

the attention they undoubtedly deserve. Many of these being close to navigable waters the ores can be transported at a small cost to smelters.

The principal quartz developments are being made on claims situated on Texada Island and from one of these mines shipments have been made for several months past.

Other properties on the north of Texada Island will soon be in a position to commence shipping. All the ores carry gold and some of it is free milling.

Queen Charlotte Island is known to be rich in minerals—gold, silver, iron and copper; coal, of excellent quality has been found here.

On Vancouver Island, especially on the west coast, prospecting is being actively prosecuted and immense bodies of quartz carrying copper and gold have recently been located.

Year by year this board has called attention to the great value of the iron deposits of British Columbia.

This natural resource has not yet been examined into but it is expected now that interest in the natural resources of British Columbia is greatly increasing.

The output of coal during 1896 was 846,235 tons; and 1,605 tons of coke were produced additional.

The foregoing summary embraces an area of nearly 400,000 square miles and in consequence of the ever changing aspect of mining affairs it is simply impossible to present an up-to-date account of what is going on.

While individuals are numerous who assert that the particular localities with which they are acquainted are rich in precious metals beyond all question, at the present time no one can point with any degree of certainty to that portion of the province where to be found the greatest wealth of minerals.

In the previous annual report attention was directed to the principle upon which some companies were being formed. Mere prospecting was over by companies capitalized out of all proportion to the value of the claims.

The salmon pack of 601,570 cases during 1896 was the largest on record; a very satisfactory result when it is considered that last year was what is known as an "off season."

The importance of establishing hatcheries on the Skeena and Naas rivers and at Rivers Inlet, and additional ones on the Fraser river, was brought to the notice of the Dominion government.

The fisheries of British Columbia are capable of far greater expansion, and should give employment to many of the homeless former unemployed.

The United States furnishes a good market for halibut, but the duty of half a cent per pound amounts to a large sum on the annual quantity sent there.

The line between Trail and Rossland is being widened to standard gauge.

The immediate commencement of the Crow's Nest Pass Railway much greater activity will be shown, and it is expected will continue for some years as other important railways appear to be on the eve of construction.

Tenders are being called for a considerable section of the Crow's Nest Pass Railway between Lethbridge and 100 miles will be built in 1897.

The road as far as the lake, and that the road as far as the lake, and that the road as far as the lake.

The volume of trade with China and Japan is steadily increasing.

The Canadian Pacific steamship service is also carrying four full freight companies.

The Oregon Railway and Navigation Company's steamship service has been maintained.

The Canada-Australia service has recently been augmented by an additional steamship.

The Dominion government was also disposed to aid the immediate construction of a railway between Columbia river and Pentonite, but in consequence of the opposition of rival charter applicants that aid has been withheld.

The local legislature also voted a grant in aid of 250 miles of railway between Bute Inlet and Quesnelle at the rate of \$4,000 per mile.

It is a matter for congratulation to find British capitalists interested in themselves in transportation enterprises in this Province, as it affords some assurance that the accounts of the great railway in British Columbia are gaining credit in established circles of finance.

The charter of the Cassiar Central railway has been acquired by the Dominion government.

It is proposed that the company's capital should be increased to \$1,000,000.

Attention is also being directed to Siberia as an outlet for Canadian goods.

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It was most unfortunate that the rival charter applicants for the Coast-Kootenay line should have disagreed, but their disagreement is not considered sufficient to warrant the Dominion government in retarding the progress of an important portion of this province for a whole year, and it is recommended that an effort be made to induce the local government to appoint delegates to confer with the Right Hon. Sir Wilfrid Laurier on his return from England with the view of arranging for the immediate construction of the Columbia river and Pentonite, and of its continuance towards the Coast at an early date.

It is believed, that were the local government to adopt the course recommended, the Dominion authorities might then exercise their powers and give such assurance of aid as the Hon. the Minister of Railways led this province to expect.

The policy of the Dominion government in controlling rates whenever Federal aid is given towards construction is to be highly commended, and with such a safeguard it is a matter of little importance by what company the railway is built.

Attention is again directed to the insufficiency of aids to navigation on these coasts. Yearly increased shipping adds to the importance of having lights, beacons and buoys placed as recommended.

The establishment of salmon hatcheries on the Skeena and other Northern rivers, also an additional hatchery on the Fraser river, were asked for, but these matters appear to be held in abeyance.

It is desired to impress the fact that British Columbia is not a supply center for favors in respect to any of the foregoing regulations; they are but just dues.

The possibility for increased business for the Coast cities is very great, no man can be said in this respect any particular one has an advantage over the rest.

With a direct railway into Kootenay, one from that country could be smelted probably at less cost than near the mines, as fuels are cheap and on the seaboard there is a greater choice of fluxes.

The Pentonite-Kootenay branch of the Coast-Kootenay railway in therefore of the first importance, in consequence of the advanced state of mining between the Columbia river and Pentonite.

It is gratifying to find that this board will begin the new year with the largest membership in its history, and the increasing business which falls upon the council leads to the hope that the highest point of its strength and usefulness has not yet been reached.

All of which is respectfully submitted this ninth day of July, 1897.

The President moved, seconded by Vice-President Kirk, that the report be adopted and referred to the incoming council.

Mr. Clearhough, in reference to the Cassiar Central, expressed dissatisfaction at the company getting any of the precious metals.

The President explained that the approval of the railway in the past year was simply in the broad sense of its opening up the country, and with this explanation Mr. Clearhough seemed satisfied.

Mr. Ellis noticed that there was no reference in the report to the new C.P.R. branch from Slooan Crossing in West Kootenay.

The President replied that this had not been overlooked, and a note would be made of it.

Hon. Mr. Turner had not heard the report in regard to a road to a committee to revise. He suggested that all the references to scattered among the subjects of the improved steamer service to forward the mails daily.

Until the first day of June last, connection by steamers between Revelstoke and West Kootenay points was tri-weekly. On the date mentioned a daily service was inaugurated, but the mails were not to be handed over to a service as before.

The contract for the Northern mail is that the postal department should effect that it is not yet known what new arrangements will be made.

The outlook for increased prosperity, and that so on a scale greater than anything heretofore enjoyed, was now so cheerful as it appeared only a month ago, for the prospect of large bodies of men being immediately employed in railway construction, and the certain number of sections to be traversed adding to the number of mines making regular shipments of ore, was indeed encouraging.

Since then, however, the progress of the Dominion parliament without a vote in aid of any portion of the proposed railway has cast a gloom over the business portion of the community and has proved a bitter disappointment to all who had the interests of the country at heart.

Further it has been recommended to the Dominion government by this board that the exchequer receives from each taxpayer of British Columbia \$18.60, and that \$8.40 paid into the local treasury, and that therefore the local government of a liberal railway policy in this province, which would assist in building

up the various industries, would be a very profitable investment.

It was most unfortunate that the rival charter applicants for the Coast-Kootenay line should have disagreed, but their disagreement is not considered sufficient to warrant the Dominion government in retarding the progress of an important portion of this province for a whole year, and it is recommended that an effort be made to induce the local government to appoint delegates to confer with the Right Hon. Sir Wilfrid Laurier on his return from England with the view of arranging for the immediate construction of the Columbia river and Pentonite, and of its continuance towards the Coast at an early date.

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CARTERS' LITTLE LIVER PILLS. Cure SICK HEADACHE and relieve all the troubles incident to a bilious state of the system, such as indigestion, flatulency, constipation, etc.

CURE SICK HEADACHE. Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels.

ACHE. Ache you would be glad to know to those who suffer from this distressing complaint. The medicine which they give you does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them.

VICTORIA METALLURGICAL WORKS AND ASSAY OFFICE. W. J. R. COWELL, B.A., F.G.S., M.E. SOLE PROPRIETOR AND MANAGER. Capacity of Stamp Mill 20 Tons per Day. MINING CLAIMS REPORTED ON.

J. W. MELLOR. Paints, Oils, Wall Paper, Plaster, etc. PORT STERREN, VICTORIA, B.C. PAINT YOUR BUGGY FOR \$1.00.

Men Made Manly. The new remedy "Oriental Pills" for all the troubles of the male sexual system, is potent, safe, and highly endorsed by leading physicians as being the only satisfactory relief in treatment.

ONTARIO SUPPLY CO. 77 Victoria St. Toronto, Agents for Canada. 2726. referred to the incoming council, and the report was then adopted without further discussion.

THE FULL COW. Judgment in Cowan v. delivered by the Full on Mr. Justice Walkem on missed as frivolous an act Mrs. Cowan against W. J. multaneously raising to pendency filed by him a per. From this Mrs. O. The Chief Justice yesterday

After.... A course of Ayer's system is set in motion and a man who has become prey of constipation realize the friction of the labor, until lifted from him mountains sink hills, his morose place to jollity, he man again. If seem worth living may take a very different after taking

CASTORIA For Infants and Children. The best of all purgatives. It is a mild, pleasant, and safe medicine for infants and children.

Ayer's Cathartic Pills. Mining Companies' office stationery & specialty at the Colonist's office.

WEST COAST. Speculation as to Latest Found Case of Glenorchy Life.

That Some Big Ship Will Grief Is All Yet Known. The news of shipwreck on the West Coast by the Doer Quadra on Thursday evening subject of much speculation among all classes of shipping general opinion prevailing as yet unexplained why the Glenorchy has found her hospitable western shores there to be lost with the description given by the crew of the debris piled on the beach, as much as plainly marked on the buoy, it is evident that modern merchant ships and the silver-fitted modern door, the painting of the general character of the ship, according to the shipping placed on berth for the U.S. at Port Pinar, after the wreck of Port Blakely lumber aian port. If it be so that to grief of Vancouver Island must have been changed to determine the identity of the North Pacific coast or is, according to Lloyd's iron ship of 2,235 tons, the first of long tonnage and she was built at Sand present owners, the Red Co. of Liverpool. Only one of the name, the economy of the ship, the known steamship plying two ports in another Indians assert that the island coast from the Cook is strewn with wreck and if investigation were possible that fresh discovery of a vessel more than one ill-starred forthcoming.

CONFERENCE. A conference has taken place at the residence of Hon. Mr. Justice Walkem and the admiral. The admiral has been the recipient of many congratulations and has been the recipient of many congratulations and has been the recipient of many congratulations.

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