ING VESSELS BOUND TO FRASER

Taking Long Lines of Colbia River Boats to Fishing Grounds

ng out in long lines behind tug-
flotillas of Columbia river boats
ar canoes of various sizes are
proceeding to the Fraser river
the already large salmon fish-
et out after the sockeye. The
soline launch Unican which is
ng the steamer now known as
ilcara and operated as a pas-
boat from Vancouver is in port
g the coming of a large con-
of Siwashes from the west
nd will proceed to the Fraser
with a long line of canoes in
urret rock, the depot of the fish-
on the upper harbor, is prac-
deserted, for the Greeks, Jap-
and others who house themsel-
the picturesque group of cabins
rock, have taken their sloops
unches and proceeded to the
A large fleet of Columbia
oats belonging to Indians are
ff the reserve across from the
front and the Indian fishermen
king ready to be towed to the
Meanwhile they are stocking
oats with provisions, etc., some
een buying phonographs and
he klootchmen are lounging
he decks and the bucks sitting
g in the shade of a tarpaulin
over the bow of their boats.
nograph can be heard grinding
ousa march or the syncopated
s of the southern darkey for
ectation of the waiting fishermen.

more Japanese than usual
ready left Victoria and the
of that nationality will be en-
on the river this year will be
on record. They have adopted
of gasoline boats this year
s tenders to sailing boats, one
launch having been built here
purpose. The intention is for
oline launch to visit the dif-
fleets of Japanese gill-netters
e over their catches for car-
the canneries.
off Turret rock, moored to
the Japanese fishing platforms,
ll raft which was built for the
of becoming an attraction at
ge. It has a railing around it
its centre is a small enclsure
ded by a railing. In this the
e promoting the affair thought
a number of live catfish and
cents a rod they proposed to
hose who cared to do so an-
the captive catfish. The
was abandoned, however, and
lies idle with the few fishing
hat have not yet left for the
iver.

L ROSE SHOW FINANCIAL SUCCESS

e on Hand After Paying enses of Recent Exhibition

(From Saturday's Daily)
Victoria Hohticultural society
meeting last evening at the
of W. F. Burton. The fin-
atement of the rose show was
and to the high satisfaction
embers of the association it
orted that the show had paid
A balance of $4.50 was reported.
of thanks was tendered Mrs.
for looking after the decora-
the hall in which the show
and to Miss Angus in whose
ere the refreshments. The
ladies were also thanked for
e rendered to the above:
tt, Miss Tilton, Miss Pooley,
R. Beaven, Miss M. Pitt, Miss
nd Miss D. Irving.
meeting also discussed the
the society, which is to be
gust 7 and 8. The following
ere appointed:
ur classes: Messrs. Russel,
nd J. Manton.
ional: Messrs. F. H. Wollas-
H. Arundell.
decided to engage Miss
rchestra for the two evenings
ow.
avert and Mrs. Morrall were
d a committee to deal with
ing of the various exhi-
routine matters were also
th.

LIPPINE SETTLEMENT

ent and Church Able to Arange Their Differences

gton, July 12.—An agree-
s been reached between the
tates Secretary of War and
sentatives of the Catholic
n the Philippine islands re-
a number of important mat-
ontroversy, which will obviate
sity of prolonging threaten-
tious litigation. Regarding
ed properties, the agreement
that the Roman Catholic
though the Archbishop of
hall possess in absolute title
and the property pertaining
ospital of San Juan de Dois,
ge of San Jose, the hospital
ose in Cavite and the college
Isabela. These properties
ed at $2,066,000. The church
es to the government of the
es all claims and demands
estate of Santa Potencia and
hospital of San Lazaro, ex-
the archbishop is to retain
n of the block in which the
Santa Cruz cemetery is sit-
d of fifty hectares north of
ital. The Spanish-Filipino
spute was also settled, by
claims to exclusive privi-
d to note issues beyond the
approved by the American
nt are abandoned, but the
nk receives the confirmation
itigation and important priv-

Resigns His Post

ork, July 12.—Wm. J. Wil-
president of the New York
nd River Railway system for
ears, will sever his official
n with the road on October

Gloves That Are Good

WE only want a chance to "show our hand" in Gloves to convince you that this is the store for you to come to for good gloves at popular prices. Today we emphasize "Dent's."

Dent's "Zambesi," assorted, per pair $1.00
Dent's tan "York" and "Rugby," dogskin, per pair ..... $1.00 and $1.50
Dent's washable Undressed Tans, per pair $1.75
Dent's "Ibex," tan and grey, per pair $1.75
Dent's chamois, biscuit shades, per pair $1.00

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BOARD OF TRADE ANNUAL MEETING

Annual Report Was Presented, and Officers Elected for Year

MR. TATLOW TELLS OF PROGRESS

Intresting Address is Delivered by the Acting Premier—Other Speakers Also

(From Saturday's Daily)

The annual meeting of the Victoria Board of Trade was held yesterday afternoon, and was attended by about half a hundred members, with J. A. Mara, president, in the chair. Officers were elected, and the annual reports presented. A feature of the proceedings was an address to the gathering by Hon. Mr. Tatlow, acting premier, setting forth the commercial status of British Columbia. The address was listened to with unmistakeable signs of appreciation by the members and the speaker was given an ovation after he sat down. Other distinguished gentlemen who favored the meeting with addresses were Prof. Ramsay Wright of the faculty of Toronto University and Prof. Prince, head of the fisheries department at Ottawa, who have come West to study the fisheries of this province.

The election of officers was the first item on the programme. There were six nominations for the office of president, but five of these were withdrawn and F. A. Pauline was elected to the position without opposition. Of thirteen names submitted for the vice-presidency, eleven were withdrawn and only two went to a vote, Simon Leiser obtaining a majority over J. J. Shallcross. Frank Elworthy was re-elected secretary. The election of the council and board of arbitration resulted as follows:

Council—C. F. Todd, D. R. Ker, C. H. Lugrin, T. W. Paterson, J. G. Cox, James Forman, S. J. Pitts, A. Doig, H. B. Thompson, R. Hall, L. A. Genge, R. H. Swinerton, J. A. Mara, A. Wright and E. G. Prior.

Board of arbitration—Mr. Barnard, E. V. Bodwell, T. Crease, A. Doig, C. A. Holland, D. R. Ker, G. A. Kirk, R. B. McMicking, L. McQuade, T. W. Paterson and J. J. Shallcross.

W. T. Williams, E. E. Billinghurst and W. E. Laird were appointed auditors for the ensuing year.

H. S. Crottie and A. E. McLean were elected officers.

A vote of thanks was passed to the retiring president and to the board of auditors.

The financial statement showed a balance on hand of $702.59. The revenue for the year was $2,471, which with a balance of $978 from the previous year made a total of $3,637. The expenses amounted to $2,934.

Thomas Earl was elected an honorary member of the board.

The annual report was taken as read and referred to the council to be amended and printed in the usual pamphlet form.

The distinguished visitors then entered the room and were introduced to the meeting by President Mara. After a few introductory remarks from the president, Hon. Mr. Tatlow addressed the meeting at length. When he had finished his address, which is appended herewith verbatim, Prof. Prince delivered a lengthy address, and was followed by Prof. Wright.

Prof. Prince said it was not the first occasion he had had the opportunity of addressing the board of trade, having done so twelve years previously. He had been commissioner of fisheries for the Dominion government and previously had held important similar positions in Scotland, England and Ireland and said that he was qualified to speak on the subject. He was glad to be able to say that the Dominion government had undertaken to make some kind of a thorough survey of its fishing resources and said that the salmon was only one of the many valuable fish to be found in British Columbia waters. He said it was important that the government should be guided by scientific men in its researches and predicted much good to be derived from it. He referred to the sporting value of the fisheries as well as the commercial aspect. The whaling industry he felt was the chief of the fisheries and would in time exceed in value any other. Concerning the vexed question of provincial and Dominion jurisdiction he said the matter had been settled once, it was thought, by the judgment of 1898, which gave the Dominion jurisdiction over them and left the issuing of licences and the enforcement of the laws to the provinces, but international and territorial complexities had arisen which had clouded the matter again. Personally he preferred to see the administration not in the hands of the divided provinces, but under one authority.

Prof. Wright expressed himself as charmed with this, his first visit to British Columbia, and was surprised that immigration had not flown this way much more rapidly. Referring to the establishment of a scientific station for the observation of marine life in British Columbia, he stated that governments in various countries had done the same and found it valuable. While much of the researches made by that means were not of immediate value, he stated that no one could tell when a scientific fact which had been determined will become of the utmost scientific value. It was fitting that the Dominion government was turning its attention to the fishing industries of the Pacific coast as they were fast over-balancing those of the Atlantic coast. He stated that in company with Prof. Prince he would leave today for Departure Bay to look over a site for the establishment of the station.

Richard Hall moved a vote of thanks to the speakers, and D. R. Ker seconded it. The motion was carried unanimously.

There was no more business to come before the meeting, and adjournment was then taken.

ANNUAL REPORT

The annual report was presented as follows:

The annual report was presented as follows:

To the members of the Victoria, British Columbia, Board of Trade, Victoria, B. C.

Gentlemen: In submitting a report of the proceedings of the board for the twelve months ending 30th June, 1907 it is most gratifying to be able to state that the optimistic forecast made a year ago was fully justified; and substantial progress has been made in every branch of industry. As might be expected, under such conditions, the business of the board has been unusually heavy and has demanded much attention from members serving on the council and committees.

Salmon

The total British Columbia pack of canned salmon for the past season was 629,460 cases, as compared with 1,167,450 cases in 1905, which was, however, the big Fraser year.

The Fraser catch was very disappointing owing largely to the run having commenced unusually early and before fishing operations had started. A compensating feature, is that a larger proportion of salmon reached the spawning beds, and there was, likewise, for an off year, an exceptionally large output from the hatcheries. It is to be hoped that the combined result will be a greatly improved run in 1910, when the return of the matured fish may be looked for.

Although several of our local firms are interested in canneries in northern British Columbia waters, the supplies for which add considerably to this city's trade, Victoria has now a special interest in the Fraser river run, owing to the operations of the salmon traps in the straits of San Juan de Fuca, and the local canning and mild-curing enterprises which have followed in their wake. One unexpected result of the exploitation of salmon fishing by traps has been the development here of this industry of mild-curing spring salmon. From the catches previously made in the Fraser river, both as regards quantity and size of fish, it was impossible to surmise that spring salmon in such large numbers and of such large size would be taken by traps. In respect of cent.size they average fully thirty per cent. larger than those that have been caught in the Fraser river, and as regards quantity, some 500 tons were packed in Victoria in this way in 1906. Although fewer traps will be fishing this year, yet as they have been completed earlier and the selection of the locations has been made with the taking of the spring salmon in view, it looks as if last years total would be considerably exceeded. These mild-cured spring salmon are shipped in cold storage to Germany, where they are smoked, as required; and a better return is made to the trapmen by disposing of the fish in this way, than could be secured by canning them.

For some reason, probably tide and weather conditions, the sockeye run last year failed to strike in close enough to the shore to come well within reach of our traps, with the result that the catches made of this fish were extremely light, entailing a sharp loss to the trap operators, and also spoiling the season for our local canneries. As a consequence, and in view of a small sockeye run being expected, there will be fewer traps put in this season, more care being exercised in their selection, and due regard being paid their potentiality as regards spring salmon fishing. Last year was largely one of experiment, and the best sites having now been proved and selected, better results are looked for. The perpetuation of the sockeye run, and, if possible the improvement of the off-seasons, is however, of vital importance to trap operators and the hopes of this city in connection with this industry. The board has taken an active part during the past year in urging upon the Dominion government the necessity for further protection being afforded to the salmon in the Fraser river, when they are fairly on their way to the spawning grounds, and out of a deputation of four cannerymen that proceeded to Ottawa to discuss this subject with the department, two were Victorians and members of this board. Limitation of fishing above Westminster bridge is, in consequence, being put into effect, but it is not so far-reaching as the board desired.

The board has protested against the importation of raw salmon being disallowed on the Fraser, except as applying to the Fraser river. While the fishermen on the Fraser demand such prohibition as against the like prohibition of export of raw materials on their part. The board claims that export and import of raw materials do not stand on the same footing, and that whatever may be enacted as regards the Fraser river in deference to the fishermens' claims, the position of Victoria and the rest of the province should not be effected. It should be the policy to encourage industries, as is proved to be the case very after with salmon, it can only be to the general interest to import them.

A table of the year's statistics is included in the appendices.

Halibut

There is a large and growing demand for halibut in local and eastern markets and the companies already engaged in handling this fish have met with much success. As both the markets and supplies of fish are practically unlimited, there is ample room for the further development of the industry.

Pilotage

For two years the board has been endeavoring without success to have the ports of Victoria and Esquimalt relieved from the heavy burden of compulsory pilotage, which merchants consider has been, and is, detrimental to the best interests of the port. There are five pilots engaged in the work, and the average dues collected annually, for a number of years, are between $14,000 and $15,000, fully one-half being paid by vessels declining the services of a pilot. Notwithstanding the strong representations made and protests entered by the board, the government have refused to modify the existing system apparently influenced by the reports of the pilotage commissioners and it would seem that the government does not propose to give consideration to the views of the board as will appear from the following extract, taken from the last letter received from the deputy minister of marine on the subject: "The pilotage commissioners have properly been looked upon as the authority for advising this department on pilotage matters. The commissioners are disinterested, so far as the department is aware, and have been chosen not only for conducting the financial affairs of the pilotage system and applying the pilotage rules under the Pilotage Act, but have been the recognized authority for suggesting any changes when the subject has been brought to their notice or making suggestions of their own record."

From this it will be seen that the opinions of five gentlemen appointed by the government, have greater weight with the department than the representations of the board, representing, as it does, the commercial and shipping interests of the port. Surely the report of five disinterested representative business men, approved by the press of the city, should receive as much consideration at the hands of the government as the views of five of their own nominees.

Labor Situation

In the previous report of this board attention was called to a shortage of labor. At a later date the boards of trade of Vancouver and New Westminster considered the situation serious enough to memorialize the provincial government to take immediate steps to secure a proper supply. The Montreal board of trade was of opinion that relief could be obtained by removing altogether or by reducing the head tax on Chinese. With the object of ascertaining definitely which particular industries were suffering from shortage and the cause of such shortage, a committee was appointed and an exhaustive enquiry made.

A copy of the report is appended, which concludes as follows:

Your committee recommends:

(a) That the provincial and federal alien laws be immediately suspended.

(b) That the provincial government immediately appoint one or more competent agents, to act under the supervision of the agent general, to travel through the industrial centres of Great Britain and give information as to the labor requirements and conditions in British Columbia.

(c) That some plan of assisted immigration be extended to farm laborers, unskilled workmen and domestics. We believe that employers of these classes would readily undertake to reimburse the provincial government for any outlay on this account.

Your committee cannot close this report without reference to the opinion of many employers who gave evidence that a reduction of the head tax on Chinese would afford immediate relief to farmers, fruit growers and families requiring domestics. Your committee prefer to see this a "white man's" country, but in the event of refusal or delay in carrying out the above recommendations your committee are of opinion that the only alternative is to strongly recommend that the head tax on Chinese be reduced. The expansion of farming and fruit growing is already checked and the demand for cheap labor in the construction of railways is a problem which must be seriously considered.

This opens up a debatable question. It cannot be denied that the province is suffering seriously owing to the scarcity of domestic servants, and laborers to undertake work that Europeans will not do. That desirable families have left the province because they could not obtain servants is well known, whilst others have been deterred from coming here for the same reason. Farmers have placed their farms in the hands of real estate agents for sale, giving as a reason that they cannot obtain labor, except at prohibitive rates. These are unpleasant facts, but there is no use in hiding them, they must be faced.

In the past families have depended largely upon Chinese for servants and so have farmers for clearing land, fruit growers for picking fruit and others where only a cheap class of labor can be profitably employed.

Since the head tax on Chinese was placed at $500 their scale of wages has increased from 50 to 100 per cent. and a day's labor for outside men, in the city, has dropped from ten to eight hours. Take the economic view of the question. There are about 10,000 working Chinamen in the province. At a low estimate, these men are earning $13 a month more than they were three years ago, totalling $1,560,000, while it costs them no more to live now than it did then. It is contended by some that the earnings of the Chinese are sent to China. If this be true they are now enabled to send in addition to what they formerly sent over a million and a half of dollars annually out of the country, because by legislation they are placed in the position of becoming practically a close corporation, dictating the rate of wages that shall be paid to them, and the hours they are to work.

The $500 head tax came into force on January 1, 1904. During the years 1904 and 1905 no Chinese entered the Dominion. In 1904 sixteen entered. This year 95 have entered, no doubt owing to the high wages then can command. Whilst nominally the Chinaman pays the tax it is really paid by the employer.

Coasting Laws

The question of enforcing the coast laws has again been under consideration. In order to meet the then local conditions the coast laws were suspended ten years ago and have not been in force on this coast since that date, so that foreign vessels are permitted to carry goods originating in Canada and destined to the Yukon, also Canadians goods shipped in bond by United States railways destined for British Columbia ports. This has in the past been a great convenience to British Columbia trade, but conditions have now changed and in view of the improved steamship service provided under the Canadian flag, the time appears to have come when Canadian freight should be handled by Canadian vessels, more especially as the United States government strictly enforce similar coasting laws in respect to goods carried to American ports on this coast. The Canadian Pacific Railway company has promised to give an assurance that they will at all times make provision for the carriage of goods in bond arriving at Puget Sound ports and destined for British Columbia ports. As soon as this assurance has been received this board is prepared to urge the Dominion government to enforce the coasting laws on this coast.

Aids to Navigation

This board has continued to call the serious attention of the Dominion government to the necessity of providing additional aids to navigation in British Columbia, and especially on the west coast of Vancouver Island. Assurances have been given from time to time that the necessary aids would be provided, and it is satisfactory to be able to report that some progress has been made. In this connection the appointment of a local representative, Capt. J. W. Troup, of Victoria, to the lighthouse board of Canada, deserves favorable recognition. The board feels that his recommendations will be of the utmost value in bringing before the proper authorities the necessities of this coast which have been too long overlooked, and it is a pleasure to be able to report that the recommendations of Captain Troup are receiving courteous attention and that parliamentary provision has already been made to carry out many of the improvements which Captain Troup has urged. The board has laid special stress upon the necessity of providing a trail along the west coast of Vancouver Island and has continued to press forward this aid to navigation in the face of much official discouragement.

At last the Dominion Government has ordered this work to be commenced and it is now in progress. The work will be an expensive one owing to the different nature of the country to be traversed but the importance of such a provision for life saving is beyond question and it is very gratifying to note that there is now a prospect of the trail being completed before the coming winter. Life boats of the latest and most improved type are now under construction and last winter the Dominion steamer Quadra, patrolled the coast. Some refuge huts have already been built and it is expected that the rocket apparatus, patrol men, and other improvements will be provided in due course. The telegraph communication with Cape Beale and Carmanah has not been satisfactory, owing to frequent breaks during the winter season, but when the telegraph line has been removed to the trail there should be less difficulty in keeping the line in repair. It will still, however, be necessary to take measures to keep in good repair the coast lines between Carmanah and Victoria. There has been constant complaints in regard to the delivery of messages from Cape Beale and Carmanah and this is due not only to the poor condition of the line but to the poor service rendered at the receiving station at Victoria.

The board would point out that it is most important that information regarding shipping should be forwarded as soon as received day and night, and has recomended that the government should provide a day and night service and that, if the company now operating the line is unable or unwilling to give a satisfactory service, the government should engage their own operators.

Trade Relations

The members of this board having expressed themselves on several occasions in favor of preferential trade within the Empire it was deemed advisable to recall to the attention of the Right Hon. Sir Wilfrid Laurier upon the eve of his departure to attend the Colonial Conference, the following resolutions of the board adopted February 26, 1902: "That in the opinion of the board a preferential tariff should be established within the Empire," and the following adopted November 20, 1903:

"That in the opinion of this board (1) the prosperity of Great Britain and of his Majesty's dominion is involved in the adoption of a commercial policy such as outlined by Mr. Chamberlain. (2) the adoption of such a policy will tend to consolidate and strengthen the Empire and accelerate the creation of a common council for the Empire whereby which His Majesty's dominion beyond the seas may secure a voice in questions of common concern (3) that this board of trade heartily supports that policy and fervently hopes for its adoption by the United Kingdom."

On the 14th June, 1906 the Board's delegates to the sixth Cohgress of Chambers of Commerce of the Empire were requested to support the following motion:

"That in the opinion of this congress the bonds of the British Empire will be materially strengthened and the union of the various parts of His Majesty's dominions greatly consolidated by the adoption of a commercial policy based upon the principals of mutual benefit, whereby each component part of the Empire would receive a substantial advantage in trade as the result of its national relationship, due consideratin being given to the fiscal and industrial needs of the component parts of the Empire."

In August, 1906, R. Grigg, the special representative of the board of trade, London, visited British Columbia for the purpose of investigating and reporting upon conditions with special reference to trade with the United Kingdom. Mr. Grigg met the members of this board at a meeting called for this purpose and fully explained the purpose of his visit to Canada. Subsequently the following resolutions were passed and forwarded to the board of trade, London. "That in the opinion of this board it would be to the advantage of trade between the United Kingdom and Canada to have a correspondent of the board of trade appointed at this city Further resolved: That this board respectfully request the board of trade of the United Kingdom to appoint a correspondent resident in Victoria. And, that a copy of these resolutions be sent to Lord Strathcona, Canadian high commissioner, with "the request that he will use his influence towards furthering the object of these resolutions."

"That the council of the Victoria, British Columbia, board of trade desires to place on record its appreciation of the efforts now being made by the British board of trade to promote closer commercial relations between Canada and the United Kingdom.

"This council was much impressed by the thorough manner in which the representative of the British board of trade, Mr. Richard Grigg, recently investigated trade conditions here and by the ability he showed in making his inquiries, and it is convinced that good results will follow:

"This council also takes note and approves of the articles in the public press suggesting that it would be advantageous to the commercial relations between the United Kingdom and Canada if the British board of trade had a permanent representative in Canada who would be in a position to co-operate with the local correspondents presently to be appointed."

Victoria Harbor

The dredge Mudlark has been working in the inner harbor during the greater part of the year, and considering that the machinery is antiquated, has done fairly good work. A much better showing should be made when the new plant arrives which is expected in the course of a couple of months. There are several rocks in the harbor that are a menace to navigation, which should be removed. Ocean vessels are berthed at the outer harbor where there are large and commodious wharves with well arranged freight sheds, and 30 feet of water at low tide.

Puget Sound Steamship Service

Last October the board took up the question of the Puget sound steamship service with the object of securing, if possible, a permanent service between Victoria and the Sound under the Canadian flag.

After many communications mostly by telegraph, between the Canadian Pacific Railway company and the board on the one hand and our member Hon. William Templeman on the other, the efforts of the board were successful.

The Dominion mail subsidy was transferred to the Canadian Pacific company, who were thus enabled to guarantee a satisfactory service.

Free Ports.

On December 13th the board resolved as follows:

"Whereas, the royal commission on transportation has recommended to the Dominion government the establishment of national free ports, and whereas the board has already by resolution approved such recommendation: Be it resolved, that this board requests the Dominion government to take into consideration the said recommendation at as early date as possible and expresses the hope that the sea-borne commerce of the nation shall be freed as far as practicable from the vexatious imposts other than customs duty at present existing."

Three months later Hon. William Templeman was asked whether or not it is contemplated in the near future to establish national free ports. The following reply was received: "No final decision on this very important question has been arrived at. The proposal is one of great magnitude inasmuch as it would affect all the important ports of the country, and would necessarily mean the expenditure of many millions of dollars, as I assume that the bonds issued by the ports in the east would have to be assumed by the Dominion government. There is, I think, a general feeling that the recommendation of the commission is a good one, and should be ultimately carried out. Further than this, I cannot give any information that would be of any service to you."

Shipbuilding.

In October the board resolved:

"That assistance should be given by the Dominion to shipbuilding in proportion to the cost of construction and it is submitted that this can only be attained either by a percentage allowance or by a gross tonnage subsidy graded to the classification of the vessels in a recognized ship's registry."

In the opinion of the committee this subsidy should equal 15 per cent. of the cost of construction and should be given for a period of 20 years in order to ensure the confidence of investors. This is simply in line with what this board has urged for years past, and recently endorsed by the royal commission on transportation, and it is a matter for regret that it has not yet been acted upon. At present a British built vessel enjoys all Canadian privileges in these waters without the payment of duty, while the cost for similar vessels constructed here is enhanced by the heavy duties levied upon raw material and machinery. It reflects great credit on local firms that they have been able to carry on business under such conditions. Repair works is obtained in competition with large ship yards on Puget Sound and San Francisco, and could be advantageously aided by rebating the duties paid on materials used in repairing foreign vessels.

Collisions and Salvage.

The drafts of two proposed international conventions relating to the laws governing collisions and salvage were referred to the board for an opinion and it was decided that their adoption would be beneficial. An amendment to the salvage convention was recommended whereby an assisting vessel should be paid for time employed and damage sustained (if any, in giving assistance even if it yield no useful results. Attention was also directed to the liability of owners of British ships limited to £15 per ton on the tonnage of the vessel in case of collision resulting in loss of life and £8 per ton when no loss of life results. It was suggested that this be made the law of all nations subscribing to the convention.

Seymour Narrows Bridge.

In November last through the courtesy of Hon. William Templeman the board received a copy of the report of H. P. Bell, C. E., upon the proposed railway bridge at Seymour Narrows. The report is compiled from reports made by government engineers in the early seventies when examining different routes for the railway line. This information, valuable in itself, is not what the board wanted. In an interview with the minister on March 9th, 1906, he was asked to have an examination made by a competent engineer of Seymour Narrows that would enable him to give an approximate estimate of the cost of a railway bridge as recommended by the royal commission on transportation, "in order to find the best route from the plains of Alberta to an ocean port on the west coast of Vancouver Island." The minister has promised to use his influence with the minister of public works to have this done.

The proposal for the establishment of a new and fast inter-imperial steamship service by way of Canada is of the greatest interest to Victoria, because it seems evident that, if the project is carried out this city must receive recognition as one of the most important stations upon such a highway of traffic and travel. Under any circumstances the geographical advantages of Victoria in respect to ocean routes on the Pacific ocean are such that they can no longer be ignored in the determination of new routes for steamship and railway transportation. During the last few years the existence of a very large and valuable area in Canada far to the north of the through line of the Canadian Pacific has been fully demonstrated. It is now a certainty that the settled part of central Canada will be extended at least as far as the sixtieth parallel of latitude. This vast area will require several outlets to the Pacific coast. In addition to this, the utilization of the Hudson's Bay route for trans-Atlantic traffic is now assured. These things render it more desirable than ever that efforts should be made to connect Victoria, which is the best and most readily available port on the western coast of Canada, with the great interior of the Dominion and with the railways running to Hudson's Bay. The board desires to reiterate its strong opinion that steps should be taken at the earliest possible day to secure railway connection between Vancouver Island and the mainland of British Columbia by such means as shall be considered most expedient.

Songhee Reserve.

Negotiations have been continued during the past year, and Mr. Pedley, representing the Dominion government, came to Victoria to discuss terms with the Indians for their removal. Mr. Pedley's proposals were not accepted by the Indians, the chief obstacle being the site of the new reserve, and so far no settlement has been reached.

It is essential on every ground that the existing conditions should not be allowed to continue and in the opinion of the board the responsibility rests with the Dominion government, whose wards the Indians are, to bring to an end a state of affairs which is working great injury to the city, both morally and industrially, and is also prejudicial to the true interests of the Indians themselves.

Agriculture.

It is satisfactory to be able to report that the products of the farm, orchard and dairy are increasing steadily as the following memorandum, kindly furnished by the department of agriculture, will show.

A year ago the statistics of the department of agriculture showed an increase of half a million in the value of agricultural products over the previous year, and the figures for 1906 are still more gratifying. Estimates made from returns at hand indicate that the value of the products of the farm, orchard, dairy and ranch will total about $7,500,000, an increase of over a million dollars. While this long step forward was being made the imports of agricultural products fell from $7,008,646 in 1905 to $6,354,944 in 1906, a difference in favor of the province of $653,702. Victoria and other agricultural districts of Vancouver Island