial taxation.

The Lieutenant-Governor-in-Council may make orders to carry out the Act.

(Cons. Act, 1888, chap. 82, and amending Acts, 1889, chap. 16 (repealed); 1890, chap. 31 (repealed); 1891, chap. 25; 1892, chap. 32; 1893, chap. 29; 1894, chap. 32, and 1895, chap. 39; 1896, chap. 34; 1897, chap. 45; and Acts of 1898.)

Placer Mining Act.—Every free miner holding a certificate may mine for gold or other precious metals on any land, except Government reserves for townsites, lands occupied by buildings, curtilages and orchards, or for placer mining on Indian reserves. He must give security for damages.

He may locate a placer claim on each separate creek, ravine or hill, but not more than two in the same locality, and only one a creek claim, but he may hold any number for purchase. In bar diggings a claim shall be: (a.) A piece of land not exceeding 250 feet square on any bar which is covered at high water, or (b) A strip of land 250 feet long at high water mark, and in width extending from high water mark to extreme low water mark. A creek claim shall be 250 feet

square. A dry diggings claim shall be 250 feet square. Discoverers of new mines shall be allowed: If one, a claim of 600 feet long; if a party of two, 1,000 feet; and to each member of a party beyond two in number, a claim of the ordinary size only.

Placer claims shall be as nearly rectangular as possible. Posts shall be placed at the corners, and the initial post shall bear names and description. Locations on Sundays and holidays shall not be invalid. Placer claims must be recorded with the Mining Recorder. The removal of posts entails forfeiture. Records of placer claims may be renewed on payment of the fees, $2.50 a year.

A placer claim gives no right to a vein or lode unless the ground is located and recorded as a mineral claim.

A placer claim must be worked continuously by the holder or his employee, and shall be held abandoned and forfeited if unworked for 72 hours, except for reasonable cause, satisfying the Gold Commissioner. A year's leave of absence may be given if the sum of $1,000 has been expended without reasonable return, or if all holders of the set of claims sign the application.

Provisions as to the tunnels and drains, water rights (see 1879, cap. 45) partnerships, mining recorders, gold commissioners, county courts, penalties, paying free miner's fees for employees, are much the same as those regarding mineral claims.

Provisions are made for "bed rock flumes."

Free miners may obtain a lease of placer mining ground for 20 years, as follows:—Before application for lease, legal posts to be placed, with names and descriptions, and plans, etc., to be deposited with Mining Recorder; creek diggings, or abandoned or unworked creeks, half a mile in length; any other placer mining grounds, 80 acres; precious stone diggings, 10 acres. The lease may be renewed. The ground must be already occupied (without consent of occupiers) nor immediately available for agricultural purposes; and only placer mining must be carried on. Consolidation of holdings into one not to exceed 640 acres is provided for by Act of 1898, amending the Placer Mining Act, 1891.

Water may be granted by the Gold Commissioner for hydraulic workings on bench lands.

Leases may be granted for twenty years of the bed of the river for dredging for a distance not over five miles.

(Act 1891, chap. 26, and amending Acts, 1894, chap. 33, and 1895, chap. 40; 1896, chap. 35; 1897, chap. 29; 1897, chap. 45.)

A Bill intituled "An Act to repeal an Act to aid the Development of Quartz Mines," and amending Act has been passed (1896, chap. 36). An Act to amend the Placer Mines Act (1891) was passed in the session of 1898.

Counting the consolidated Acts of 1888 and subsequent amending Acts to 1898, there have been twenty-four British Columbia Acts relating to mining, without reckoning several special Acts concerning hydraulic mining companies.

The Mineral Act, 1896, chap. 34, as amended by 1897, chap. 29, has been consolidated for convenience only.

The Placer Mining Acts have been also consolidated.

A Bureau of Mines was established in 1895, under the Minister of Mines, with a Provincial Mineralogist, whose duty it is to collect information relating to the mining industry and publish it. Besides a museum, there are to be lecture rooms, an assay office and laboratory, where assets and tests may be made according to a schedule of fees. Arrangements may be made for giving instructions to prospectors and others, and societies of arts and other societies may affiliate with the Mining Bureau for the instruction and examination of students.

An Act intituled the "Inspection of Metaliferous Mines Act, 1897," amended in 1899, provides for the appointment of an Inspector, and contains rules and regulations for the safe working of mines other than coal.

Provincial Government Lands.

Crown lands in British Columbia are classified as either surveyed or unsurveyed lands, and may be acquired by entry at the Government Lands Office, pre-emption or purchase.

The following persons may pre-empt Crown lands: Any person being the head of a family, a widow, or a single man over eighteen years of age, being a British subject, may record surveyed or unsurveyed Crown lands, which are unoccupied, or unreserved, and unrecorded (that is unreserved for Indians or others, or unrecorded in the name of any other applicant.

Aliens may also record such surveyed or unsurveyed land on making a declaration of intention to become a British subject.

The quantity of land that may be recorded or pre-empted is not to exceed 320 acres northward and eastward of the Cascade or Coast Mountains, or 160 acres in the rest of the Province.

No person can hold more than one pre-emption claim at a time. Prior record or pre-emption of one claim, and all rights under it, are forfeited by subsequent record or pre-emption of another claim.

Land recorded or pre-empted cannot be transferred or conveyed till after a Crown grant has been issued.

Such land, until the Crown grant is issued, is held by occupation. Such occupation must be a bona fide personal residence of the settler or his family.

The settler must enter into occupation of the land within thirty days after recording, and must continue to occupy it.

Continuous absence for a longer period than two months consecutively of the settler or family is deemed cessation of occupation ; but leave of absence may be granted not exceeding six months in any one year, inclusive of two months' absence.

Land is considered abandoned if unoccupied for more than two months consecutively.

If so abandoned the land becomes waste lands of the Crown.

The fee on recording is two dollars (8s).

The settler shall have the land surveyed at his own instance (subject to the rectification of the boundaries) within five years from date of record.

After survey has been made, upon proof, in declaration in writing of himself and two other persons, of occupation for two years from date of pre-emption, and of having made permanent improvements on the land to the value of two dollars and fifty cents per acre the settler on producing the pre-emption certificate, obtains a certificate of improvement.

After obtaining the certificate of improvement and paying for the land the settler is entitled to a Crown grant in fee simple. He pays ten dollars therefor.

The price of Crown lands pre-empted is one dollar (four shillings) per acre, which must be paid in four equal instalments, as follows :

First instalment two years from date of record or pre-emption, and yearly thereafter, but the last instalment is not payable till after the survey, if the land is unsurveyed.

Two, three or four settlers may enter into partnership with pre-emptions of 160 acres each, and reside on one homestead. Improvements amounting to $2.50 per acre made on some portion thereof will secure Crown grant for the whole.

The Crown grant reserves to the Crown a royalty of five cents per ton on every ton of merchantable coal raised or gotten from the land, not including dross or fine slack, and fifty cents per M. on timber. Coal and petroleum underlying lands which are pre-empted subsequent to 1899, are reserved to the Crown.

No Crown grant can be issued to an alien who may have recorded or pre-empted by virtue of his declaring his intention to become a British subject, unless he has become naturalized.

The heirs of devisees of the settler are entitled to the Crown grant on his decease.

Crown lands may be purchased to the extent of 640 acres. Minimum price of first-class land, $5 per acre ; second class, $2.50 per acre ; third class, $1 per

acre. No settlement duties are required on such land unless a second purchase is contemplated. In such a case the first purchase must be improved to the extent of $5 per acre for first-class; $2.50, second class; and $1, third class.

Leases of Crown lands in lots not exceeding 20 acres may be obtained; and if requisite improvements are made at the expiration of lease, Crown grants are issued.

Leases are also granted for hay lands for terms not exceeding ten years, and for any purpose whatsoever, except cutting hay, for a term not exceeding 21 years.

Twenty-one years' timber leases are now subject to public competition, and the highest cash bonus is accepted, subject to the 50 cents per M. royalty above mentioned, and an annual rental, in advance, of 15 cents per acre. The holder must put up a sawmill capable of cutting not less than 1,000 feet of lumber per day of 12 hours for every 400 acres of land in such lease; and such mill shall be kept running for at least six months in every year.

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Member of British Editors' Delegation. Interview Winnipeg Free Press.

"The British Columbians have rich mines, vast forests, and extensive fisheries, as well as their farming and fruit growing. Besides which their Maritime trade is sure to become an increasing source of wealth."
Another member of the same party in the same newspaper.

"In Victoria is reached the real outlet to the Orient."
Frank Leigh in Montreal Herald.

"One would fain have stayed longer, for of all the cities that have been visited in the course of this long Royal progress the fair capital of British Columbia seems to me the one which the Englishman would most gladly make his home. * * * It is this combination of rich wild country and old-fashioned English homes that makes the surroundings of Victoria so wholly delightful. * * * Never in the environs of any other city have I seen such a glory of flowers as surrounded each of these lovely homes."
E. F. Knight, Correspondent London Morning Post.

FOURTEENTH THOUSAND (WITH MAP). PRICE 25 CENTS.

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1902.

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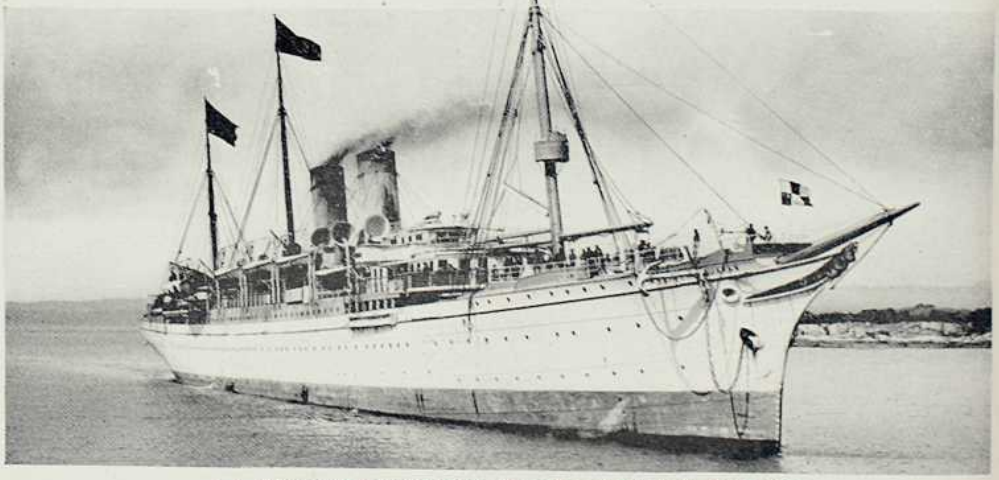
THE MOST INTERESTING CITY ON THE PACIFIC COAST.

S. S. "Beaver," First steamer on Pacific 1835.

THE beautiful city of Victoria, the most western city on the continent of America, the Pacific gateway to the Great Dominion of Canada, and the Capital of British Columbia, is acknowledged to be the leading Tourist and health resort of the Pacific North West. Situated 6,000 miles away from the Old Land, whence many of the leading citizens first came, "an out-post of Empire" standing sentinel over this great Dominion of ours, and guarding the threshold of the Empire itself, it is the one city that becomes pre-eminently interesting to all tourists who visit the Pacific Coast.

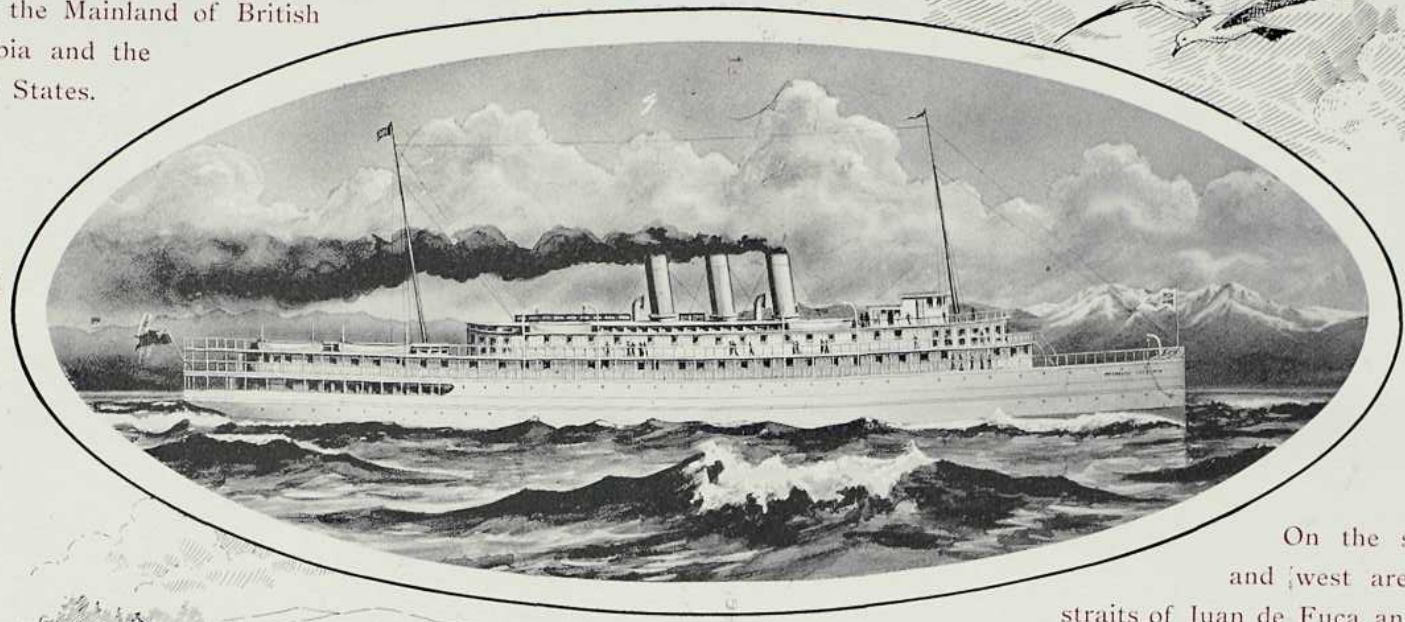
CHARMINGLY SITUATED.

Important as Victoria is to the Empire, and to Canada, because of its naval and military strength, its position as the first port entered by all steamships from Australia, China, and the Orient, its large and varied commercial and industrial enterprises, and as Capital of the largest and richest of the Canadian Provinces, it is of more than ordinary interest to strangers and, is none the less so, because it happens to be one of the most charmingly



S. S. "Empress of Japan" arriving in Victoria Harbour from China.

situated cities in the world. Victoria, the Pacific terminus of the Canadian Pacific system in Canada, has a population of nearly 30,000 and occupies an ideal situation at the extreme southern end of Vancouver Island, within a few hours sail of the Mainland of British Columbia and the United States.



C. P. N. new 20-knot Palatial Steamship connecting Victoria with the C. P. R. Transcontinental Express.

The Latest Steamer to be placed on the Pacific.

On the south and west are the straits of Juan de Fuca and the Pacific Ocean, and on the east lies that magnificent inland sea, the Gulf of Georgia, which, with its wealth of picturesque islands, out-rivals the more widely known Thousand Isles.

Entrance Victoria Harbour.

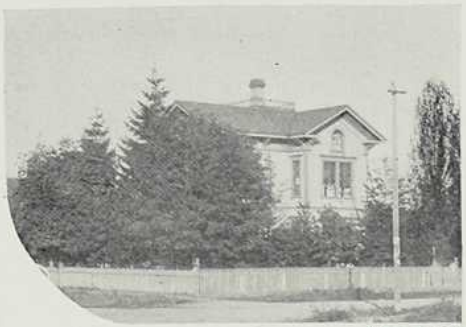
For the service between the Mainland, connecting with the C. P. R. express, the C. P. N. Co. are building a palatial steamship of 20 knots at a cost of half a million dollars; that will materially enhance the pleasure experienced in taking this superb trip to Victoria.

The scenic panorama as you approach this queen of summer resorts is one never to be forgotten. The eye of the Tourist, enchanted, as he may be, with the marvelous scenery throughout which he passes along the lines of railway leading to Victoria, always rests with wonder and delight upon this panorama of emerald-like ocean, usually as smooth as polished glass, verdure clad isles and snow-capped mountains, spread beneath a canopy of azure blue sky, fringed with fleecy clouds, as the steamer glides noiselessly towards this city of the golden West.

Naturally there is no hardship in living in a city in such a situation. There are few places where life is more enjoyable.

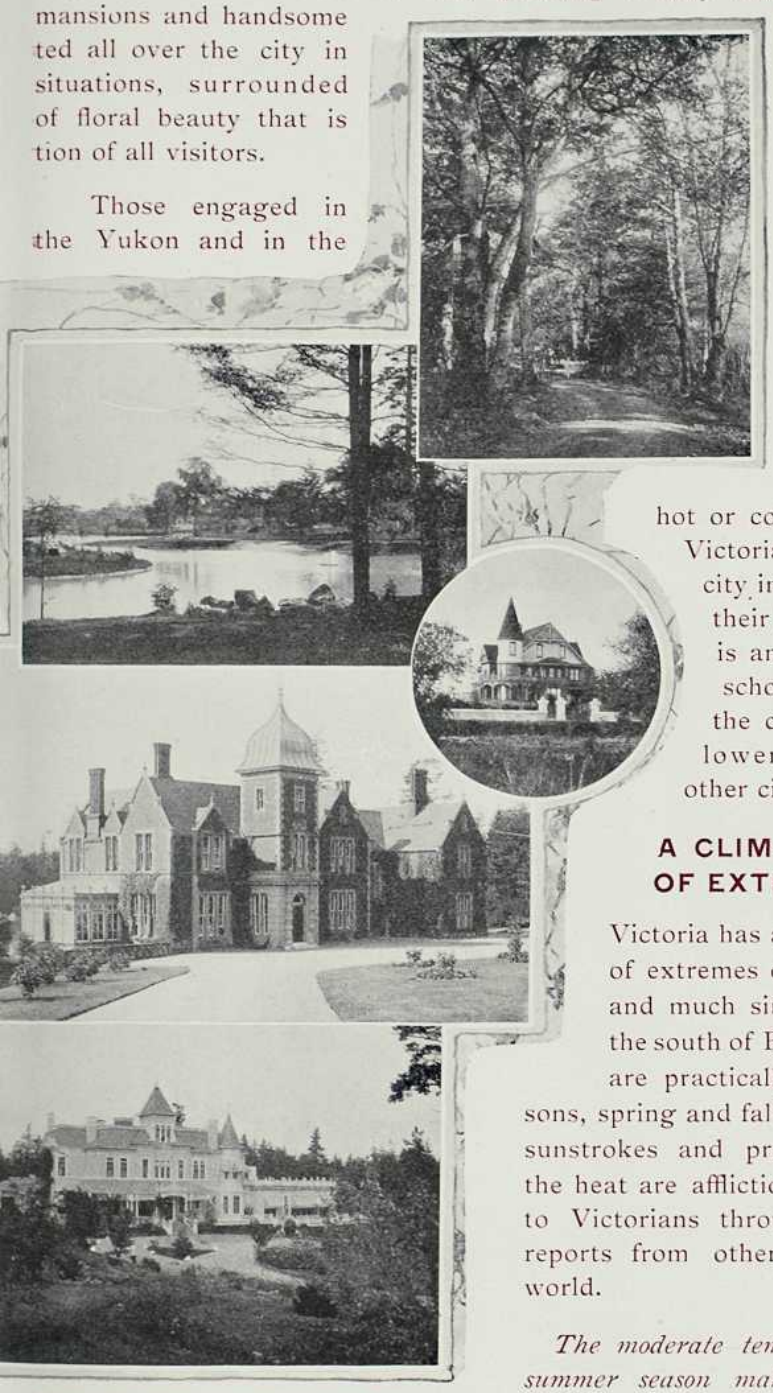
A CITY OF HOMES.

The combination of bold and picturesque country with old-fashioned English homes, their beautiful gardens and air of comfort and contentment, makes Victoria a delightful residential city. The fact that the Lieutenant-Governor of the



Some Victoria Homes.

Province, the Admiral of the Fleet, the Military Commander of the Garrison, and many retired naval and military officers are residents of the city, insures a number of very pleasing society functions. Stately mansions and handsome villas are dotted all over the city in picturesque situations, surrounded with a wealth of floral beauty that is the admiration of all visitors.



Scenes in the Park and some Victoria Homes.

Those engaged in business in the Yukon and in the North, or who are themselves compelled to spend much of their time away from home, especially in hot or cold regions, find Victoria an excellent city in which to leave their families. There is an admirable free school system, and the cost of living is lower than in any other city on the coast.

A CLIMATE VOID OF EXTREMES.

Victoria has a climate devoid of extremes of heat or cold, and much similar to that of the south of England. There are practically but two seasons, spring and fall; zero weather, sunstrokes and prostrations from the heat are afflictions only known to Victorians through newspaper reports from other parts of the world.

The moderate temperature of the summer season makes Victoria the ideal place for holiday seekers. Her proximity to the Pacific Ocean and the Japan current flowing past her

View from Mouth of Victoria Harbour.

shores, keep the temperature of the winter above freezing. During the summer months the prevailing winds are from the southwest, which, passing over the snow-capped Olympic Mountains and the Straits of Juan de Fuca, are comfortably tempered before reaching the City of Victoria.

Victoria has the least rainfall and the most sunshine of any city on the Pacific coast north of San Francisco. The rainfall in summer is particularly light as shown by the following table supplied by the Dominion Government Meteorological Office :

MEMORANDA OF RAINFALL

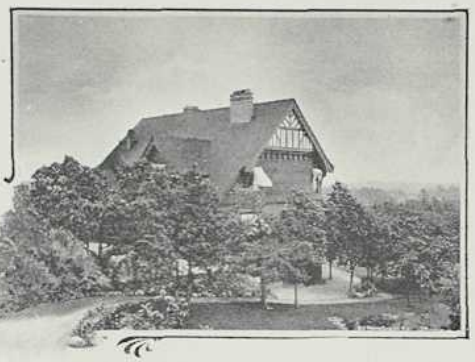
(In inches) for Victoria, Vancouver, New Westminster, Seattle and Tacoma during May, June, July, August and September, for the years 1900, 1901 and 1902 inclusive :

Victoria, - - -	12.10 inches	_____
Vancouver, - -	42.25 "	_____
New Westminster,	42.18 "	_____
Seattle, Wash., -	22.95 "	_____
Tacoma, " -	25.79 "	_____

No day is so hot as to be uncomfortable, and no night so warm as to warrant discarding the blanket. The thermometer rarely registers, even on the hottest days in summer, over 75°. To those who desire to escape

Mount Baker from Oak Bay

from the enervating heat of the middle and eastern states, Victoria's pleasant summer days, soft sunshine, and bracing breezes offer health to the body and repose to the mind.



The winter climate is the most moderate in Canada, the average lowest temperature for the last three years being 40°.

SCENIC ATTRACTIONS.

The Prince and Princess of Wales said of Victoria in 1901: "It is the most beautiful city we have seen in our trip around the world." The thousands of visitors, who

Victoria Homes.

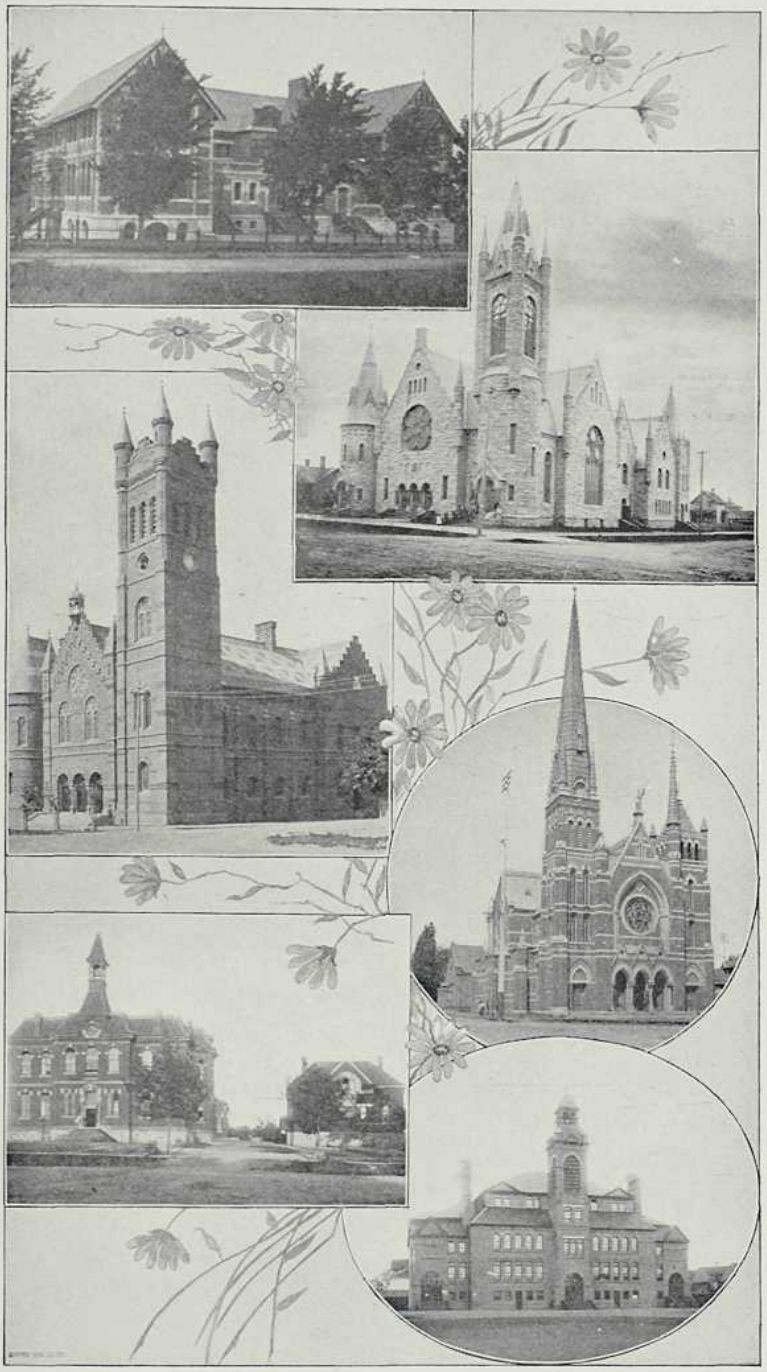
pass through the city annually, bear out this testimony. They all agree, that Victoria's scenic attractions are unexcelled anywhere, and cannot be equalled in the west. Her situation is an ideal one, presenting an enchanting panorama of changing beauty, rocky shore line and sandy bay, snow-covered mountain heights and undulating plains, peaceful lakes and lagoons and rushing rivers. From Beacon Hill Park can be seen on one hand the rugged, snow-clad Olympians, and on the other, rising proudly away in the distance beyond the island-studded Straits of Juan de Fuca, the lordly

Mount Baker. Space will not permit an adequate description of the gorgeous sunsets, the radiance of a moonlight night on the surrounding waters, the varied and glowing wealth of the vegetation, nor the wild beauty of the mountains as seen from Victoria. Few people on the American continent realize what magnificent scenery there is on the Pacific coast, undoubtedly the "show ground of America."

Victoria Homes.

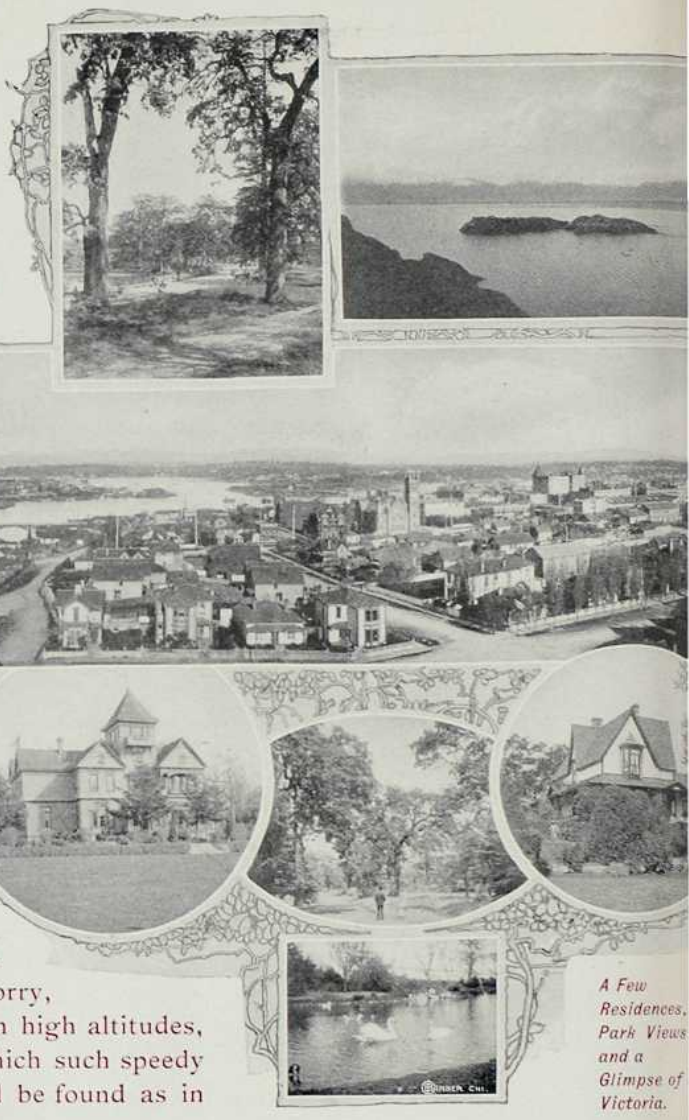
A TRIP TO VICTORIA EQUALS A FOREIGN TOUR.

Victoria has all the appearances of an English city. Its institutions, buildings, clubs, homes, manners and customs, are of English character. The city has not the hustling business methods of Chicago, nor the nerve-destroying habits of New York. Conservative business methods, health, happiness and contentment, are the features identified with Victoria. Citizens of the United States visiting Victoria, with its quaint homes



Some Churches and Schools, Victoria, B. C.

and streets, picturesque surroundings, and British institutions, may imagine themselves for the time being enjoying a tour in the British Isles.



A Few Residences, Park Views and a Glimpse of Victoria.

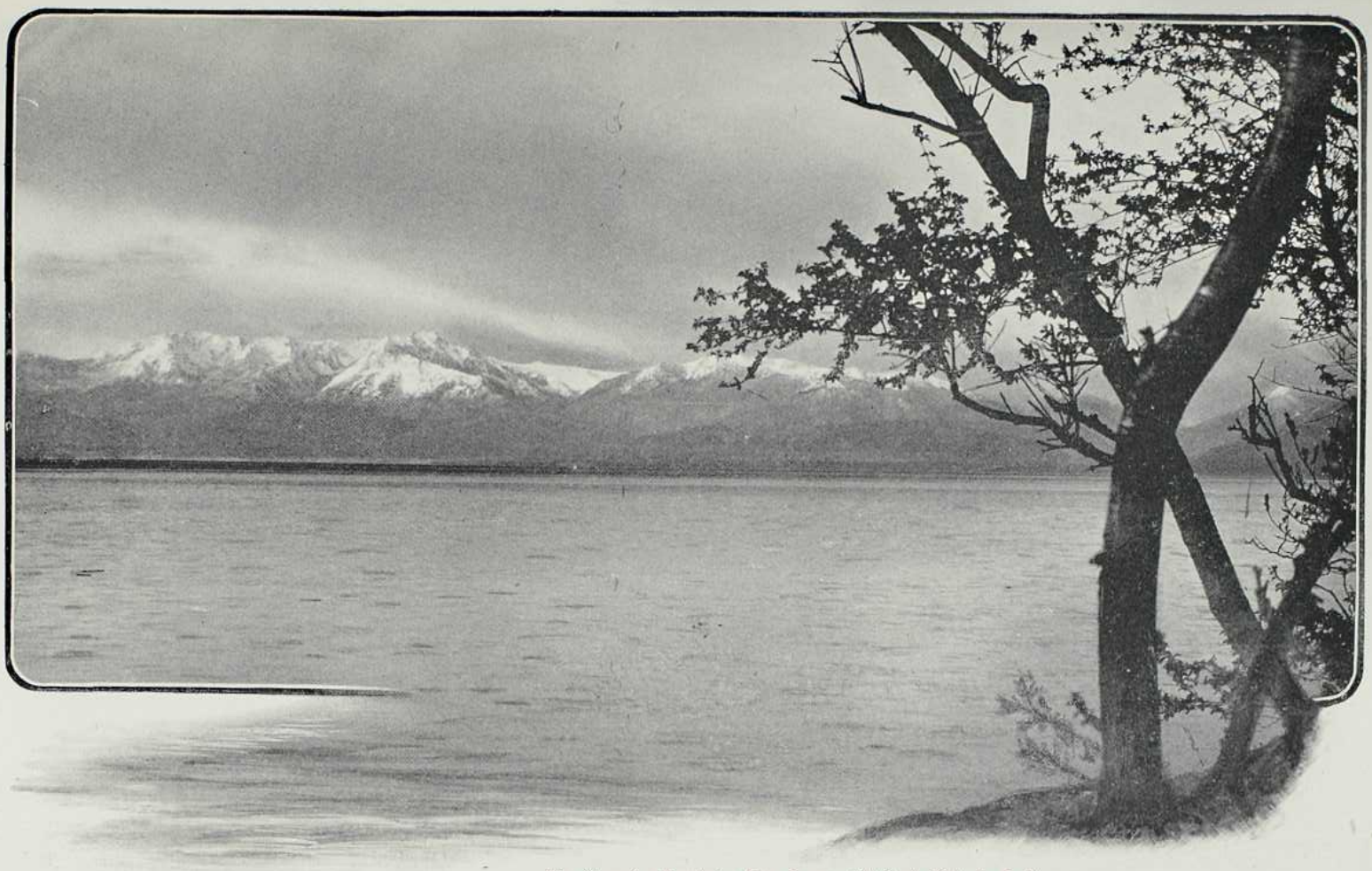
As a Health Resort the city has earned for itself a very enviable reputation. Of course it is not one of those cities to which people are sent, suffering from every complaint known to man, but for people run down through over work, or suffering from nervous prostration on account of mental worry, or because of living in high altitudes, there is no city in which such speedy and effectual relief will be found as in Victoria.

AS A PLEASURE RESORT.

The combination of beautiful scenery, lovely situation, perfect climate, homelike residences and picturesque drives makes Victoria a perfect vacation resort, there are so many forms of recreation open to residents and visitors. Few places can boast of more advantages in this respect than the city of Victoria.

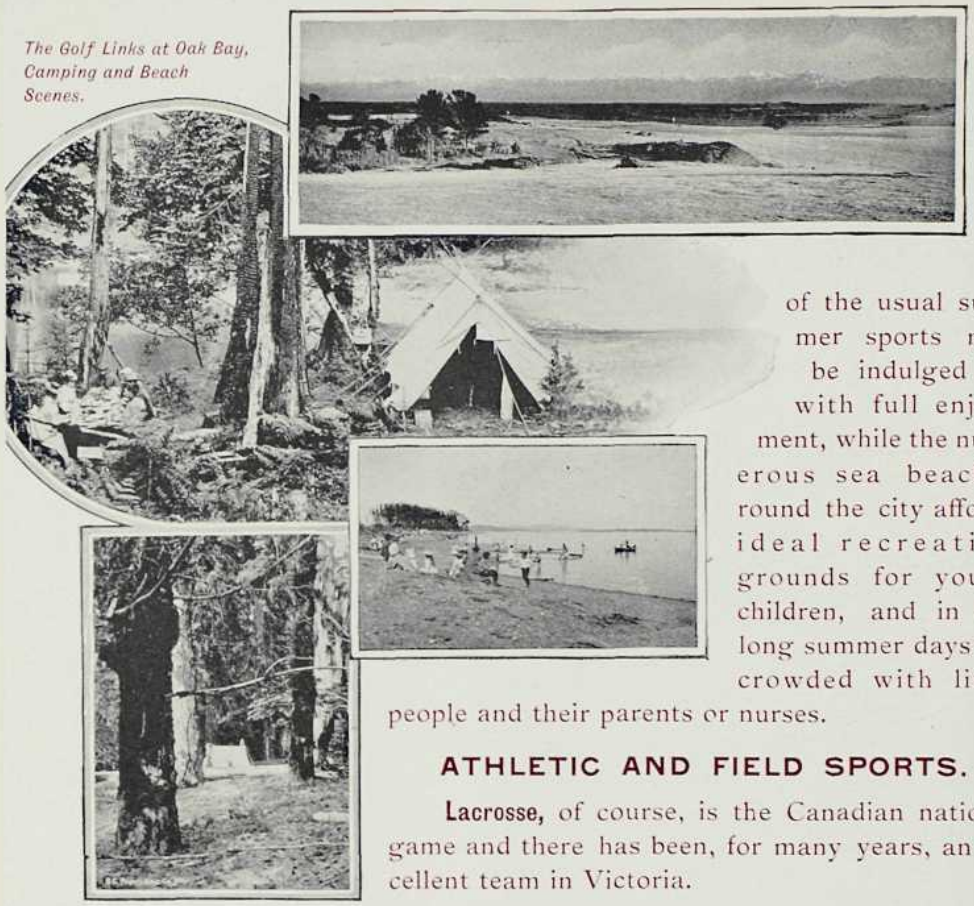
Government Street, Looking North.

The out door life is particularly charming. From the 15th of May, almost right up to Christmas, most



The Olympian Mountains from Beacon Hill Park, Victoria, B. C.

The Golf Links at Oak Bay, Camping and Beach Scenes.



of the usual summer sports may be indulged in, with full enjoyment, while the numerous sea beaches round the city affords ideal recreation grounds for young children, and in the long summer days are crowded with little people and their parents or nurses.

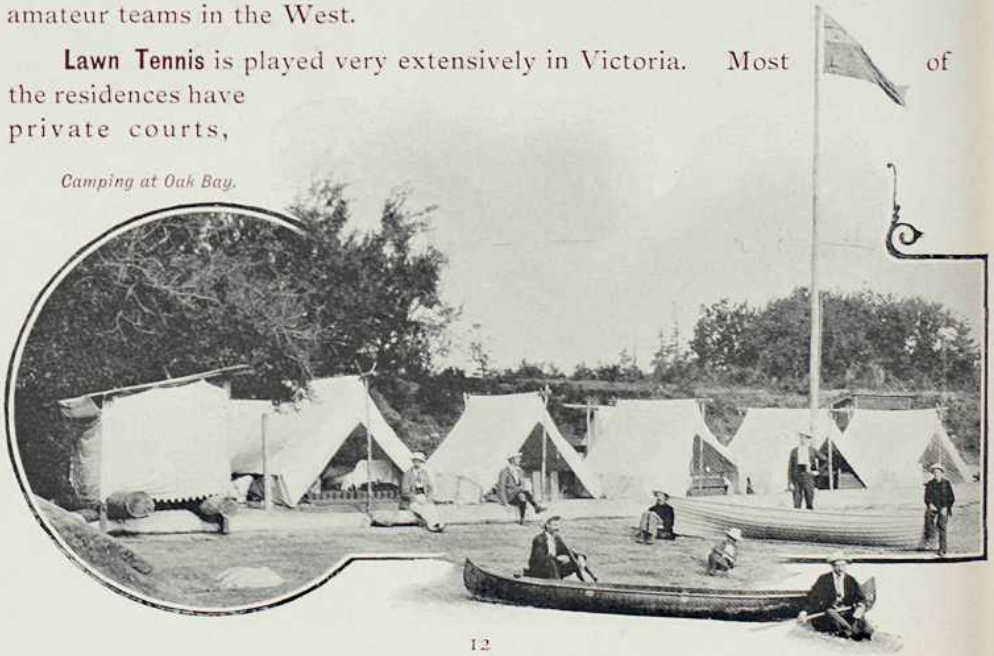
ATHLETIC AND FIELD SPORTS.

Lacrosse, of course, is the Canadian national game and there has been, for many years, an excellent team in Victoria.

Baseball during recent years has become a great favorite with the young men of the city, and as a result we can boast of one of the best amateur teams in the West.

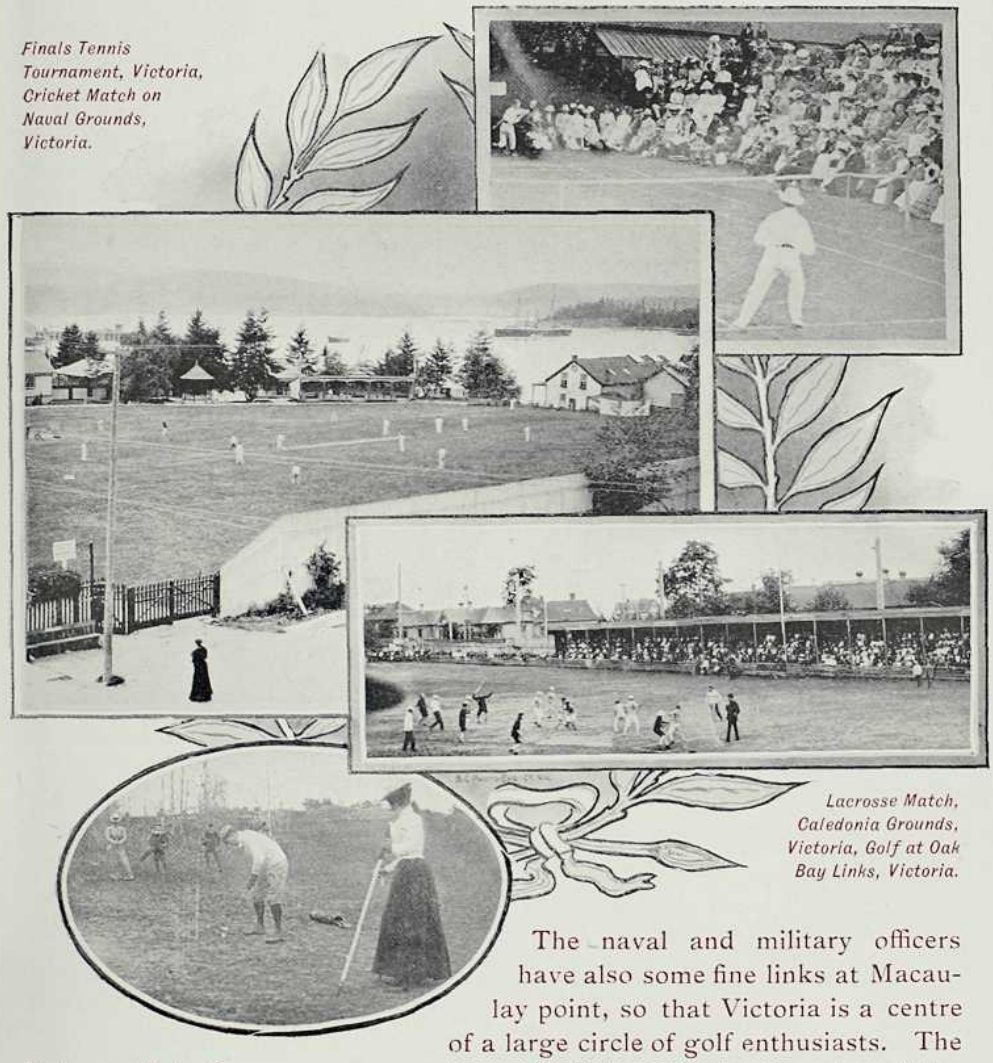
Lawn Tennis is played very extensively in Victoria. Most of the residences have private courts,

Camping at Oak Bay.



while the Victoria Lawn Tennis Club has most excellent courts, club house, etc., in the centre of the city. This club is open to visitors upon terms that are as liberal and as reasonable as could well be made with a due regard to the welfare of its members.

The Golf Links at Oak Bay are considered as fine and are as beautifully situated as any links on the continent. They are leased by the Victoria Golf Club and, like the tennis club, visitors are allowed to use them upon very liberal terms.



Finals Tennis Tournament, Victoria, Cricket Match on Naval Grounds, Victoria.

Lacrosse Match, Caledonia Grounds, Victoria, Golf at Oak Bay Links, Victoria.

The naval and military officers have also some fine links at Macaulay point, so that Victoria is a centre of a large circle of golf enthusiasts. The links at Oak Bay are open summer and winter with the exception of the month of August.

Cricket being the national game of England, and Victoria being essentially English in its tastes and tendencies, several cricket clubs are maintained, who play in the spacious public park. The officers of the Garrison

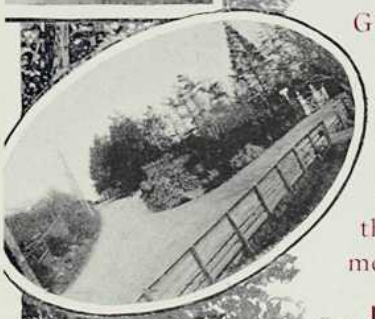
at Work Point and the officers of the Navy at Esquimalt each keep a cricket ground in splendid condition.

Boating and Yachting are indulged in very freely by both residents and visitors, and it is safe to say that no where on the continent are there greater facilities for perfect enjoyment of this pastime than in and around Victoria. At the present time the senior four-oared crew of the James Bay Athletic Association of Victoria holds the championship for the Pacific Northwest. Every year on the occasion of the celebration of Victoria Day on the 24th of May, kept in honor of that great and good woman, Queen Victoria, after whom the city is named, a monster regatta is held in which the Naval and Military Forces and the citizens generally, take part.

The Yacht Club also holds races at this celebration.

VICTORIA'S SEA BEACHES.

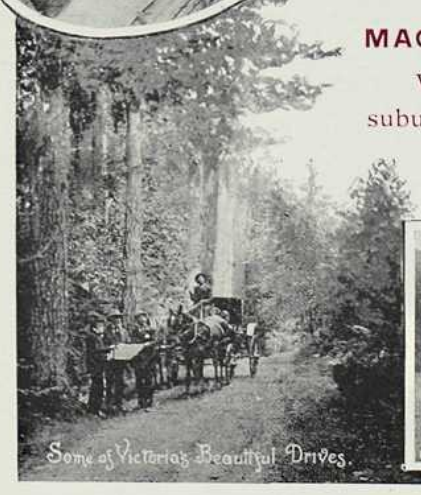
With a frontage of about fifteen miles upon the waters of the Pacific it is not surprising that there should be many lovely beaches around the city. One of these is at Oak Bay, a delightful spot overlooking broad waters, sinuous straits, timbered islands and headlands. The links of the Victoria Golf Club are at Oak Bay and some fine Athletic Grounds and Bicycle Race Track. The Bay is reached easily by electric cars. Space prevents a description of Cadboro Bay and Cordova Bay (charming spots with fine sandy beaches, much beloved by campers and bathers), Gordon Head and McNeal's beaches all within easy distance of the city. Foul Bay is also a delightful resort and is more frequented by bathers than any other beach.



MAGNIFICENT DRIVING AND CYCLING.

Victoria has always been famous for its beautiful suburban drives and its splendid country roads. Writing of his impressions of Victoria, E. F. Knight, correspondent of the London Morning Post, said of Victoria's drives:

"Some drives and walks which I took in the neighborhood of the city



during my stay gave me a full explanation of why this is a place so beloved of the British."

"The country immediately outside the town is singularly beautiful, the undulating promontory upon which the city stands being covered with woods of pine and fir and a lovely wild jungle of arbutus, roses, flowering bushes of many varieties, and English broom, which, since it was imported here, has spread all over the more open country, so that it is ablaze with golden blossom for a great portion of the year. In the spring and summer there is an extraordinary abundance of beautiful wild flowers, and in the autumn all the vegetation is aglow with tints vivid or mellow, and amid this pleasant bocage, skirting the little bays and headlands of the promontory, are scattered the delightful homes of the fortunate citizens of Victoria—the professional men, the merchants, the retired soldiers of the Empire."

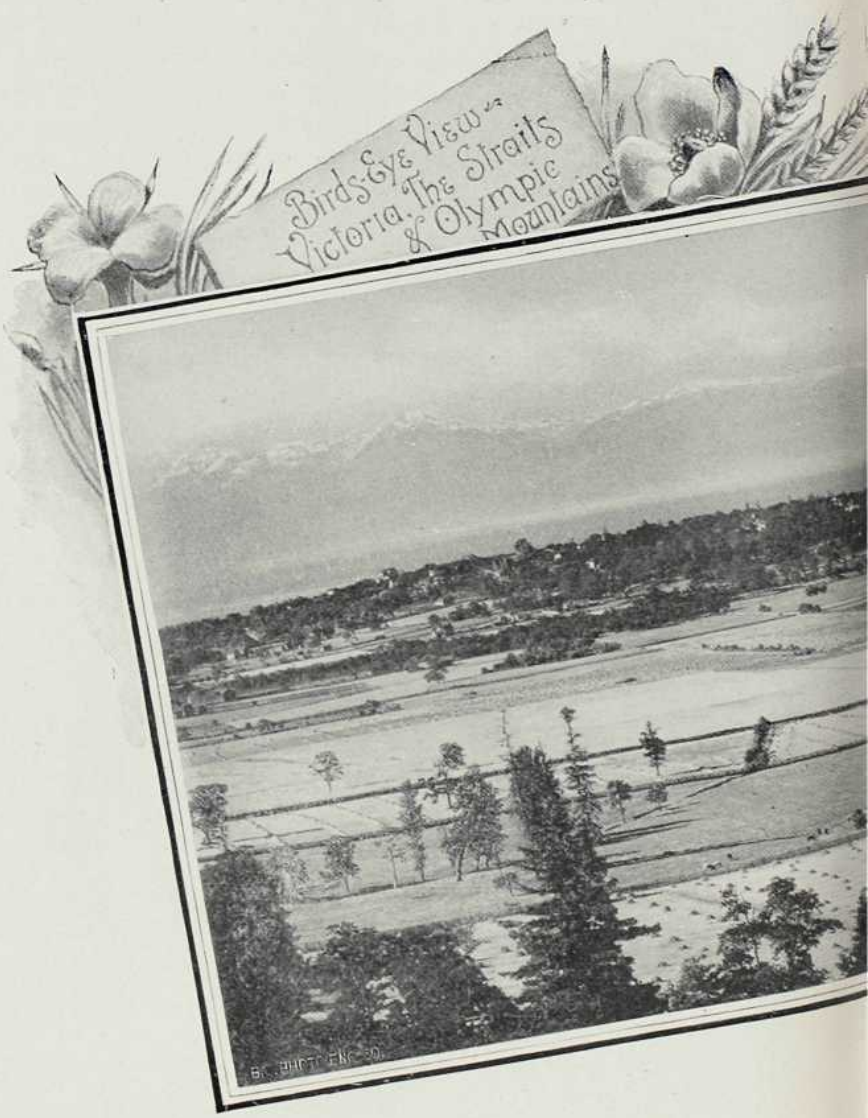
City and Suburban Drives.

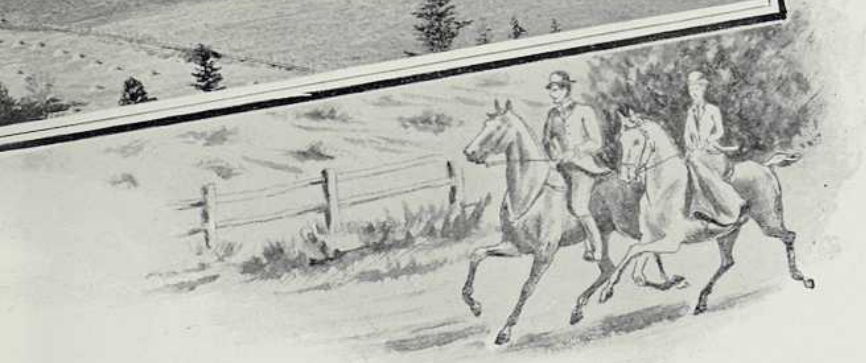
A bit of Suburban Landscape.

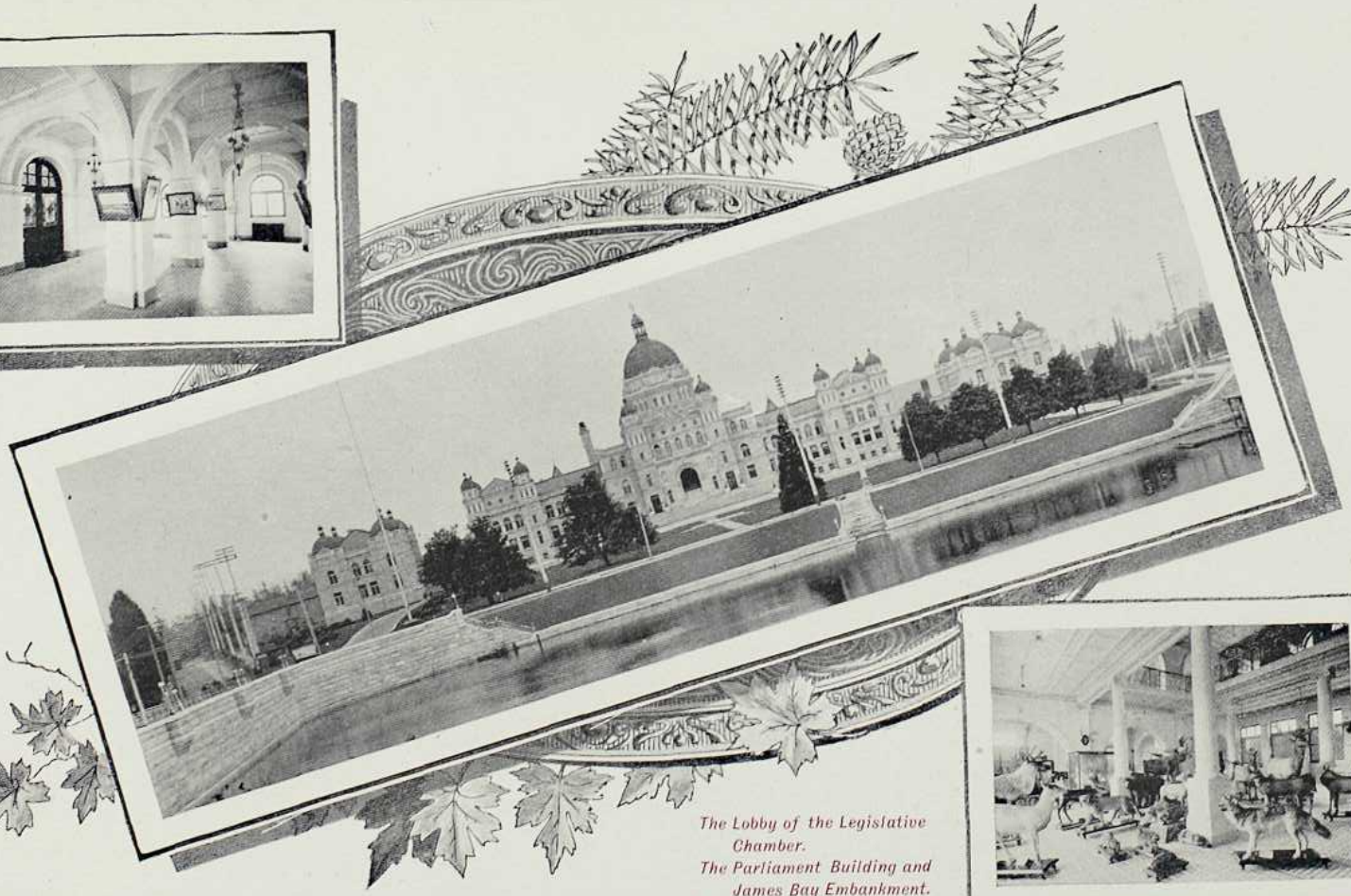
PLACES OF INTEREST IN AND AROUND VICTORIA.

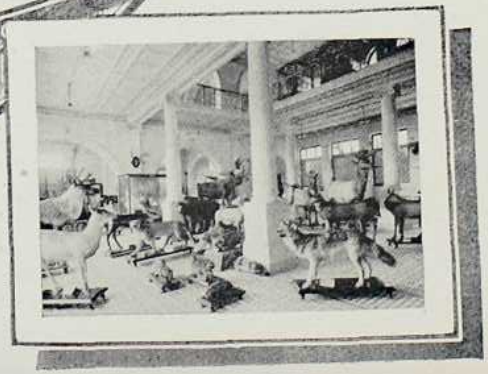
The Parliament Building is acknowledged to be one of the handsomest and most imposing structures on the continent. It is one of the first sights to catch the visitor's eye as he enters the harbour of Victoria. It stands amid spacious and beautifully kept lawns, the vivid green of which testifies to the mildness of the climate.

H. R. H. the Prince of Wales, speaking at the Royal Academy May 11, 1902, said: "The splendid Parliament Buildings of Ottawa, and


Bird's-Eye View of
Victoria, The Straits
& Olympic
Mountains

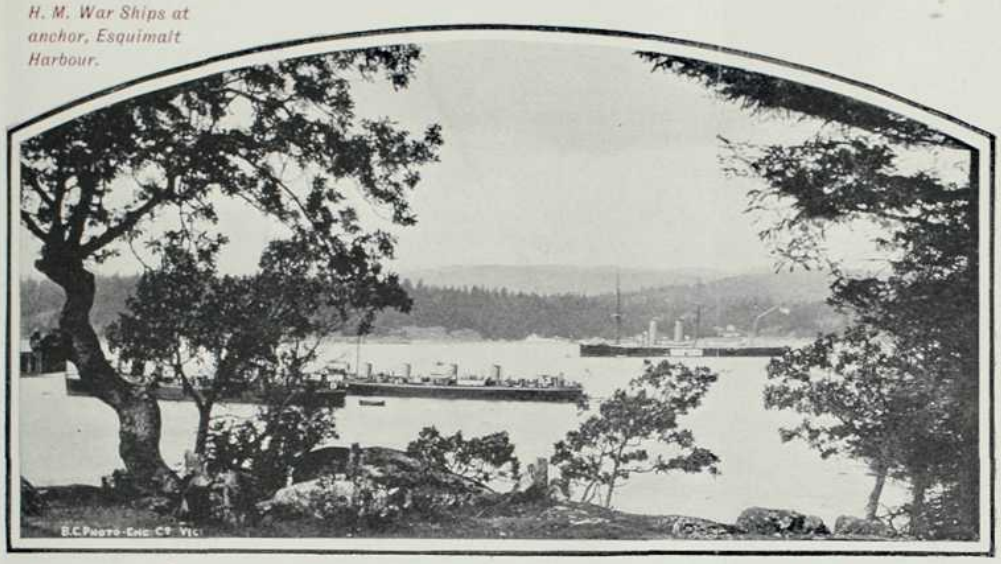






The Lobby of the Legislative Chamber.
The Parliament Building and James Bay Embankment.
A Corner in the British Columbia Museum, Victoria.

H. M. War Ships at anchor, Esquimalt Harbour.

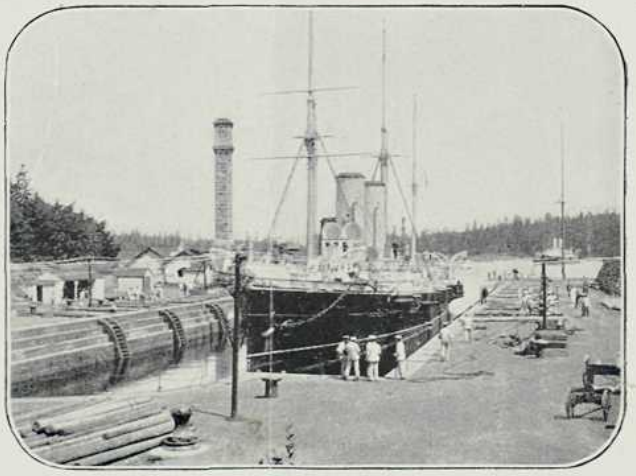


Victoria, British Columbia, are indeed worthy examples of architectural designs."

In the Parliament Buildings there are three distinct Museums, namely, in the Agricultural Department, the Mines Department, and in a wing solely devoted to this purpose, what is known as the Provincial Museum, this latter contains a most interesting collection of British Columbia fossils, Indian curios and specimens of natural history, said by experts to be the most perfect collection of its kind in America.

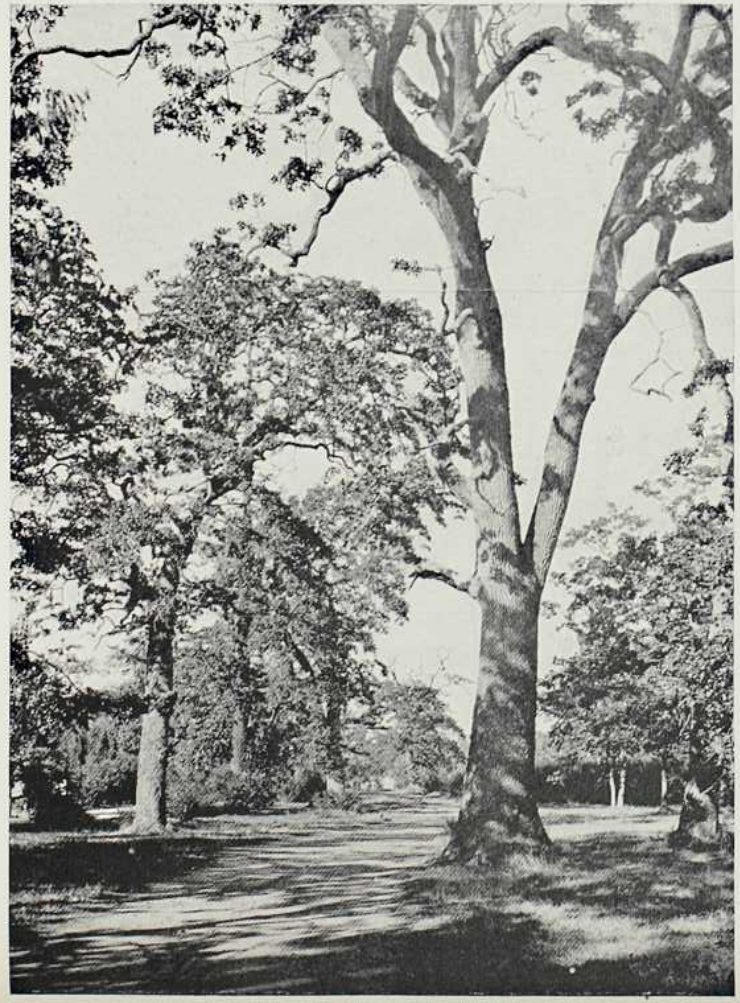
THE EMPIRE'S NAVAL STATION AND WARSHIPS.

The North Pacific depot of His Majesty's navy is situated within four miles of Victoria and connected by electric cars. This is Great Britain's Gibraltar of the Pacific. The harbour is, of course, a magnificent one, and the scenery around it, is exceptionally bold and interesting. There are always some of the fast cruisers and torpedo boat destroyers of Great Britain's navy in port and visitors are not only allowed on board, but are shown every civility by attendants. Visitors are always delighted with a day spent in and around this quaint and strangely beautiful naval village.

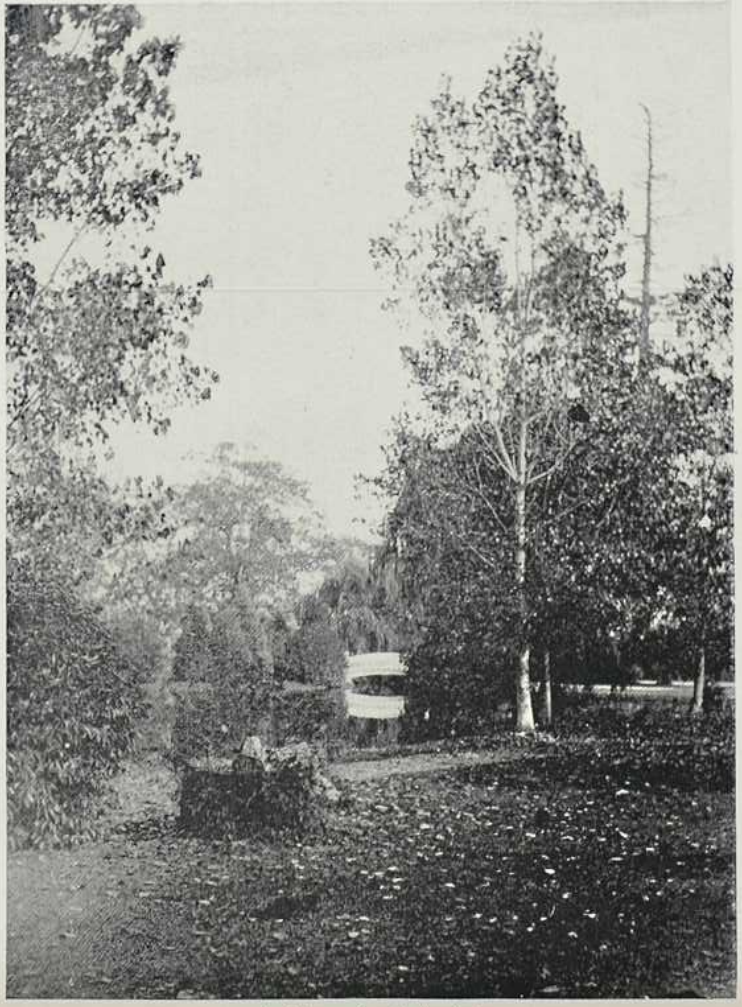


H. M. S. "Warspite" in Dry Dock.

At Macaulay Point, at the entrance to Victoria harbour, is situated **the strongest Fort on the Pacific.** Behind these innocent-



The Oaks, Beacon Hill Park

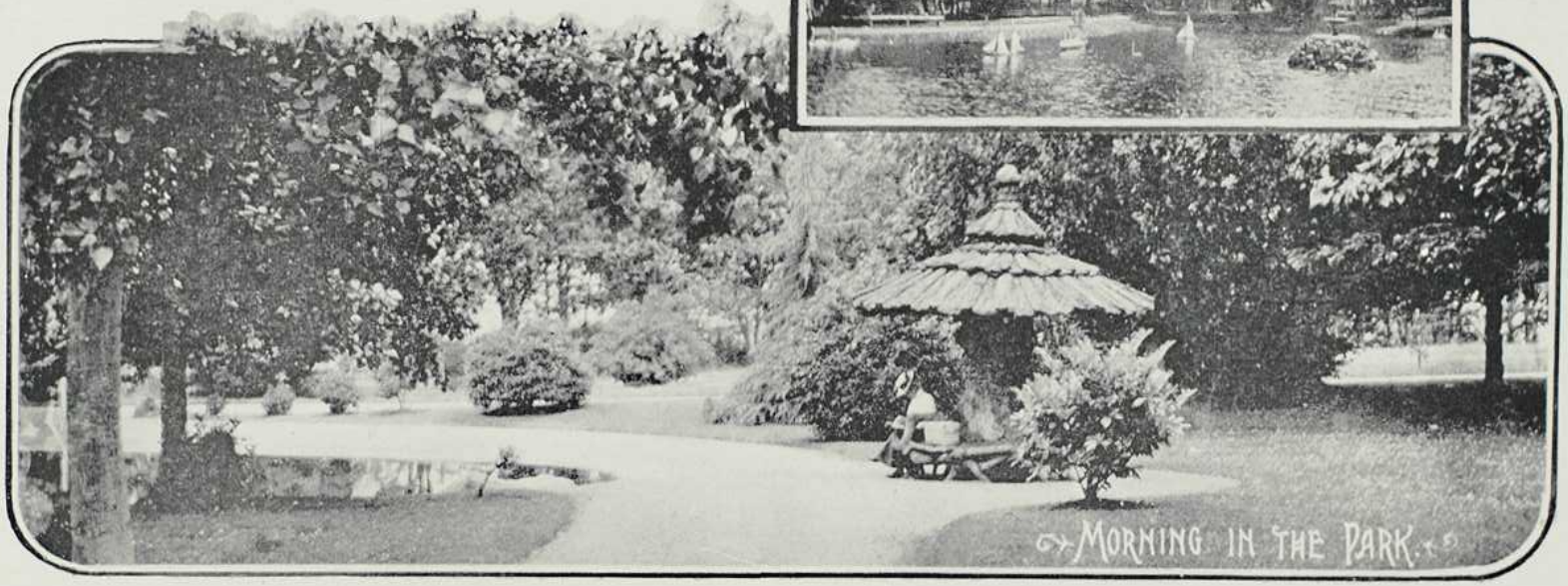


An Autumn Day in the Park.

looking, green covered mounds, are concealed the big disappearing guns of the fortifications, which extend over an area of many square miles and command the approach from the ocean. Near-by are the Work Point barracks, where a large and increasing force of soldiers is maintained.

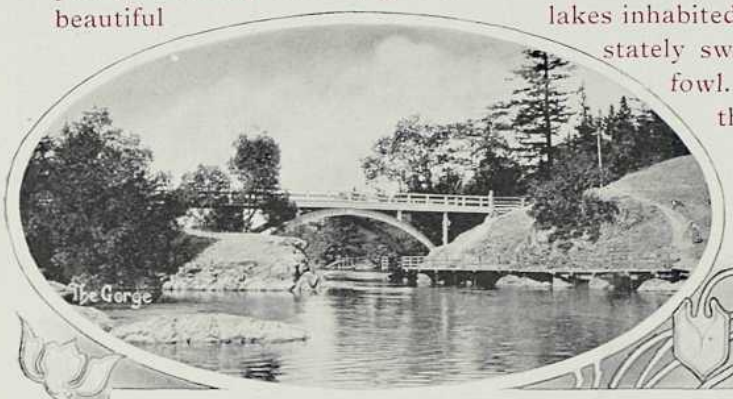
BEACON HILL PARK.

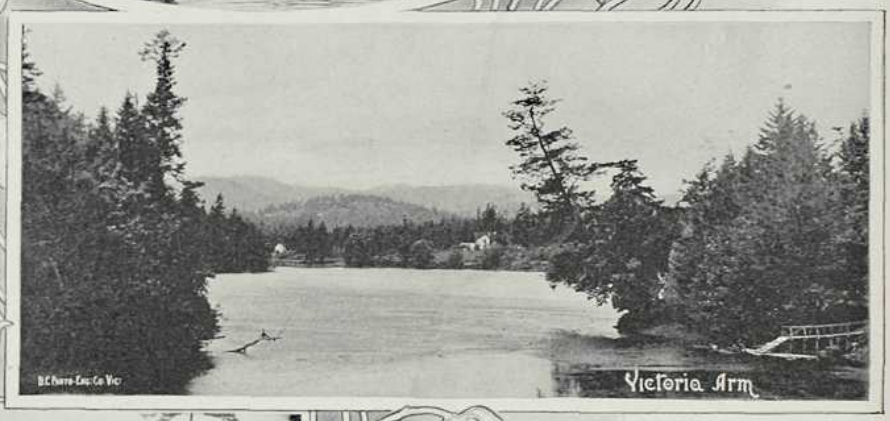
This magnificent park of about 300 acres is situated on the Straits of Juan de Fuca, within a few minutes walk of the business portion of the city. It commands grand panoramic views of the snow-capped Olympics, Mount Baker,



MORNING IN THE PARK.

Race Rocks Lighthouse, the San Juan Islands, Clover Point (where Captain Vancouver landed in 1792), the Sooke Mountains, etc. This park contains zoological gardens, large recreation grounds, splendid old oaks, pretty flowering shrubs, grassy stretches and meadows, shady walks and beautiful lakes inhabited by gold fish and by stately swans and other water fowl. The illustrations in this book of a few of the scenes in and around this beautiful domain will give some idea of the pleasure that can be obtained through a drive or a quiet stroll within its borders.





THE BEAUTIFUL GORGE.

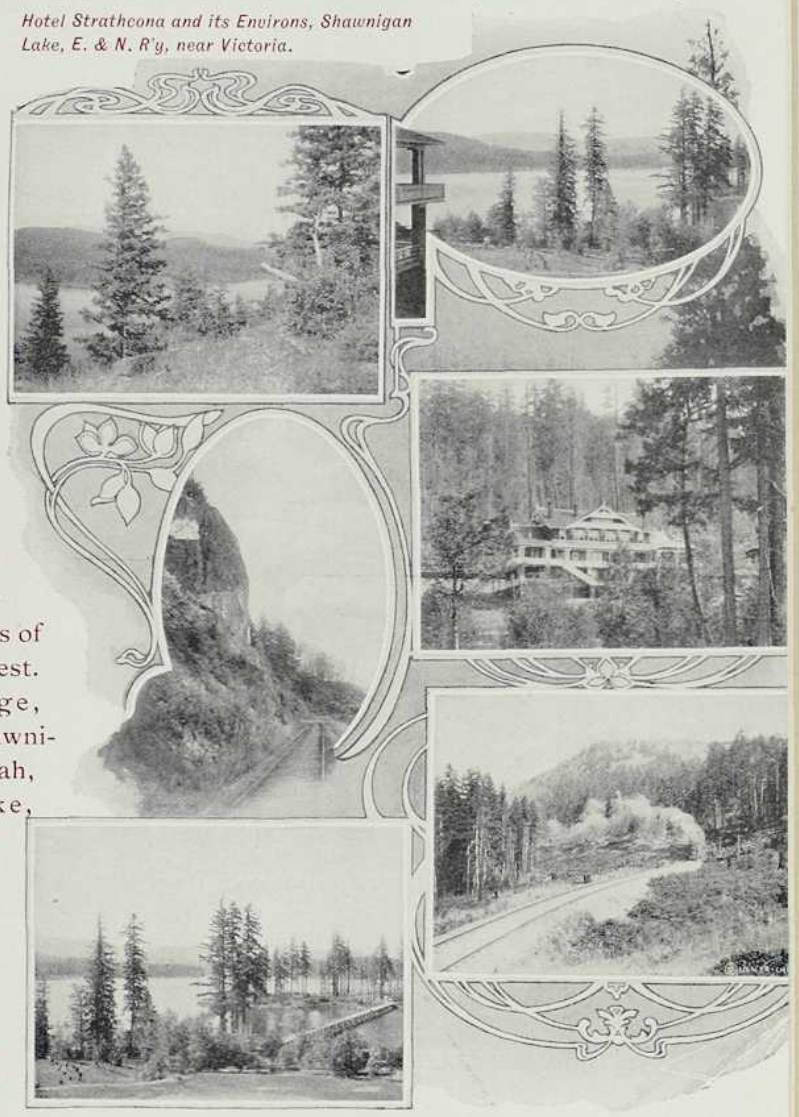
This is a natural curiosity, where a huge volume of water dashes at Niagara speed through a narrow channel, alternating in direction according to the change of the tide. The Victoria Arm, a splendid stretch of water and a continuation of Victoria harbour, leads to the Gorge. Its beautifully wooded banks and promontories dotted with charming residences form a picture of rare beauty. Boating and picnic par-

ties enjoy themselves here to their heart's content. A naphtha launch hourly service from the city to the Gorge was inaugurated last year for the convenience of tourists. Above the Gorge the arm extends for nearly three miles, and during the season numerous camping parties are located along its beautiful banks. Life in these camps is very enjoyable.

ENJOYABLE SIDE TRIPS.

There are few places that afford better facilities for interesting and enjoyable short excursions than Victoria. The country round the city is dotted with villages and hotels that remind one of "Old England" just as much as does the city itself. Many of these are *along the line of the Esquimalt and Nanaimo Railway*, which runs north about 80 miles to Wellington through one of the most picturesque pieces of country in the West. Parson's Bridge, Goldstream, Shawnigan Lake, Koksilah, Cowichan Lake, Duncans, etc., are all favorite resorts where excellent hotels are found. The Strathcona Hotel at Shawnigan Lake is one of the most popular.

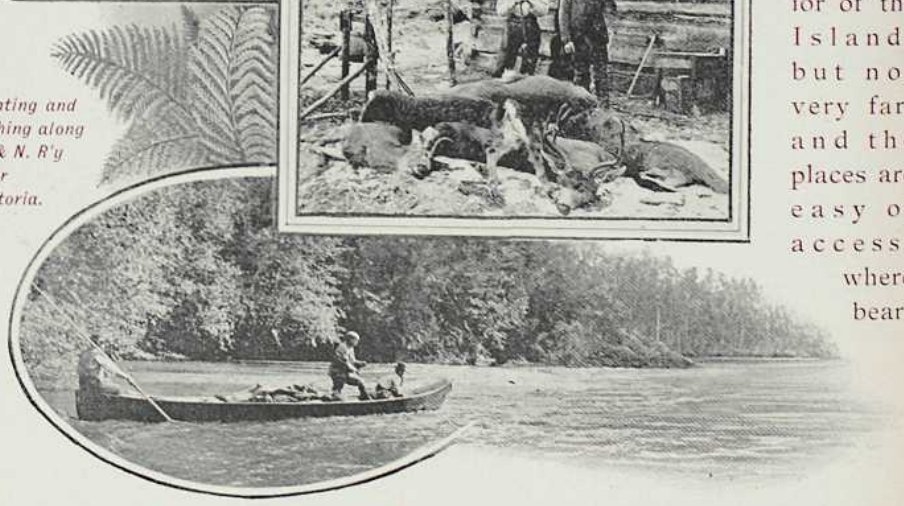
Hotel Strathcona and its Environs, Shawnigan Lake, E. & N. R'y, near Victoria.



Every week-end large numbers of the residents of Victoria take a short vacation at this or some other point along the line, where excellent fishing and shooting are to be had, and where the natural beauties of the country can be quietly, but none the less thoroughly enjoyed.

WITH RIFLE AND SHOTGUN.

The touring sportsman whose chief joy in life is his love for the crack of his own rifle or gun will find Victoria an ideal base of operations. Large and small game abound within easy reach of the city. Of course it is not usual for a large black bear to walk into the streets of the city looking for trouble, yet it is only a few years ago that one of these shaggy gentlemen was bagged within the city limits and several bears have been shot on the roads leading to Sidney, Sooke and other near-by places. At the points already mentioned along the Esquimalt and Nanaimo Railway there is excellent small game shooting, particularly black tail deer, pheasant, grouse and quail, while duck and geese shooting both in the salt lagoons and fresh water lakes is most excellent. For big game it is necessary to go further into the interior of the Island, but not very far, and the places are easy of access, where bear, panther and elk are plentiful. Particulars of the Game Laws, open and close seasons, etc., will be found at end of this book.



Hunting and Fishing along E. & N. R'y near Victoria.

SALMON AND TROUT FISHING.

The lover of sport is rarely disappointed with his visit to Victoria. Few places on the continent afford a chance to land a 70-pound salmon with hook and line, and Victoria is one of those few places.

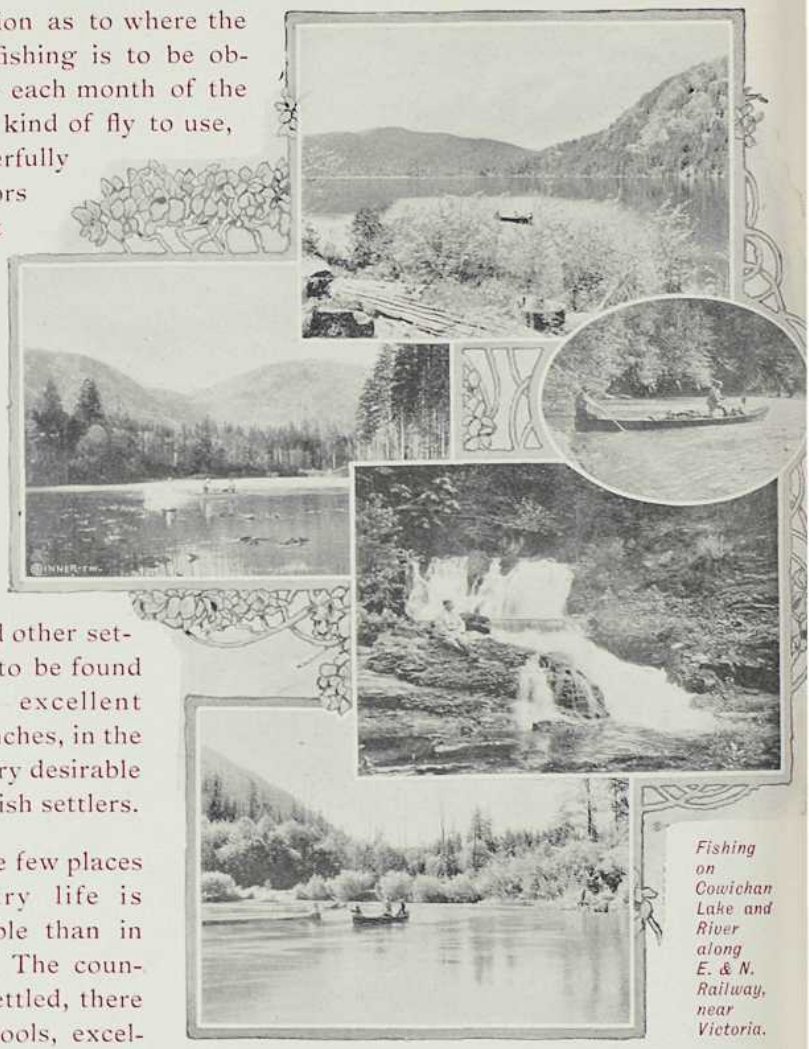
The many beautiful lakes and streams referred to in this book, reached, on the wheel, or after a short but charming drive over good roads, which adds much to the enjoyment of the outing, or by taking the morning train, afford every opportunity for the angler to indulge in this favorite sport; and within an hour or two after leaving the city he will be able to make his "cast" at one of the numerous resorts that readily yield 25 trout to the boat. One gentleman, who does not claim to be an expert, landed with a fly 255 pounds of trout on Cowichan Lake in three days, while another had a catch with a spoon of 89 pounds in one day. Salmon trolling is to be had for those who care for it. This excellent fishing for all kinds of brook and lake trout, salmon and black bass is absolutely free to all who wish to try their luck.

Sport along E. & N. Railway near Victoria

Result of a Few Days Hunting within 30 miles of Victoria,—reached by Rail in one hour.

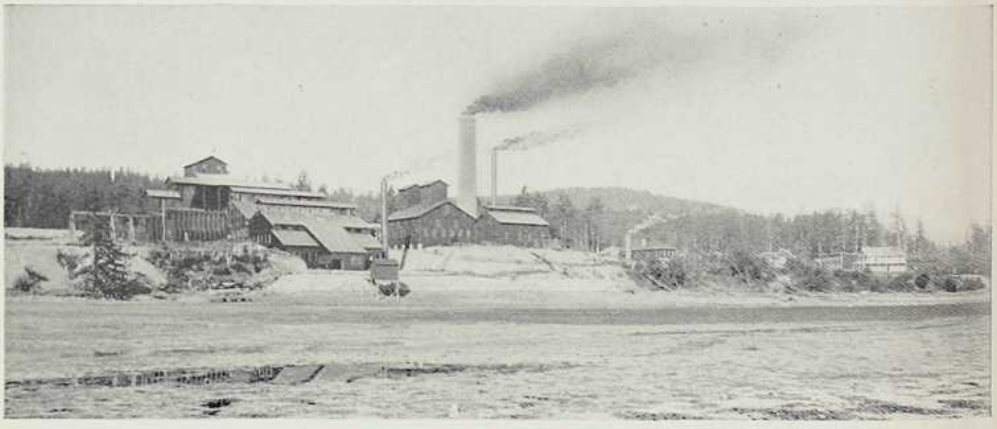
Information as to where the best kind of fishing is to be obtained during each month of the year, and the kind of fly to use, will be cheerfully given to visitors by the Tourist Association at their office.

A Prosperous Farming Section extends all along this Railway. At Duncans, Cowichan and other settlements are to be found some most excellent farms and ranches, in the hands of a very desirable class of English settlers.



Fishing on Cowichan Lake and River along E. & N. Railway, near Victoria.

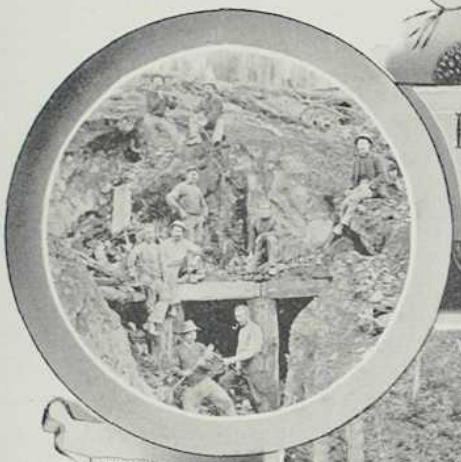
There are few places where country life is more enjoyable than in this section. The country is nicely settled, there are good schools, excellent sport of all kinds, good society and the people are prosperous. The farms that are most valuable to-day were not so very long ago purchased



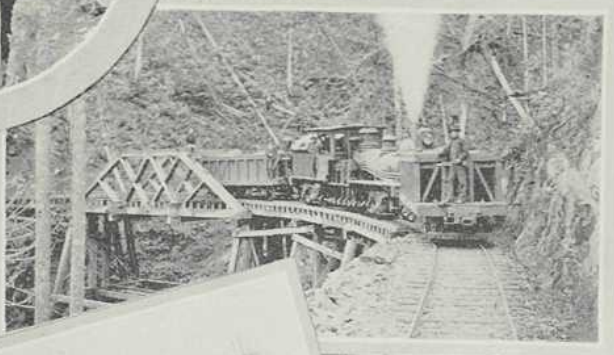
The Smelter, Crofton, near Victoria, B. C.

INDUSTRIES TRIBUTARY TO VICTORIA.

on the E. & N. Ry.



Lenora-Mine near Victoria



Lenora-Ore Train

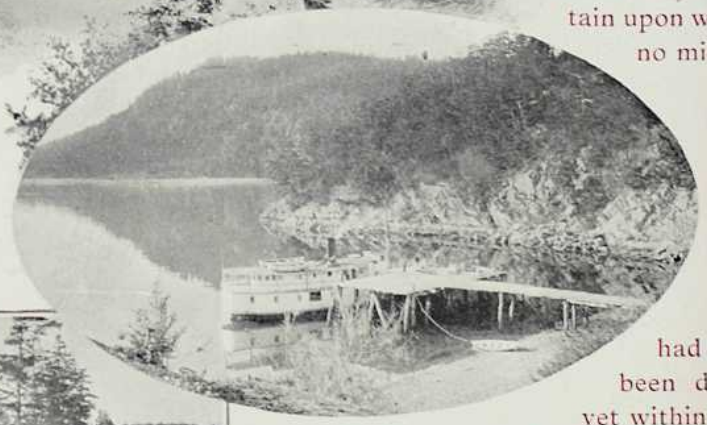
Lumbering on Chemainus & Victoria

Shipping Lumber, Chemainus

from the Railway Company at from $1.00 to $5.00 per acre. Farming, however, is only one of the industries that are to be found along this important line.

The Lumber Mills and Logging Camp at Chemainus comprise one of the biggest plants of this kind in the world. The lumber is exported to all parts, and in many countries is the standard that must be reached by all competing mills.

Copper and Gold Mining at Mount Sicker has, within the past three years become of the utmost importance to this district and also to the city of Victoria. As an evidence of the marvelous change that can take place in this rich and undeveloped western country, in a year or two, through the judicious employment of capital, there is no better example than what has been done at Mount Sicker.



S. S. Strathcona of the V. T. & S. R'y among the famous Islands of the Gulf of Georgia, near Victoria.

It is not more than three years ago that Mr. Henry Croft commenced development on the Lenora claim, at that time a mere prospect, on the side of a mountain upon which no mining had ever been done, yet within two years he had shipped on the E. & N. R'y about 50,000 tons of ore, and the town of Mount Sicker had sprung into being, mushroom like, almost in a night. The Tyee, another rich property, and other mines were immediately actively developed, and as a result an excellent home market is provided for all the farm produce, fruit,

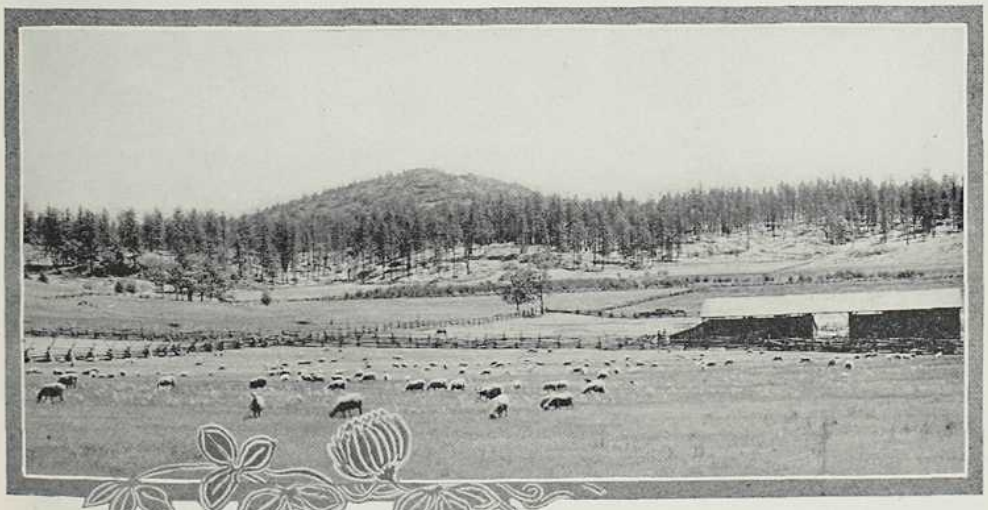
Farming Scenes near Victoria on the V. T. & S. Railway.

etc., that can be raised. Last year 300 acres of fine land were purchased at Oyster Bay, a magnificent site, and a 500 ton smelter was erected, which is now in operation, and the new city of Crofton founded with a large population. Another new smelter is now being erected at Ladysmith to treat the ores of this camp.

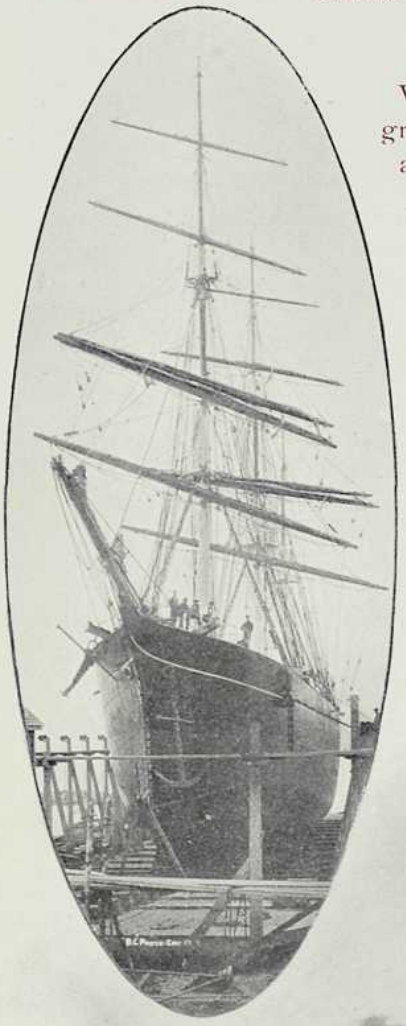
Coal mining is also one of the most important industries along the E. & N. Railway, some of the largest mines in America being situate at Nanaimo, Extension, Wellington and Ladysmith.

THE ISLANDS OF THE GULF.

The E. & N. is not the only railway running out of Victoria. The Victoria Terminal and Sidney Railway runs through the oldest and richest and one of the most beautiful farming sections around the city, North and South Saanich, and connects with its own steamers at Sidney. The steamers give a daily service to Crofton, the new smelting centre, Salt



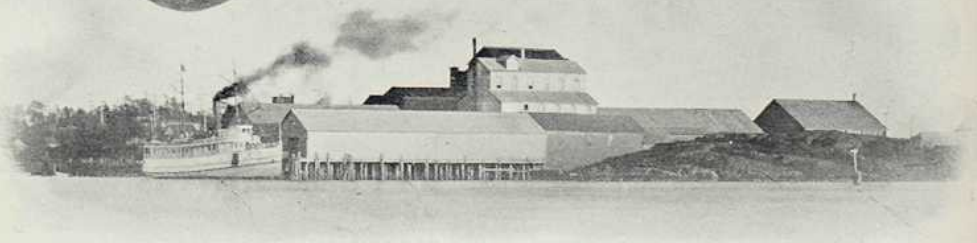
Spring Island, Nanaimo, and several of the famous islands of the Gulf of Georgia. To take the morning train out of Victoria, the connecting steamer at Sidney, for Crofton and the Islands, returning the same day is *one of the most beautiful excursions by rail and sea in the world.* This superb trip is said to be superior to the one among the Thousand Islands of the St. Lawrence. Certain it is that those who take it never regret or forget it. Special excursions are often arranged in summer by the V. T. & S. R'y, and the E. & N. R'y, on their comfortable steamers.



One of the Six Shipbuilding Yards, Victoria.

AN IMPORTANT SEA PORT.

Victoria is not only a tourist city but one of the great ports of the Dominion of Canada. The amount of tonnage entering the harbour last year was 1,557,007, making the city the third port in Canada. Naturally this has a considerable effect upon the nature of the business done in Victoria. It is the first and last port of call for the steamers for China, Japan, Australia, Honoluiu, and all U. S. ports. Passengers for China should wait for their steamer at Victoria. *Shipbuilding* is one of the most important industries. There are no less than six ship yards in and around the city, in addition to some large iron works and engineering shops. Several of these are putting in *extensive bridge building plants*, one of them having just secured a contract at $100,000 to erect a handsome steel and concrete bridge at Point Ellice in the city.



Discharging Wheat at the Mills, Victoria Harbour.

AN INDUSTRIAL AND COMMERCIAL CENTRE.

Space will not permit of an adequate description of the industries tributary to Victoria. Copper and gold mining on Vancouver Island bring considerable business to Victoria, as it is the natural base of supplies, and most of the owners of the mines reside here. Some of the largest firms in British Columbia handling mining supplies and farm implements have their headquarters in Victoria. Lumbering, farming and fruit growing all contribute to the trade of the city, which is also the home port of the Canadian seal hunting fleet. Many of the largest salmon canneries are operated from Victoria.

The Sealing Fleet at anchor Victoria Harbour.

Exporting Lumber from Mills, Victoria Harbour.

Ocean Docks, Victoria Harbour.

For upwards of half a century Victoria has been the leading commercial centre of the province, and her history has largely been the history of British Columbia.

THE FOUNDATIONS OF THE CITY

were laid in the forties when the Hudson's Bay Co. established a fort first called Fort Comosum, then Fort Albert and afterwards Fort Victoria. It was at Victoria that the miners camped when bound for the Fraser river in the '50s. It was here that the terms of Confederation were approved and the great undertaking of building the C. P. R. through to the coast first mooted. It was from here that the first Canadian ships sailed for the Klondike, a few years ago, and to-day most of the trade is done from here. *The stores of Victoria are* as large as those of cities three times its size, and it is the cheapest place on the coast in which to "shop."

CHURCHES, SOCIETIES AND CLUBS.

Victoria has a church of almost every denomination, while all the Fraternal and Friendly Societies are represented. There are three or four very good social clubs, and one of the finest amateur athletic clubs in the west. The public schools are a credit to this or any other city and enjoy the confidence of the people. There are also several fine private colleges. Those desiring a high class musical training can secure it in Victoria.

HOTEL ACCOMMODATION.

Victoria has as good hotel accommodation as any other city of its size in Canada. There are also a large number of excellent private boarding houses. Hotel rates range from $1.50 to $5.00 per day, American plan. Boarding houses from $1.00 to $2.50 per day.

VISITORS ARE WELCOMED

By the Tourist Association at their offices and Free Bureau of Information, 34 Fort St., where mail can be addressed. Every visitor is invited to call.

This Association is a voluntary organization of business men, supported by their own subscriptions, for the purpose of making the attractions of Victoria known to those in search of health and pleasure, and also for the purpose of making all strangers feel at home in the city.

The Bureau of Information is established for the benefit of visitors and is absolutely free in every respect. Its conveniences include large reading and writing room, with all time tables, etc., ladies and men's cloakrooms.

OFFICERS OF THE ASSOCIATION.

PRESIDENT, Charles Hayward, Mayor of the City of Victoria.

VICE-PRESIDENTS, L. G. McQuade, President Victoria, British Columbia, Board of Trade; D. R. Ker, President Brackman-Ker Milling Co., Ltd.

HON. TREASURER, A. B. Fraser, Sr.

EXECUTIVE COMMITTEE, W. G. Cameron (Alderman), E. E. Blackwood, Anton Henderson, James Forman, Stephen Jones.

HON. SECRETARY, Frank I. Clarke.

MANAGER, Herbert Cuthbert.

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