

Business of a Year.

ANNUAL MEETING OF VICTORIA'S BOARD OF TRADE.

The annual meeting of the Board of Trade was held recently at Victoria in the room, Bank of B. C. building, Mr. Robert Ward, president, in the chair. There were present Hon. D. W. Higgins, Messrs. F. H. Heisterman, James Fell, Louis Redon, T. B. Hall, E. A. McQuade, M. T. Johnston, F. Bourchier, M. Flummerfelt, W. H. Ellis, D. R. Ker, D. R. Harris, M. Strauss and M. Lumbeay. Mr. H. C. Beaton of the firm of Turner, Beaton & Co., provincial agent general in London, also attended.

The secretary submitted a letter from Mr. John Ormston of Galashiels, Scotland, inquiring as to the prospects of establishing a woolen factory either in Victoria or some other part of the province, and what bonus, if any, might be expected.

The letter was referred to the incoming council, also an application from Mr. James Raymur for the position of secretary of the board, which was about to be vacated by Mr. Monteith.

The president submitted the annual report of the council which is condensed as follows by *The Colonist*.

ELEVENTH ANNUAL REPORT OF THE B. C. BOARD OF TRADE.

6th July, 1889, to 11th July, 1890.

To the Members of the British Columbia Board of Trade:

GENTLEMEN:—In accordance with custom, your committee have pleasure in presenting the annual report, containing a brief review of the proceedings of the institution during the past twelve months.

MEMBERSHIP.

At date of the board's last report the total number of members was 97, to which have been added (new members) during the past year 13, making together 110. From this, however, must be deducted, deaths 3, resignations 8, total 11; leaving a present active membership of 99, a gain of two members since the date of last report.

NEW MEMBERS.

Col. James Baker, A. J. Bechtel, Francis Bourchier, Theodore Davie, James Dunsmuir, Alex. Dunsmuir, William Grant, W. J. Macaulay, W. Munsie, E. W. Matthews, F. G. Richards, jr., W. H. Routledge, Thos. C. Sorby.

DEATHS.

The board has sustained a severe loss in the removal by death of three of its members during the past year, viz.: John Boyd, wine and spirit merchant; Wm. Heathorn, tannery proprietor, and T. N. Hibben, bookseller, of Victoria.

RESIGNATIONS.

Within the same period the following resignations have taken place, viz.: R. H. Alexander, Vancouver; E. C. Baker, M. W. T. Drake, W. T. Drake, J. C. Devlin, Carl Strouss, Walter Shears and James S. Yates, Victoria. It is satisfactory to note that, as already shown, by the influx of new members, the institution has not fallen behind as regards the number of active members on the roll.

MEETINGS.

The number of meetings held during the past year was: General meetings, 4; special meetings, 2; council meetings, 13; making in all 19, being two in excess of the total number held during the preceding twelve months.

CHINA-JAPAN MAIL STEAMSHIP SERVICE.

The Board has, during the period under review, sought to secure for Victoria the advantages to which she is entitled as the fifth revenue producing port of the Dominion, and as a point of call by the newly subsidised steamships. The Board after repeatedly memorialising the Imperial and Dominion Governments, received from the former a final reply, that as the contract had been signed, the matter could not be re-opened. The tenor of the communication received from the Imperial authorities is surprising and disappointing, as no practical effort appears to have been made to carry out what was suggested by the board, and promised by the Dominion Government.

MAIL AND TELEGRAPH COMMUNICATION.

The present system can by no means be considered satisfactory, particularly as regards the want of an auxiliary line between this province and the United States, to the establishment of which the Dominion Government have for a long time objected. Its need, however, has been constantly agitated by the board; and its efforts are likely to be rewarded with success, as it is expected that within a reasonable period, a connection from lines operating in the Northwest will be extended to British Columbia, and to the systems on Puget Sound, in the State of Washington.

VICTORIA AND ESQUIMALT HARBORS.

Considerable improvements to the outer harbor of Victoria, undertaken by private enterprise, are in a well advanced stage, and will materially advance the interests of the port, and afford adequate accommodation to vessels of the largest tonnage. The want of a more thorough system of dredging and other necessary improvements in the inner harbor, is greatly felt, the meagre appropriation made by the government not being in keeping with such an important work. It had been hoped that a harbor trust could have been established, but it having been ascertained that the government could not extend its guarantee to the debentures of a trust, the matter has not been pursued further. During the year at Esquimalt harbor, the German barque "J. H. Hustede," under charter to load canned salmon, was forcibly removed from the anchorage assigned to her by the harbor master, by order of Rear-Admiral Heneage in command of H. M. squadron, and although this action was in excess of the admiral's authority the Dominion Government subsequently passed an order in council setting apart for the exclusive use in future of the naval authorities, the whole of that portion of the harbor at present of any commercial value, known as Constance Cove, and running from Duntze Head to Ashe Head. The Board made strenuous efforts to procure a modification of this order, but without avail. Your committee, having regard to the lack of sufficient harbor facilities for merchant vessels, recommends that the Board take steps to see what arrangements can be made with the Dominion with a view to the permanent extension of the harbor by the construction of a breakwater in the outer harbor of Victoria, extending from the vicinity of Holland Point to Broachey's Ledge, which will furnish harbor accommodation ample for future requirements, and form one of the most accessible and commodious harbors on the Pacific Coast.

SHIPPING AND COASTING LAWS.

Upon representations made by local ship-owners, in October last, it was pointed out to

the Dominion government that the facilities afforded to foreign vessels in the matter of coasting seriously interfered with Canadian shipping interests. It was, upon the same representations, suggested by the Board that the Dominion government should consider the advisability of abolishing Fort Simpson as a port of entry, the advantages being almost exclusively enjoyed by foreign steamers. Considerable complications occurred in connection with the first mentioned matter, owing to the misinterpretation on the part of the government of the Board's statements and requests. The matter was finally adjusted, upon a basis in harmony with the tenor of the Board's demands.

LIGHTS, BEACONS AND BUOYS.

The question of lighting and buoying the northern section of the coast line of the province has been strongly advocated by the Board for several years, and in the address presented by the Board to His Excellency the Governor-General, the subject was urgently brought under notice. The recent loss of a valuable steamship off the coast of Queen Charlotte Island, adds further testimony to the correctness of the board's suggestions in regard to this matter. The department of marine and fisheries cannot too soon take the necessary steps for the expenditure of a liberal outlay in connection with beacons, lights and buoys in our waters.

RAILWAY CONSTRUCTION.

The Shuswap and Okanagan railway is now in course of construction, and its completion will probably be effected within two years, when the fine wheat and fruit producing section, through which the line runs, will be brought under cultivation. The mining regions in the Kootenay country adjacent are also to be rendered accessible by the constructions of a branch line, which will connect with the C. P. R. at a point near Revelstoke, where a smelter will shortly be in operation. It is to be hoped that the projected railroad into the Cariboo country may shortly be commenced, and the rich resources of that famous district brought within the reach of enterprise and capital. The Northern Pacific Railroad Co. will, it is understood, at an early date construct an extension of their line to terminate at a point on the southern shore of the Straits of Fuca, adjacent to Victoria, whence, by means of a steam ferry, it will connect with the Esquimalt & Nanaimo railway, thus giving to Vancouver Island the advantage of a third means of direct communication with eastern and southern points. The extension northwards of the Esquimalt & Nanaimo railway referred to in the board's last report is also a matter which cannot be too strongly advocated. All the foregoing enterprises, as also others of a similar character, have received the continuous and earnest support of the board.

IMMIGRATION.

Statistical information, for which the board is indebted to Mr. John Jessop, shows that the flow of immigration into the province continues upon an increasing scale. The demand for unskilled labor, consequent upon the steady decrease in the number of Chinese, is considerably in excess of the supply, and the demand for domestic servants also largely exceeds the supply obtainable. The development of various industries throughout the province should have the effect of stimulating immigration into the country. The action of the local