

MR. WARD'S REPORT.

President T. B. Hall and Messrs. R. P. Ritchet, Joshua Davies, C. L. Henouf, H. F. Helsterman, J. H. Todd, Gus Leiser, Robert Ward, and W. E. Bailen attended the special meeting of the Council of the Board of Trade, held last Tuesday morning, at which the business listed was the consideration of Mr. Robert Ward's report in the San Pedro matter, and the advisability of the Board's applying for incorporation during the approaching session of the provincial legislature.

These subjects were taken up in the order in which they are above mentioned. Mr. Ward's report first. The document was as below;—

VICTORIA, B.C., January 22nd, 1892.

To the President and Council, British Columbia Board of Trade, Victoria.

GENTLEMEN,—I have the honor to report that, acting upon the request of the Board, I attended, on the 18th and 19th instant, the official inquiry held by Captain H. C. Lewis and Captain Gaudin (in pursuance of instructions from the Minister of Marine and Fisheries) in respect to the circumstances attending the stranding of the American steamship San Pedro on 22nd November last, on Brothie Ledge; and I enclose herewith a copy of the finding of the Court.

It will be observed that the responsibility for this disaster, whereby a steamship valued at upwards of \$300,000 has been wrecked, is attributed to the gross neglect of Pilot James Christensen, and partly to a want of promptitude on the part of the master (C. H. Hewitt) after the steamer had struck; and it was shown that the only object in navigating so near the shore was for the purpose of enabling the pilot to go ashore in his boat and reach his residence. In fact, the steamer in pursuit of her voyage was practically deviating therefrom.

In the course of the enquiry, important facts were brought out, which in my opinion show the desirability of placing the pilotage system of the province on a basis more consistent with uniformity and general efficiency than the various regulations now in force in the three different pilotage districts of British Columbia permit.

It must be admitted that ship owners who contribute pilotage dues are undoubtedly entitled to consideration in this respect, and to be likewise furnished with the best service in return for their pilotage dues.

It was shown in evidence at the present enquiry that although certain pilots are in possession of licenses for all British Columbia waters, and claim to have authority thereunder, yet in addition they hold and act under specific licenses for one of the particular pilotage districts as at present constituted.

In the case of Pilot Christensen, who stated that he held a license for British Columbia, although not acting thereunder, he also held a license under the Nanaimo Pilotage authority, under which he took charge of the San Pedro at Comox, bringing her into the Victoria pilotage district where the disaster to her occurred; and although within their district, the Victoria Pilotage Commissioners have no authority for dealing with the acts of a

pilot whose license was issued in another district.

In this instance, the Pilotage authority of Nanaimo suspended Christensen's license for three months for an act committed without their district.

It was also elicited that no sloop or schooner suitable for cruising down the Straits of Fuca to Cape Flattery is employed to intercept shipping bound to British Columbia ports, with the exception of one used by the pilots in the Victoria pilotage district, and an eight-ton sloop owned by the Nanaimo pilots; and it was also stated in the evidence of one of the pilots that the four Burrard Inlet pilots all reside at Victoria, and that four out of the five licensed pilots for Nanaimo also reside at Victoria; and, further, that it is customary for all large steamers to call off Victoria either to receive or discharge a pilot.

The average earnings of pilots is, of course, known to the Marine and Fisheries Department. Pilot Christensen stated the average in his district to be about \$250 each monthly, and it is understood that this amount is largely exceeded in the other pilotage districts of the province; and assuming, therefore, that the pilots are all adequately paid for their services, it must be conceded that the interests of shipping demand the most efficient service.

If suitable sloops or schooners were employed by the pilots, vessels could be more readily spoken at points where the service would be most appreciated, instead of masters being compelled to call off Victoria to receive a pilot from shore, or to discharge one there.

The existing regulations in three different districts are conflicting, and the government should be asked to enquire carefully into the whole question with a view of adopting a system which would be generally applicable to all British Columbia waters, and for which all pilots should qualify.

Subject to regulations which the Government might deem desirable to impose, the present pilotage of districts might be still maintained, the commissioners having control over the pilots whilst actually employed in their respective districts.

Upon such lines as these, a more thorough service might be inaugurated, which would at once remove the existing anomalies and furnish a system alike beneficial to the interests of shipping, the province and the pilots employed in the service.

I am, Gentlemen,
Your obedient servant,
(Sgd.) ROBERT WARD.

The report was made the subject of general debate, terminated by the adoption of a resolution that the report be forwarded to Ottawa, the suggestions therein contained being recommended to the consideration of the Minister of Marine.

All present being of one opinion in regard to the necessity of the board incorporating, the president, vice-president and secretary were named a committee to take the necessary steps to secure the incorporation of the B. C. Board of Trade, by a short act, during a session of the legislature which opened last Thursday.

Messrs. Bodwell & Irving addressed a letter to the board in reference to the

difference in the fees for registering incorporated companies under the Imperial Act and under the Provincial Statute. The board was asked to take action towards bringing about a uniformity in these charges.

The letter was referred to the president for a report and the secretary was instructed to acknowledge, with thanks, invitations received by the president and vice-president to attend the banquet of the Winnipeg Board of Trade, on February 2.

CHINESE TRADE

The *News-Advertiser* notes the arrival at Vancouver of Mr. T. G. Shaughnessy, Vice-President of the Canadian Pacific Railway Company, who was one of the passengers of the Empress of Japan, from China and Japan. While there he inaugurated a decided change in the way business will be conducted there. He appointed Mr. Holloway, who went with him, General Commercial Agent in the east and Capt. Tillett of the Empress of China, Marine Superintendent. Hitherto the business of the Canadian Pacific Company has been transacted by commission agents, but now Mr. Holloway will look after that himself and push forward the interests of the line with his characteristic energy. Mr. Shaughnessy is more than ever impressed with the immense future of the trade that will pass between China and Canada. Especially will large quantities of flour go to the east. China itself, he says, has a population of 400,000,000, and most of these have never tasted wheaten bread. Once they get to know its superiority over rice there will arise a great demand for it and so long as the Company uses them fairly there is no limit to the trade that can be done. British Columbia is not yet a great wheat growing country, he remarked, but new districts are being opened, and there are the plains of the Northwest producing the best wheat of the world in such abundance, and the market which China opened for that was practically unlimited. The Company was well satisfied with the business done so far but they looked to much greater things in the future.

ALL QUESTIONS CHEERFULLY ANSWERED.

Housekeeper—Have you any Mocha coffee?

Small Dealer—Yes, mum.

"Genuine Mocha?"

"Just imported, mum."

"Import it yourself?"

"Oh yes, mum. I send my orders direct to the Sultan, mum."

"Humph! How much have you on hand?"

"Bout 60 pounds, mum."

"You have, eh? Sixty pounds? I read in the paper this very morning that not over 50 pounds of genuine Mocha reaches this country annually."

"Yes, mum, that's true. I had 'bout 100 pounds left over from last year." *New York Weekly.*

Mr. Thomas Logan, President of the Canadian Paper Company, has been elected mayor of Windsor Mills, Quebec.