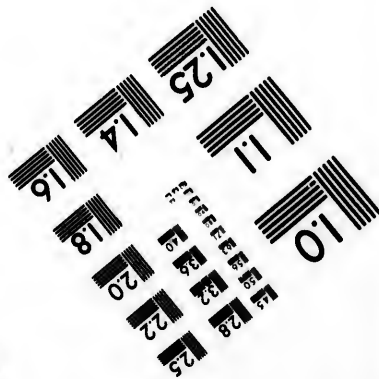
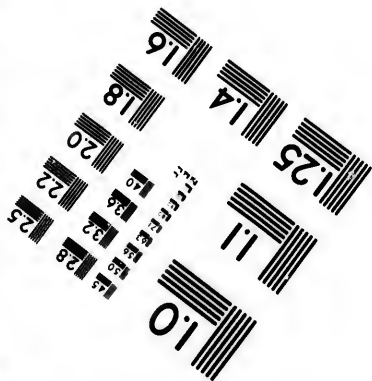
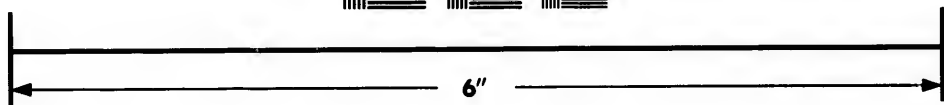
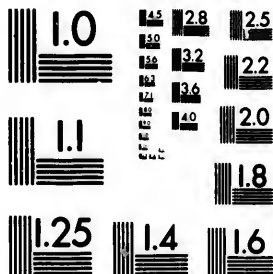


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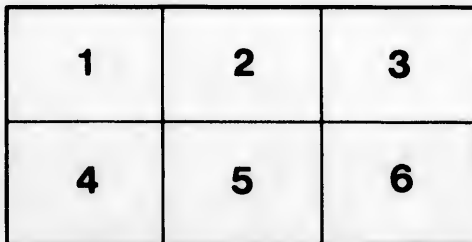
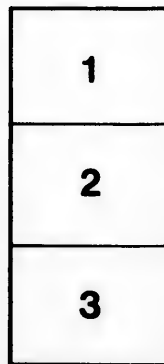
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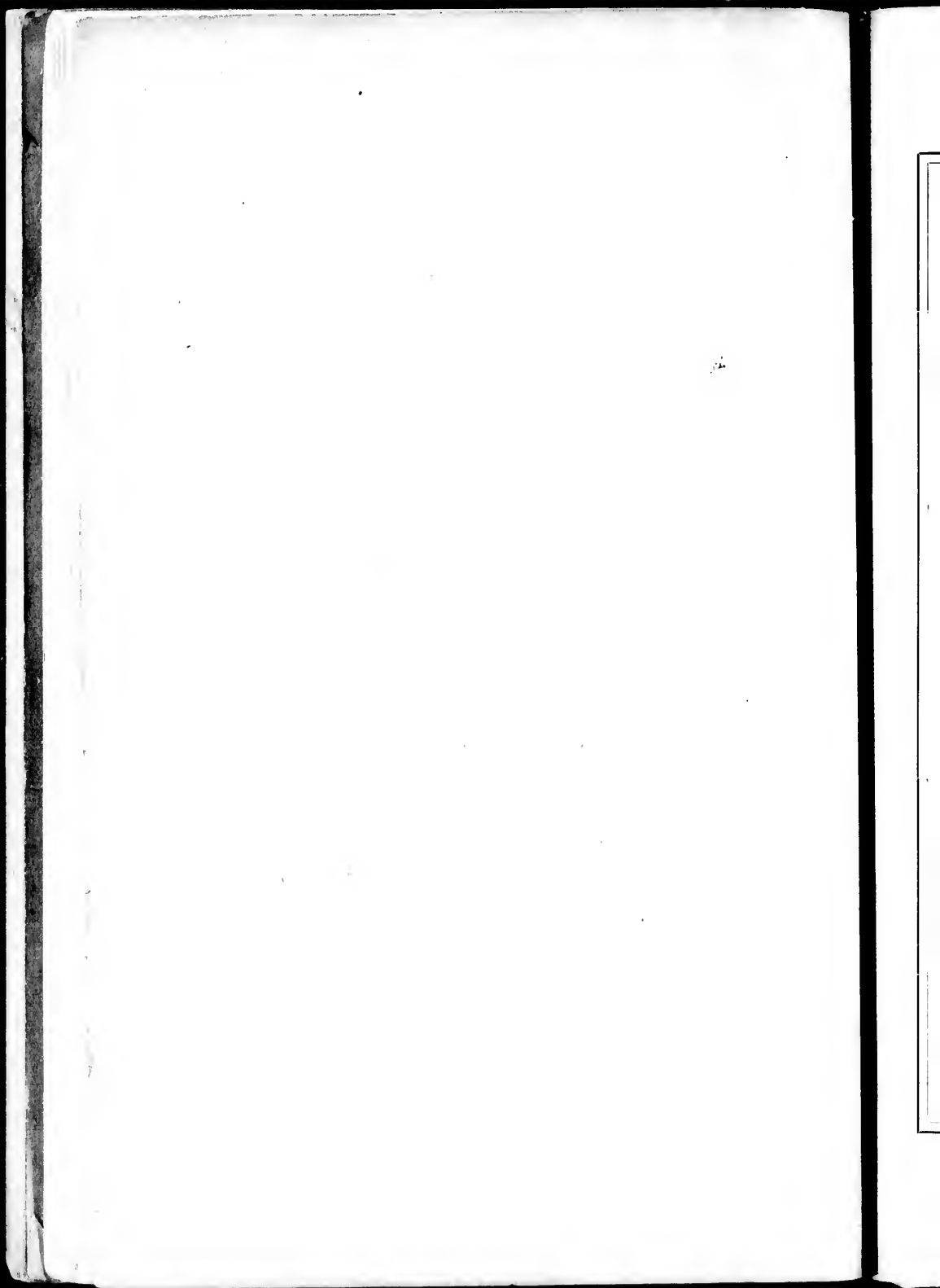
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TENTH

ANNUAL REPORT

—OF THE—

BRITISH COLUMBIA

BOARD OF TRADE

FROM 6TH JULY, 1888, TO 5TH JULY, 1889.

OFFICE : BANK OF B. C. BUILDING, VICTORIA, B. C.

INCORPORATED OCTOBER 28, 1878.

VICTORIA, B. C.,  
"THE COLONIST" STEAM PRINTING HOUSE,  
1889.

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1889.



ROBE  
THOM.  
WILLI

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# OFFICERS.

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ROBERT WARD, Esq., J. P., - - - PRESIDENT  
THOMAS B. HALL, Esq., - - - VICE-PRESIDENT  
WILLIAM MONTEITH, Esq., - - - SECRETARY

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## COUNCIL. (8)

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PAGE.	
... 3	A. A. GREEN, Esq.
... 5	R. P. RITHET, Esq., J. P.
... 10	M. T. JOHNSTON, Esq.
... 23	H. E. CROASDAILE, Esq., J. P.
... 24	THOS. EARLE, Esq.
... 25	A. C. FLUMERFELT, Esq.
... 26	E. A. McQUADE, Esq.
... 27	D. W. HIGGINS, Esq., M. P. P.

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## ARBITRATION BOARD. (12)

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... 34	R. P. RITHET, Esq., J. P.
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... 48	H. F. HEISTERMAN, Esq.
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	JAS. S. YATES, Esq.

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Alexander  
Baker, E  
Bales, J  
Barnard,  
Bullen, V  
Burns, G  
Boyd, J  
Byrnes, C  
Bourchier  
Caton, J.  
Clarke, W  
Croasdail  
Cowan, M  
Drake, M  
Davie, T  
Dunsmuir  
Dunsmuir  
Davies, J  
Drake, W  
Devlin, J  
Dupont, C  
Ellis, W.  
Earle, Th  
Eberts, D

## MEMBERS.

NAME.	OCCUPATION.	RESIDENCE.
Alexander, R. H.	Manager Sawmill	Hastings
Baker, E. C., <i>M. P.</i>	Conveyancer & Notary	Victoria
Bales, Jas. Chestney	Public Accountant	Victoria
Barnard, F. S.	Victoria Transfer Co.	Victoria
Bullen, W. F.	Accountant	Victoria
Burns, Gavin H.	Manager Bank B. N. A.	Victoria
Boyd, John	Merchant	Victoria
Byrnes, Geo.	Auctioneer & Com. Mer.	Victoria
Bourchier, Francis,	Land Agent, &c.	Victoria
Caton, J. A. T.	Merchant	Victoria
Clarke, Wm. R.	Harbor Master, &c.	Victoria
Croasdaile, H. E., <i>J. P.</i>	Land Agent	Victoria
Cowan, M. H.	Merchant	Victoria
Drake, M. W. T., <i>Q. C.</i>	Barrister-at-Law	Victoria
Davie, The J., <i>Q. C.</i>	Barrister-at-Law	Victoria
Dunsmuir, James	Prop. Wellington Collry	Departure Bay
Dunsmuir, Alex.	“ “ “	Departure Bay
Davies, Joshua	Auctioneer & Com. Mer.	Victoria
Drake, Wm. T.	Merchant	Victoria
Devlin, J. C.	Grocer	Victoria
Dupont, C. T.	Capitalist	Victoria
Ellis, W. H.	Printer	Victoria
Earle, Thomas	Merchant	Victoria
Eberts, D. M.	Barrister-at-Law	Victoria

## MEMBERS—CONTINUED.

NAME.	OCCUPATION.	RESIDENCE.
Erb, Louis	Brewer and Maltster	Victoria
Ewen, Alexander	Cannery Prop'r.	New Westminster
Fell, James	Grocer	Victoria
Flumerfelt, A. C.	Merchant	Victoria
Finlayson, Roderick	Lloyd's Agent	Victoria
Foster, F. W.	Merchant	Clinton
Grant, John, <i>M. P. P.</i>	Merchant	Victoria
Grant, Wm.	Ship Owner	Victoria
Green, Alex. Alfred	Banker	Victoria
Gray, Alex. Blair	Merchant	Victoria
Goodacre, Lawrence	Butcher	Victoria
Gordon, William	Commission Merchant	Victoria
Heisterman, H. F.	Fire Ins. & Land Agent	Victoria
Higgins, D. W., <i>M.P.P.</i>	Mger. Elec. Tram. Co.	Victoria
Hibben, T. N.	Stationer	Victoria
Harris, D. R.	Civil Engineer	Victoria
Hayward, Charles	Contractor & Builder	Victoria
Heathorn, Wm.	Manufacturer	Victoria
Hall, T. B.	Mill Owner	Victoria
Irving, John	Manager C. P. N. Co.	Victoria
Johnson, E. M.	Land Agent	Victoria
Johnston, Matthew T.	Merchant	Victoria
Jackson, Robert E.	Barrister-at-Law	Victoria
Jones, A. W.	Agt. Canada Life In. Co.	Victoria
Ker, D.	Produce Merchant	Victoria

Langley,  
Laidlaw,  
Livock, V  
Loewen,  
Leiser, S  
Lumby, J  
Lubbe, T  
Marvin, J  
Marvin, J  
Mason, E  
Miller, M  
Monteith  
Morison,  
Mara, J.  
Munn, D  
Macaulay  
McQuade  
McAlister  
McLellan  
Nelson,  
Nicholles  
Pitts, Si  
Pooley, C  
Prior, E  
Pendray

## MEMBERS—CONTINUED.

NAME.	OCCUPATION.	RESIDENCE.
Langley, Alfred J., <i>J.P.</i>	Chemist & Druggist	Victoria
Laidlaw, Jas. A.	Cannery Proprietor	New Westminster
Livock, Wm. Thos.	Factor H. B. Co.	Victoria
Loewen, Joseph	Brewer & Maltster	Victoria
Leiser, Simeon	Merchant	Victoria
Lumby, M.	Farmer	Spallumcheen
Lubbe, T.	Fur Merchant	Victoria
Marvin, Edgar	Merchant	Victoria
Marvin, Edward B.	Ship Chandler	Victoria
Mason, Henry S.	Barrister-at-Law	Victoria
Miller, Munro	Printer	Victoria
Monteith, William	Ins. & Com. Agent	Victoria
Morison, George	Druggist	Victoria
Mara, J. A., <i>M.P.</i>	Merchant	Kamloops
Munn, D. J.	Cannery Proprietor	Fraser River
Macauley, W. J.	Sawmill Owner	Chemainus
McQuade, E. A.	Ship Chandler	Victoria
McAlister, John	Master Shipwright	Victoria
McLellan, A. J.	Cannery Proprietor	Victoria
Nelson, Hon. Hugh	Lieut.-Gov. B.C.	Victoria
Nicholles, John	Merchant	Victoria
Pitts, Sidney J.	Merchant	Victoria
Pooley, C. E., <i>M.P.P.</i>	Barrister-at-Law	Victoria
Prior, E. G., <i>M.P.</i>	Merchant	Victoria
Pendray, Wm. J.	Soap Manufacturer	Victoria

## MEMBERS—CONTINUED.

NAME.	OCCUPATION.	RESIDENCE.
Robins, S. M.	Supt. V. C. M. & L. Co.	Nanaimo
Redon, L.	Hotel Keeper	Victoria
Rithet, Robert P.	Merchant	Victoria
Richards, F. G., JR.	Land Agent, &c.	Victoria
Redfern, Charles E.	Watchmaker, &c.	Victoria
Strouss, Carl	Merchant	Victoria
Spring, Chas.	Ship-owner	Victoria
Strouss, Morris	Merchant	Victoria
Saunders, Henry	Grocer	Victoria
Sayward, William P.	Lumber Merchant	Victoria
Shotbolt, Thos. J. P.	Chemist and Druggist	Victoria
Shears, Walter	Dry Goods Merchant	Victoria
Sears, Joseph	Contractor, &c.	Victoria
Springer, Benj.	Manager Sawmill	M. odyville
Smith, T. R.	Asst. Comm'r H. B. Co.	Victoria
Sehl, Jacob	Manufacturer	Victoria
Tye, Thomas H.	Merchant	Victoria
Todd, Jacob H.	Merchant	Victoria
Turner, J. H., M. P. P.	Merchant	Victoria
Van Volkenburgh, B.	Butcher	Victoria
Williams, Robert T.	Bookbinder	Victoria
Ward, William C.	Banker	Victoria
Ward, Robert, J. P.	Merchant	Victoria
Wilson, C.	Barrister-at-Law	Victoria
Wilson, William	Clothier	Victoria

## MEMBERS—CONTINUED.

NAME.	OCCUPATION.	RESIDENCE.
Weiler, John	Furniture Manufacturer	Victoria
Warren, James D.	Steamboat Owner	Victoria
Wright, G. B.	Merchant	Illecillewaet
Yates, James S.	Barrister-at-Law	Victoria



# TENTH ANNUAL REPORT

—OF THE—

## British Columbia Board of Trade.

(6th July, 1888, to 5th July, 1889.)

VICTORIA, B. C., 5th JULY, 1889.

*To the Members of the British Columbia Board of Trade :*

GENTLEMEN,—Your Committee, appointed by the Council of the Board, in the usual way, have pleasure in presenting, in accordance with past usage, their Annual Report, embodying a synopsis of the proceedings of the Institution during the past twelve months, together with the customary statistical and other information in the form of Appendices.

### MEMBERSHIP.

Numerically, the strength of the Institution continues to show a satisfactory increase, the figures being as follows, viz.:

Total Membership on the 6th July, 1888.....	93
New Members admitted during the year.....	10
Together.....	103
Deaths .....	1 } 6
Resignations .....	5 }

Present Active Membership ..... 97

Being an increase of 4 since date of last Report, which, with the new members about to be balloted for, will bring the total strength to upwards of 100.

NEW MEMBERS.

The new members elected during the present month are as follows, viz :

Byrnes, Geo.....	Auctioneer, &c.....	Victoria
Cowan, M. H.....	Merchant.....	"
Clarke, W. R.....	Harbor Master.....	"
Pendray, W. J....	Manufacturer.....	"
Dupont, C. T.....	Capitalist.....	"
Ewen, Alex.....	Salmon Cannery Prop'r.	Westminster
Munn, D. J.....	do.	"
Spring, Chas.....	Ship Owner.....	Victoria
McLellan, A. J....	Salmon Cannery Prop'r.	"
Ker, D. R.....	Produce Merchant.....	"

RESIGNATIONS.

The following gentlemen tendered their resignations as members of the Board during the same period, viz :

Ferguson, J. B....	Bookseller.....	Victoria
McDowell, W. J....	Printer.....	"
Rashdall, G. H....	Flour Mill Prop'r....	Spallumacheen
Vowell, A. W.....	Gold Comm'r.....	Donald
Wood, W. F.....	Comm. Merchant....	Victoria

MEETINGS.

A total number of 17 meetings were held during the period under review, of which 4 were general, 1 special, and 12 Council Meetings.

The above total falls short of that for the previous 12 months, by 7; the explanation of which lies in the fact that the necessity for convening meetings occurred less frequently.

DEATH.

This Board, in common with every other commercial institution in the Province, has deeply felt the loss sustained by the death of the late Hon. Robert Dunsmuir, to whose great business capacity, and unswerving integrity, the trade interests of this country stand largely indebted.

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On the occasion of the funeral of the late honorable gentleman, the members of this Board attended in a body, as a last mark of respect and esteem.

In the Appendices will be found the text of the resolution passed by the Board, on 24th April last, in relation to this sad event.

#### MAIL AND TELEGRAPH COMMUNICATION.

Your Committee record with satisfaction the efficacy of the representations made by the Board to the Dominion Government, relative to sundry irregularities in connection with the Mail Service between this Province and the United States. The delays complained of have been removed, and the trade of the Province has been thereby greatly benefitted.

The non-calling at Victoria of the China-Japan Mail Steamers still continues to adversely affect the commercial interests of the Port, and the Board has been unremitting in its efforts to have this grievance remedied. In conjunction with the Provincial Government, the Board has again memorialized the Imperial Authorities not to grant a subsidy to any line of steamers, unless it be made a condition of the contract that such steamers call at Victoria, both on the outward and inward passages. Reference is requested to the Appendices for more detailed information as to the proceedings of the Board in relation to this matter.

The connection, by a telegraph line, of Victoria with Bonilla Point, at the entrance to the Straits of Fuca, where the Dominion Government is about to establish a Signal Station, will prove of great value to shipping and tend to remove a source of danger which has hitherto existed, and which has, of recent years, been productive of many casualties.

The Board, despite repeated enquiries, has still been unable to elicit from the Dominion Government any information as to their reasons for refusing to permit a private company to construct and operate a line of telegraph connect-

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ing Victoria with Puget Sound, the want of which continues to be a source of annoyance, and occasionally of loss to our mercantile community.

#### PILOTAGE AND TOWAGE.

The Board has had occasion to bring under the notice of the proper authorities, the excessive and unnecessary expenses imposed upon shipping visiting the Port of Victoria, by reason of the arbitrary action of Pilots in compelling Masters of vessels to lighter a portion of their cargoes prior to entering the Harbor. In the case of the British Barque "Kaisow," the Board forcibly urged upon the Pilotage Commissioners the necessity of closely investigating the matter, with the result that the vessel's owners have been refunded the amount disbursed by them for lighterage.

#### VICTORIA HARBOR.

The Board has continued to press the claims of the Port upon the Federal Government, but the sum voted for the needed improvements to the Harbor has proved utterly inadequate to the cost of the required work. The Outer Harbor is, however, quite equal to all demands likely to be made upon it, both as regards depth of water and wharfage facilities, which are sufficient in all respects for the accommodation of vessels of the largest tonnage. Any further facilities which may be required, can readily be provided. A plan of the Harbor has been prepared for the Board, a copy of which has been forwarded to the High Commissioner for Canada in London at his request.

In view of the apparent impossibility of obtaining from the Dominion Government the required pecuniary assistance to admit of the carrying out of sufficient improvements to the Harbor, the Board inquired of the proper authorities at Ottawa whether, and to what extent, the Government would guarantee the interest on debentures were a Harbor Trust to be formed for the purpose of acquiring the foreshore rights,

and of taking over, improving and maintaining the Harbor of Victoria.

To this enquiry, which has recently been repeated, the Government has, however, not deigned to vouchsafe any reply, beyond a bare acknowledgment of the communications. Your committee cannot but call attention to the apparent apathy and scant courtesy with which this and other equally important enquiries have been received by the Heads of Departments at Ottawa. Copies of correspondence, &c., relating to this matter will be found in the Appendices.

#### FRASER RIVER.

The new railway bridge, now in course of construction across the Fraser River by the C. P. R. Co., at St. Mary's Mission, would, had the original design been adhered to, have seriously interfered with the navigation of this important waterway, and this Board, in conjunction with that of New Westminster, brought the matter under the notice of the Government, with the result that the width of the "draw" has been increased so as to admit of the passage, without obstruction, of such vessels as ordinarily navigate the river.

The improvements to the channel at the mouth of the river have produced very satisfactory results, and sea-going vessels of considerable draft can now safely ascend as far as New Westminster, to the great benefit of that port, and of the large and important district adjacent thereto.

#### RAILROAD CONSTRUCTION.

Again the Parliamentary Session at Ottawa has terminated with but a very meagre appropriation having been made for the purpose of assisting in the promotion of Railroad Construction in this Province. This is very much to be deplored, as the development of many rich sections of country is thus retarded. The projected Shuswap & Okanagan Railway, especially would, if built, open up a most productive country, which at present, being isolated from any market, is compara-

tively valueless for settlement. It is to be hoped that with the assistance of the subsidies secured from the Dominion and Provincial Governments, the promoters may shortly find themselves able to commence construction.

The construction of the projected railroad into the Cariboo country would also, for similar reasons, be a highly desirable work. Without it, the development of the rich quartz ledges known to exist there must be indefinitely postponed. In the valley of the lower Fraser, the lines at present in course of construction, viz: The New Westminster, & Southern, and the extension of the C. P. R. southward to connect with the Seattle & Lake Shore road, are already affecting in a very favorable manner the condition of the towns and settlements in that section of the Province.

The extension of the Esquimalt & Nanaimo Railroad northward, referred to in the Board's last Annual Report, although not yet commenced, cannot much longer be delayed, as the growing importance of the section of country through which the line is destined to pass, renders such extension absolutely necessary. The opening of new coal mines in the Comox district is a further argument in favor of the early commencement of the work in question.

It is gratifying to record that during the last Session of the Provincial Legislature, an Act was passed incorporating the Canadian Western Central R. R. Co., to whom permission has been granted to construct a line from the eastern boundary of British Columbia, to run through the Peace River and Cariboo districts, and terminating on the Pacific Seaboard at or near Seymour Narrows, there to connect either by ferry or otherwise with the Esquimalt & Nanaimo road, which will be extended to that point as soon as occasion demands it.

The eastern end of the line will connect with the Manitoba railway system, and thus afford a second means of direct communication through British territory with the Atlantic Seaboard.

The advantages to be derived by the Province in general, and Vancouver Island in particular, from the consummation of this scheme, are too apparent to call for any especial comment, and your committee entertains strong hopes that the work will be commenced at an early date.

#### IMMIGRATION.

The usual statistical information furnished by the Provincial Immigration Agent, Mr. John Jessop, will be found embodied in the Appendices, to which reference is asked.

It will be observed that the influx of immigration into the Province continues on the same satisfactory scale.

In the Appendices will also be found a scale of the wages paid for skilled and unskilled labor, together with other information relating to the various trades and pursuits carried on in this Province.

#### TRADE WITH CHINA AND JAPAN.

At the request of the Japanese Consul at San Francisco, the Board replied to sundry queries put to them by that official, relating to the possibility of an expansion of our trade relations with those countries. A copy of the Board's reply to these queries will be found in the Appendices.

#### FISHERIES.

**SALMON FISHERIES.**—As a result of a series of representations made by this Board and by the British Columbia Cannery Association, the Dominion Government has, by an Order in Council, amended the regulations relating to salmon fishing on this coast, by placing a limit upon the number of boats to be employed by Canneries on the Fraser River, viz: 350, in addition to which 100 "outside" or fishermen's licenses are to be granted. The hours for fishing and closing during the fishing season are defined, as also the sizes of salmon net meshes to be used.

The northern rivers are not included in the amended regulations so far as regards the limitation as to number of boats to be employed.

It remains to be seen what may be the result of the new regulations, and to what extent this important branch of our fishery interests may benefit thereby. The Board has been constant in its advocacy of a system which would extend equal protection and encouragement to the different interests involved, without, at the same time, suffering the rivers to be over-fished and one of our chief sources of wealth thereby imperilled.

It is to be hoped that the Honorable the Minister of Fisheries may, acting upon the suggestions which have been made to him, see fit, either personally or by deputy, to visit our rivers during the fishing season, and thus to obtain a practical knowledge of the operation of the new regulations.

**DEEP-SEA FISHERIES.**—The continued postponement by the Dominion Government of the promised survey, which it was understood would be made for the purpose of locating the position and ascertaining the extent of the various Cod Banks which are known to exist off the Coast of Vancouver's and Queen Charlotte's Islands, has had a depressing influence upon this new branch of the fishing industry. Private individuals have however undertaken, to a certain extent, the work which the Government had agreed to push forward, and the result has amply demonstrated the fact that the cod banks in question are very extensive, and the supply of fish practically unlimited. In addition to the Black Cod (Skil), Halibut has been taken in large quantities.

In the absence, however, of a near market, the outlook for the rapid development of this industry is not encouraging, and it is earnestly to be hoped that the Dominion Government may, in view of the great prospective value of our Sea Fisheries, endeavor to enter into such arrangements with the Government of the United States as will admit of the free interchange of all fishery products with that country, where the demand is far in excess of what can be supplied from its own resources.



It is worthy of note that a cargo of fresh Halibut, taken by an *American* schooner on the banks referred to, was shipped East, and is reported to have been profitably disposed of in the Chicago Market. Under existing circumstances it is impossible to find a market for any such cargo taken by a *British* vessel.

**FUR-SEAL FISHERIES.**—It is much to be regretted that the difficulties in connection with the Behring Sea seizures still remain unadjusted, and this industry, pending the settlement of the points at issue, can only be followed under conditions of uncertainty and risk highly prejudicial to success.

In the Appendices will be found statistical information relating to the past season's operations.

#### MINING DEVELOPMENTS.

On Vancouver's Island, the opening of new coal mines in the Comox District has been completed during the past year, and coal is now being shipped from that point. The benefits which will accrue to the adjacent agricultural districts will be considerable.

On the Mainland, lack of means of communication and transport continues to retard and restrict quartz mining operations. In the Kootenay country, especially, this is very apparent and not only conduces to the restriction of mining developments but adversely affects the general trade of the Province, inasmuch as the only existing lines of communication run through United States territory, thereby causing the trade of this important section to be controlled in Portland and other places outside of this Province. Your Committee would suggest that the earnest attention of the Provincial Government be directed to this fact, and that the necessity be pointed out of constructing roads and of otherwise taking such steps as may be deemed necessary with a view to opening up this promising district.

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It was hoped that the establishing of smelting works at Vancouver would have given some further impetus to quartz mining throughout the Province, but thus far the operations of the works in question have been merely of an experimental character. Other smelting works, it is understood, are about to be erected at Revelstoke, where, being in closer proximity to the quartz ledges, they may, it is hoped, prove of greater service in stimulating the development of this important industry.

The large deposits of copper and iron ore in favorably situated localities throughout the Province await development. Anthracite coal abounds in Queen Charlotte's Islands and the process of smelting could be carried on at a low cost. A market for the pig-iron, however, remains to be discovered; another instance pointing to the advantages which might be derived by this Province from reciprocity in raw products with the United States.

#### DUTY ON LEAD.

At the instance of the Canadian Pacific Railway Company, the desirability of advancing the duty on lead to \$40 a ton, was considered by the Dominion Government, and this Board was invited to give an expression of opinion upon the subject. It being self-evident that any such enormous increase in the cost of an article so essential to our salmon canning industry, would be productive of the worst results, and it being somewhat difficult to see how the imposition of such a tax could possibly cheapen the cost of producing lead for export to China and Japan, (as contended by the C. P. R. Co.) the Board strongly urged upon the Government the advisability of *not* granting any such undue protection to the Railway Company, at the expense of the Province. It is satisfactory to learn that no extra duty has been imposed. Reference to the Appendices is requested for information as to the arguments put forward by the C. P. R. Co. in favor of the increase of duty.

## LUMBER AND TIMBER INTERESTS.

It is gratifying to note that within the period under review, considerable progress has been made in the development of our timber resources, and several large and wealthy companies have been incorporated during the past year. In this article, also, reciprocity with the United States would be of incalculable benefit to this Province.

## ALASKA BOUNDARY.

Steps have been taken by the United States Government to have clearly defined the boundary dividing this Province from the neighboring Territory of Alaska, and it would be greatly in the interests of this country were the Dominion Government to unite with that of the United States in having the matter definitely and permanently settled, thus avoiding the possibility of complications in the future.

## INSOLVENCY LAW.

In common with other kindred institutions throughout the Country, this Board has been greatly disappointed at the continued failure of the Dominion Government to terminate, by means of adequate legislation, the feeling of uncertainty and distrust which has prevailed for several years past, consequent upon the absence of any law providing for the equitable distribution of the assets of insolvent debtors, and the Board has been unremitting in its efforts to bring about the necessary change.

## FINANCE.

The finances of the Institution, as set forth in the usual Annual Accounts, copies of which are hereto appended, show a satisfactory increase in the surplus for the past year, the figures now standing as follows, viz:—

Cash in hand, in Savings' Bank.....	\$	92	94
Invested on Mortgage at 8 per cent.....		1,350	00
do do at 9 per cent.....		1,300	00

Total.....\$2,742 94

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To which must be added :—

Outstanding Dues not collected (good) . . . .	\$ 150 00
Furniture, Maps, etc., in Board Room . . . . .	290 40
Interest not collected . . . . .	57 00
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Showing together aggregate assets possessed by  
the Board of . . . . . \$3,240 34

As against \$2,833.73 gross assets at date of last Annual Report, being a margin for the year of \$406.61.

Ten per cent. has been written off the cost of the furniture, maps, etc., as an allowance for depreciation.

In accordance with the suggestion made by your Audit Committee last year, the securities belonging to the Board have been submitted to the Board's Solicitor, by whose advice they have been transferred to three trustees, who were duly elected at the general quarterly meeting held on 14th January last, the names of said trustees being Messrs. Robert Ward, Thomas Earle and R. P. Rithet.

GENERAL TRADE AND OUTLOOK.

In submitting for the consideration and approval of members this brief resume of the proceedings of the Board during the past twelve months, your committee can refer with pleasure to the healthy condition of the trade of this Province within that period.

The trade of Vancouver's Island especially exhibits a marked and gratifying increase, and the port of Victoria fully maintains its long established supremacy as the commercial centre of the Province.

This improvement is largely due to the fact that the country and its resources are becoming better known, consequent upon the greater facilities for travel and transport now afforded.

Your Committee would, however, direct attention to certain circumstances which tend to retard the development of

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our resources, and in some cases practically prohibit the investment of capital for that purpose. They may be briefly enumerated as follows, viz. :—

1. The lack of sufficient unskilled labor at a moderate cost.
2. An unduly severe custom's tariff under which our food supply, as well as the other necessaries of life, are so heavily taxed as to prohibit the adoption of a scale of wages approximating that current elsewhere in the Dominion.
3. The absence of a neighboring market for our products.

Although hardly coming within the scope of the duties imposed upon your committee to offer any suggestions as to the means of best meeting the difficulties which have thus arisen, they would still venture to recommend that the Board continue to strongly represent in the proper quarter the disadvantages to which this Province is, by reason of its isolated position, subjected, as compared with the other component parts of the Dominion, and to press its claims to receive that consideration which its vast natural wealth and varied resources entitle it to demand.

All of which is respectfully submitted.

We are, Gentlemen,

Your obedient servants,

ROBT. WARD, President.  
THOS. EARLE, Vice-President.  
W. MONTEITH, Secretary.

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# BRITISH COLUMBIA BOARD OF TRADE.

## STATEMENT.

Showing Financial Position on the 30th June, 1889.

ASSETS.		
Cash in Savings Bank .....	\$ 38 28	
Cash in hand per Account Current.....	54 66	
	\$ 92 94	
Funds invested on Mortgage at 8%.....	1,350 00	
“ “ “ 9%.....	1,300 00	
	2,650 00	
Dues not collected (good) .....		150 00
Furniture and Maps in Board Room.....	322 65	
Less 10% allowance for depreciation.....	32 25	
	290 40	
Total Assets .....	\$3,183 34	
LIABILITIES.		
.....		Nil
MEMORANDUM.		
Total Assets as above.....	\$3,183 34	
Add Interest on Mortgages due but not collected.....	57 00	
	3,240 34	
Total Assets, per 30th June, 1888.....	2,833 73	
	\$406 61	
	\$406 61	

Victoria, B. C., 30th June, 1889.

W. MONTEITH,  
Secretary-Treasurer.

**WILLIAM MONTEITH, in account current with the BRITISH COLUMBIA BOARD OF TRADE.**

**Dr.** 1st JULY, 1888, to 30TH JUNE, 1889. **Cr.**

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Legal Expenses, re Mortgages held by the Board .....	9 35																																																															
Taxes .....	2 60																																																															
Commission collecting Interest on Mortgages .....	54 66																																																															
Balance to next year .....	\$1,977 12																																																															

Victoria, B. C., 20th June, 1889.  
 Examined and found correct:  
 H. F. HEISTERMAN,  
 MATTHEW T. JOHNSTON, } Audit Committee.  
 W. MONTEITH, Secretary-Treasurer.

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## AUDIT REPORT.

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*To the President and Members of the B. C. Board of Trade :*

GENTLEMEN,—We, the undersigned Audit Committee, appointed by your Board to examine the Books of the Secretary-Treasurer, beg leave to report, that we have carefully examined the Books and Vouchers, together with the account in Savings Bank and Cash in hands of Secretary, and find the same true and correct in every particular and the above statement is a synopsis of our labors.

We are pleased to inform the Board that the substantial sum of \$406.61 represents the net gain of Assets by the Board.

Your Committee also inform you that in accordance with the recommendation of last year's Auditors, the surplus funds have been further invested, and the Board has now the handsome sum of \$2,650 invested on Mortgage, bearing one half eight, the other nine per cent. per annum.

The suggestion made last year of submitting the Mortgages to your Solicitors has been carried out.

In conclusion, your Auditors think, in view of the large sum accumulated and belonging to the Board, that the time may now have arrived, when the Board should endeavor to secure by purchase a piece of property which, on some future date, may be improved and occupied by this Board.

All which is respectfully submitted.

H. F. HEISTERMAN, ) Audit  
 MATTHEW T. JOHNSTON, } Committee.

Victoria, B. C., July 4th, 1886.



# APPENDICES.

## APPENDIX No. 1.

LIST OF ADDITIONS TO LIBRARY (30TH JUNE, 1889.)

1. Annual Report Melbourne Chamber of Commerce, 1889.
2. Annual Report Board of Trade of Portland, Oregon, 1888.
3. Annual Report Board of Trade of Winnipeg, Man., 1884-1888:
4. By-Laws of Board of Trade of Winnipeg, Man., revised, 1888.
5. Annual Report of Sydney Chamber of Commerce, 1887-8.
6. Annual Report of Board of Trade of Port Arthur, 1888.
7. Report of Council of Royal Colonial Institute, 1889.
8. Annual Report London Chamber of Commerce, 1888.
9. A Concise History of Australian Settlement and Progress, 1888.
10. Annual Report of Department of Fisheries, Ottawa, 1888.
11. Report of Auditor-General, " "
12. Report of Department of Inland Revenue, " "
13. Report of Minister of Agriculture, " "
14. Report of Minister of Railways and Canals, " "
15. Report of Minister of Justice, " "
16. Report of Secretary of State, " "
17. Report of Minister of Public Works, " 1887-8.
18. Report of Department of Indian Affairs, " 1888.
18. Report of Department of Marine, " "
19. Report of Department of Interior and Supp't, " "
20. Report of Department of Militia and Defence, " "
21. Report of Postmaster-General, " "
22. Report on Canadian Archives, " "
23. Report of Comm'r of N. W. Mounted Police, " "
24. Tables of Trade and Navigation, " "
25. Annual Report Corporation of the City of Victoria, " "
26. Canal Statistics, Ottawa, 1888.
27. Reports on Steamboat Inspection, Harbor Commissioners, &c.,  
Ottawa, 1888.
28. Reports on Experimental Farms, 1888.
29. Report of High Commissioner for Canada, 1888.
30. Annual Report Adelaide Chamber of Commerce, 1889.

## APPENDIX No. 2.

RESOLUTION OF B. C. BOARD OF TRADE, RE DEATH OF HON. ROBT. DUNSMUIR, 24TH APRIL, 1889.

“The B. C. Board of Trade records with sincere regret the loss it has, in common with the community generally, sustained in the death of the Hon. Robt. Dunsmuir, which occurred on the 12th of April, inst., and at whose funeral the members of the Board attended in a body as a last tribute of respect to an old and esteemed fellow member. The deceased gentleman was largely identified with many important industries and enterprises, and to his sturdy personal energy, foresight and largeheartedness the trade, commerce, manufactures and general prosperity of the country are largely indebted; and this Board regards the loss sustained by the Province as incalculable.

“Be it therefore resolved, that this Board takes the opportunity of extending to his widow, as also to the other members of the deceased gentleman’s family, its deepest sympathy with them in their irreparable loss.”

## APPENDIX No. 3.

RE CHINA-JAPAN MAIL STEAMSHIP SERVICE.

RESOLUTION OF B. C. BOARD OF TRADE, 26TH FEBRUARY, 1889:

“RESOLVED,—That, as a resolution of the Legislature of British Columbia has been passed recommending that the steamers of the proposed China-Japan Mail line should call at Victoria to land mails, passengers and freight both on the outward and inward passages, the memorial of this Board to the Right Hon. Geo. Joachim Goschen, Chancellor of the Exchequer, dated 20th August, 1887, be transmitted to the Provincial Government with the request that the same be forwarded with the memorial from the Legislative Assembly.”

MINUTE OF COUNCIL OF BRITISH COLUMBIA BOARD OF TRADE, RE CHINA-JAPAN MAIL STEAMSHIP SERVICE:

The British Columbia Board of Trade fully confirm the points set forth in their Petition to the Right Hon. The Chancellor of the Exchequer, dated 26th August, 1887, copy of which is attached hereto.

Battery “C” referred to in Clause 3 has since been established.

As an addition to Clause 4, the Board would point out that the Port of Victoria holds 5th position in the Dominion in regard to its Imports, Exports and Revenue.

In confirmation of Clauses 8 and 9 it may be stated that Sir Arthur Blackwood, of the General Post Office Department, has had, by a personal visit to this Province, ample opportunities of testing the accuracy of the statements therein contained.

The Board would further point out as follows, viz. :

1. That Steamers calling at Victoria on outward passage could secure the Mails, (of at least 24 hours later date than can be dispatched under existing circumstances,) from the Naval Authorities at Esquimalt and Commercial Correspondence from Victoria and other points in Vancouver Island. Also 10 hours later Cable and Telegraphic advices from all parts of the world.

2. That notwithstanding it has been urged that there would be of necessity some delay occasioned by the Steamers calling at Victoria, such delay would be but brief—certainly not more than a few hours. In the opinion of the Board, the importance of Victoria as a commercial centre and the Capital of the Province, and of Esquimalt as Headquarters of H. M.'s Navy in the Pacific, should certainly constitute sufficient reasons for this port not being ignored by any Steamship line receiving an Imperial Subsidy.

3. That a large number of incoming passengers, destined for Victoria, travelling by this route, are put to great inconvenience and delay by reason of their being carried past their destination and then transferred at Vancouver to coasting Steamers by which they are returned to Victoria. Outgoing passengers from Victoria are compelled to proceed by coasting Steamer to Vancouver and there embark on the China-Japan Steamers in lieu of being permitted to join the vessels here. The Steamers in question pass within a mile of the Port of Victoria.

4. Every needful facility in the way of wharf accommodation exists and vessels calling can procure quick dispatch. Should it be made a condition of the Mail Contract that the Steamers shall call here outwards and inwards, all necessary dockage accommodation will be guaranteed and under no circumstances will communication by tug be considered a sufficient substitute.

ROBT. WARD, President.  
W. MONTEITH, Secretary.

Victoria, B. C., 6th December, 1888.

(COPY.)

## RE CHINA AND JAPAN MAIL STEAMSHIP LINE.

LETTER FROM THE BRITISH COLUMBIA BOARD OF TRADE TO THE RIGHT  
HON. THE SECRETARY OF STATE FOR THE COLONIES.

VICTORIA, 20th August, 1887.

SIR,—By direction of the President and Council of the British Columbia Board of Trade, I have the honor to transmit under separate cover, a Petition addressed by the members of the Board to the Right Hon. the Chancellor of the Exchequer, in reference to the subsidizing of a line of Mail Steamers between this Province and China and Japan, and the Board respectfully requests that you may be pleased to direct that the Petition in question be duly forwarded to its destination.

I have the honor, &c., &c.,

(Signed), W. MONTEITH,

To THE RIGHT HON.

Secretary.

SIR HENRY HOLLAND,

Secretary of State for the Colonies,  
London, S. W.

*To the Right Honorable George Joachim Goschen, Chancellor of the Exchequer, Etc., Etc.*

The Petition of the British Columbia Board of Trade of Victoria, British Columbia, one of the Provinces of the Dominion of Canada, having special reference to the application of the Canadian Pacific Railway Company for a Subsidy from the Imperial Government for a line of Steamships from Vancouver, the Terminus of the Canadian Pacific Railway, to China and Japan.

HUMBLY SHEWETH :

1. That the Town of Vancouver is not situated on Vancouver Island as the name would indicate, but on the Mainland of British Columbia, and is separated from Vancouver Island by the Gulf of Georgia, about fifteen miles in width.

2. That Victoria, the Capital of British Columbia, is situated on Vancouver Island, and with the Harbor of Esquimalt, which adjoins and forms part of the Port of Victoria, is the first Port on British Territory inside the Straits of San Juan de Fuca.

3. That Esquimalt is the Naval Station for Her Majesty's Fleet on the North Pacific, the site of the recently completed Graving Dock and the proposed Government Fortifications, and in the immediate vicinity of where Battery "C" is to be stationed by the Dominion Government.

4. That Victoria since the first settlement of the country has been, and still is, the principal commercial centre for the whole of British Columbia, having regular communication with all other parts of the Province and daily communication by Steamer with Vancouver and the United States of America.

5. That the direct commercial relations of Victoria with Great Britain constitute a very large proportion of the commerce of that Port both in imports and exports.

6. That the Port of Victoria is still deeply interested in continuing its direct commercial relations with Great Britain, and, as the carrying trade to and from Great Britain is principally *via* Cape Horn, it would appear to be antagonistic to the interests of the Canadian Pacific Railway Company that this connection should continue. For this and other similar reasons the Canadian Pacific Railway Company have shown a desire to ignore this Port.

7. That the Canadian Pacific Railway Company since establishing this line of Steamers have so far refused to acknowledge the just claims of this Port and Esquimalt, by declining to allow the said Steamers to call at this Port to land and receive mails and passengers.

8. That the contention of the Railway Company that the transcontinental mails would be seriously delayed by the Steamer calling at this Port is not correct, as the daily Steamer from Victoria makes close connections with the daily trains from Vancouver, and any mails arriving after the departure of the daily train are held for the following day.

9. That if the mails were landed at Victoria, those for the Naval authorities and local districts would be distributed twenty-four hours earlier, and transcontinental mails would be forwarded by first daily Steamer from Victoria, to connect with the first daily train from Vancouver, which would cause no detention whatever in their delivery at destination.

10. That the delay of the Steamers and expenses of calling at Victoria would be inconsiderable as the Steamers pass within a short distance (not exceeding one mile) from this Port.

YOUR PETITIONERS THEREFORE HUMBLY PRAY :

That before granting any subsidy to the line of Steamers referred to, the Imperial Government will be pleased to make it a condition in the contract that the Steamers shall call at Victoria both on the inward and outward passage to land and receive mails, passengers and freight.

And your Petitioners as in duty bound will ever pray, &c.

Signed on behalf of the members of the Board of Trade of British Columbia, this 26th day of August, A. D. 1887.

ROBT. WARD, President.  
W. MONTEITH, Secretary.

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LETTER FROM SECRETARY TO HIS EXCELLENCY THE GOVERNOR-GENERAL  
TO BRITISH COLUMBIA BOARD OF TRADE, 11TH OCTOBER, 1887.

OTTAWA, 11th October, 1887.

SIR,—I am directed by His Excellency the Governor-General to forward to you the accompanying copy of a despatch addressed to him by the Secretary of State for the Colonies, in reference to a Petition from the members of the British Columbia Board of Trade on the question of subsidizing a line of Mail Steamers between British Columbia, China and Japan.

The Petition, as you will learn from the despatch, has been duly forwarded to the Chancellor of the Exchequer.

I have the honor, &c., &c.,

(Signed), HENRY STREATFIELD,  
Gov.-General's Secretary.

THE SECRETARY, B. C. BOARD OF TRADE.

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(COPY.)

SIR HENRY HOLLAND TO THE MARQUESS OF LANSDOWNE.

DOWNING STREET, 22nd September, 1887.

MY LORD,—I have the honor to inform you that I have received from the British Columbia Board of Trade a letter dated Victoria 26th of August, 1887, enclosing a Petition addressed by the members of the Board to the Chancellor of the Exchequer upon the subject of the question of subsidizing a line of Mail Steamers between British Columbia, China and Japan.

I request that you will inform the Secretary of the British Columbia Board of Trade that this Petition has been duly forwarded to the Chancellor of the Exchequer.

I have, &c.,

(Signed), H. T. HOLLAND.

## APPENDIX No. 4.

## RE IMPROVEMENTS TO VICTORIA HARBOR.

LETTER FROM SECRETARY OF B. C. BOARD OF TRADE TO THE HON. THE  
MINISTER OF PUBLIC WORKS.

VICTORIA, 20th November, 1888.

SIR,—At a meeting of the Council of this Board held here yesterday the following resolution was passed, viz.:

“That the Secretary be instructed to address a communication to the Hon. the Minister of Public Works asking him to be so good as to inform the Board whether in the event of it being considered advisable to form a Harbor Trust for the Port of Victoria (including Esquimalt), to what extent would the Dominion Government be willing to guarantee the interest upon debentures for the purpose of acquiring by purchase the foreshore rights, and for that of carrying out otherwise the object of the Trust.”

I have the honor, &c.,

(Signed) W. MONTEITH,

Secretary.

TO THE HON.

THE MINISTER OF PUBLIC WORKS,  
Ottawa.

LETTER FROM THE HON. THE MINISTER OF PUBLIC WORKS TO THE SECRETARY B. C. BOARD OF TRADE.

OTTAWA, 30th November, 1888.

SIR,—I am directed by the Minister to acknowledge the receipt of your communication, dated the 20th inst., enclosing copy of a resolution adopted by Council of British Columbia Board of Trade with reference to the formation of a Harbor Trust for Victoria, B. C., and the guarantee by Government of a portion of the interest on debentures.

I have the honor to be, &c.,

(Signed) A. GOBEIL,

Secretary.

W. MONTEITH, Esq.,  
Secretary B. C. Board of Trade,  
Victoria, B. C.

LETTER FROM THE SECRETARY B. C. BOARD OF TRADE TO THE HON. THE  
MINISTER OF PUBLIC WORKS.

VICTORIA, 4th April, 1889.

SIR,—I am directed by the President and Council of the B. C. Board of Trade to direct your attention to the communication which the Board

had the honor of addressing to you on 20th November last, in reference to the formation of a Harbor Trust for the Port of Victoria, and to respectfully request the favor of a reply to the same.

I have the honor, &c.,

(Signed) W. MONTEITH,

TO THE HON.

Secretary.

THE MINISTER OF PUBLIC WORKS,  
Ottawa.

LETTER FROM THE HON. THE MINISTER OF PUBLIC WORKS TO THE SECRETARY B. C. BOARD OF TRADE.

OTTAWA, 18th April, 1889.

SIR,—I have the honor to acknowledge the receipt of your communication dated the 4th inst., asking for a reply to your letter of 20th November last, with reference to the formation of a Harbor Trust for the Port of Victoria, B. C.

I have the honor, &c.,

(Signed) A. GOBEIL,

W. MONTEITH, Esq.,  
Secretary B. C. Board of Trade,  
Victoria, B. C.

Secretary.

## APPENDIX No. 5.

### RE IMMIGRATION TO BRITISH COLUMBIA.

DATA FURNISHED BY JOHN JESSOP, ESQ., PROVINCIAL IMMIGRATION AGENT.

As there are no available methods of ascertaining the number of immigrants coming to this Province from time to time, any such computation can only be very vaguely approximate.

Estimated increase of whites and Chinese in the cities and districts for the year ending 30th June, is about as follows:—

Vancouver.....	5,000
New Westminster and District.....	3,000
Victoria and adjacent Districts.....	1,500
Nanaimo, Wellington and District.....	750
Comox and Union Mines.....	1,000
Cowichan and other parts of Vancouver Island.....	500
Yale District, including Kamloops.....	1,000
Kootenay District.....	750
Total.....	13,500



Present Chinese population in the Province is not much over 9,000, of whom 2,500 are in this city.

It is almost certain that the Dominion census of '91 will show a population of 100,000 exclusive of Indians and Chinese. At the present time the white population is probably between 75,000 and 80,000; divided as follows:—Vancouver Island and islands adjacent, nearly 30,000; Mainland, close upon 50,000.

IMMIGRATION OFFICE,  
Victoria, B. C., 3rd July, 1889.

## APPENDIX No. 6.

### RE TRADE WITH CHINA AND JAPAN.

MEMORANDUM OF BRITISH COLUMBIA BOARD OF TRADE. (REPLIES TO QUERIES PUT BY JAPANESE COUNSUL AT SAN FRANCISCO.)

1. The present population of British Columbia is about 70,000 or 90,000, including Indians and Chinese.

2. Present population of the City of Victoria about 15,000.

3. The principal industries of British Columbia are as follows, viz: Salmon Canning, Fisheries of various descriptions, Lumbering, Stock Raising, Coal and Gold Mining, Iron Works, Ship Building, Tanning, Manufacture of Boots and Shoes, Soap, etc. The preparing of Opium is largely carried on by Chinese.

4. The effect of the establishment of the Canadian Steamship Line to China and Japan upon the industries of the Province is as yet imperceptible.

5. The outlook in a general way for trade with China and Japan is favorable, but its growth does not promise to be rapid in view of close competition with neighboring States, and the very limited market at present offered by this Province.

6. The prospects of the Canadian Pacific Railroad as a competing transcontinental line for transportation of commodities from the Orient to the Atlantic seaboard and Europe will depend entirely upon their rates of freight as compared with those of other lines. A large proportion of British Columbia freight continues to be carried by foreign competing lines.

7. The class of people constituting the laboring element in British Columbia, is made up of Europeans of various nationalities (chiefly British), Canadians and Chinese.

8. The laboring classes, with the exception of Chinese, consume little produced in Oriental countries outside of tea.

9. Wages paid for skilled labor in British Columbia average about \$2.00 a day to white men and \$1.25 to Chinese. A list of the principal trades and pursuits, with corresponding wages is appended hereto. It should be noted that there are many different degrees of skilled and unskilled labor employed in each of the several industries enumerated, and in some cases the labor employed is of a permanent, whilst in others it is of an occasional character.

10. The prevailing sentiment of the people of British Columbia with regard to Chinese labor is adverse in the case of the working classes, whilst the opposite feeling obtains on the part of employers of labor, who experience great difficulty in obtaining suitable hands sufficient to enable them to carry on their several industries upon a sufficiently economical basis.

11. The number of Chinese in British Columbia may be roughly estimated at from 8,000 to 12,000, employed chiefly as domestic servants, operatives in factories and fish canning establishments, on steamboats, as market gardeners, farm hands and wood cutters. Many are also employed in gold mining throughout the country, and a few are employed in the coal mines. Occasionally large numbers are employed in railroad construction, clearing and reclaiming land, etc. The merchant class is also largely represented.

12. The wages paid Chinese house servants range from \$15 to \$30 a month. Those employed in stores receive about \$30 or \$35 a month. White domestic servants are very scarce, in fact hardly to be found, and the influx of Chinese, consequent upon hostile legislation, has almost ceased.

13. The cost of living in British Columbia is higher than in California, the country as yet not producing the necessaries of life in sufficient quantities (due chiefly to the absence of cheap labor.)

14. Banking facilities are considerable and fully equal to the requirements of the country. American gold and silver coin and Canadian silver constitute the currency of the country. Dominion Government notes are also legal tender. Discount from time to time is charged upon silver as necessity directs.

15. Rents of dwelling houses in Victoria range from \$15 to \$35 a month and upwards. Rents of stores in central business localities range from \$35 to \$100 a month and upwards.

## 16. Banks in Victoria are :—

Bank of British Columbia, } Chartered Banks issuing  
 Bank of British North America, } their own notes.  
 Messrs. Garesche, Green & Co.

## Commission Houses trading with the Orient are :—

Messrs. Welch, Rithet & Co.  
 Messrs. Robert Ward & Co.  
 Messrs. Findlay, Durham & Brodie.  
 Messrs. Turner, Beeton & Co.  
 Messrs. J. H. Todd & Son.  
 S. J. Pitts, Esq.  
 Thomas Earle, Esq.  
 S. Leiser, Esq.  
 Rice Mills, importing Rice from Orient, Messrs. Hall,  
 Ross & Co., owners, Victoria.

(Signed) ROBT. WARD, President.  
 " W. MONTEITH, Secretary.

VICTORIA, B. C., 1st March, 1889.

The following is a list of the principal trades and pursuits with corresponding wages :—

Farm laborers, per day, without board...	\$ 1.50 to	\$ 2.00
Farm laborers, per week, and board.....	6.00 "	7.50
Female farm servants and board ½ month.	12.00 "	20.00
Masons, per day, without board.....	3.50 "	4.50
Carpenters.....	2.50 "	3.50
Lumbermen, per day.....	2.00 "	3.00
Shipwrights, per day.....	3.50 "	4.50
Smiths, per day.....	3.00 "	3.75
Wheelwrights, per day.....	3.50 "	4.00
Gardeners, per day, without board.....	2.00 "	2.50
Female domestics, per month.....	12.00 "	20.00
General Laborers, per day, without board.	1.00 "	1.50
Miners, per day.....	2 50 "	3.00
Millhands, per day.....	2.00 "	2.50
Engine Drivers, per day.....	3.50 "	4.00
Saddlers, per day.....	2.00 "	2.50
Bootmakers, per day.....	2.00 "	3.00
Tailors, per day.....	2.50 "	3.00

APPENDIX No. 7.

THE FISHERIES.

THE FISHERIES REGULATIONS PROVINCE OF BRITISH COLUMBIA.

RESOLUTIONS ADOPTED BY THE REPRESENTATIVES OF SALMON CANNERIES,  
FRASER RIVER, AND THE RIVERS ON THE NORTHWEST COAST.

At a meeting held at the British Columbia Board of Trade Rooms,  
Victoria, on Tuesday, 27th November, 1888, the following Proprietors  
and Agents of Salmon Canneries being present, viz.:—

REPRESENTING FRASER RIVER CANNERIES.

- Alexander Ewen.....of Ewen & Co.
- James Laidlaw.....of Laidlaw & Co.
- Thomas Ladner.....Wellington Packing Co.
- E. A. Wadhams.....of Wadhams & Co.
- J. H. Todd.....of J. H. Todd & Son.
- D. J. Munn.....of Bon Accord Fishery Co.
- H. E. Harlock.....of Harlock Packing Co.
- M. T. Johnston.....of Findlay, Durham & Brodie.
- R. P. Rithet.....of Welch, Rithet & Co.
- Robert Ward.....of Robert Ward & Co.

REPRESENTING CANNERIES ON THE NORTHWEST COAST OF B. C.

- S. A. Spencer.....of Alert Bay Canning Co.
- Thomas Shotbolt... }  
R. A. Draney..... } .....of Rivers Inlet Canning Co.
- Henry Saunders... }  
W. H. Dempster... } .....of Windsor Cann'g Co., Skeena.
- Robert Cunningham.....of Skeena Packing Co.
- J. H. Turner..... {  
  } of Inverness Can'g Co., Skeena.  
  } Also representing the Balmoral  
  } Canning Co., Skeena.
- A. J. McLellan.....Naas River, B. C.

Mr. Thomas Mowat, Inspector of Fisheries was also present.

On motion, Mr. Robert Ward was voted to the Chair, and Mr. E.  
A. Wadhams was appointed Secretary.

The Chairman having stated that the object of the meeting was to  
bring together the representatives of the leading industry of the Pro-  
vince, viz.: that of Salmon Canning, for the purpose of discussing the  
Government Fishery Regulations as applicable to the different rivers on  
which the industry is at present prosecuted.

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The Secretary read a draft of Proposed Fishery Regulations for the Province of British Columbia as suggested by the Hon. The Minister of Marine and Fisheries, together with amendments thereon as adopted by The Salmon Packers' Association of Fraser River, and the said amendments having been duly considered by this meeting clause by clause, and fully discussed, it was

*Resolved*, That the suggested Fishery Regulations as amended by this meeting be approved, and that copies thereof be forwarded the Inspector of Fisheries, our representatives in Parliament, the British Columbia Board of Trade and the New Westminster Board of Trade, with a request for their support in urging upon the Hon. The Minister of Marine and Fisheries, the adoption of the suggested Amended Fisheries Regulations accordingly.

*Amended Fisheries Regulations suggested by the Representatives of Salmon Canneries in meeting assembled.*

1. That Section 1, reading "The use of nets or other fishing apparatus for the capture of salmon shall be confined to the tidal waters as defined by the Minister of Marine and Fisheries, or by any Fishery Officer authorized to such effect; and the Minister shall have power to determine the length, depth, time and place of setting each net used in such water: Provided always that Indians may, at any time, fish for or kill salmon for their own *bona fide* use and consumption, but not for purposes of sale or traffic by any means which may be approved by any Fishery Officer, but not with drift-nets, seines or spears" be approved.

2. That section 2 be amended to read, "Meshes of drift-nets used for capturing salmon shall be not less than 5 $\frac{1}{4}$  inches in extension: Provided always that the Minister of Marine and Fisheries may order a larger mesh to be used at such times and places as may be necessary for the proper protection of the fisheries."

3. That section 3 be amended to read, "Drifting with nets shall be confined to tidal waters, and drift-nets shall not be so fished as to obstruct more than two-thirds of the width of any river."

4. That section 4 be amended so as to read, "Fishing for salmon shall be discontinued from Saturday noon till 6 P. M. Sunday."

5. That section 5 reading "The Minister of Marine and Fisheries shall from time to time determine the number of boats, seines or nets, or other fishing apparatus to be used in any of the waters of British Columbia," be approved.

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6. It is also recommended that "No nets with meshes of less extension than  $7\frac{1}{2}$  inches be used on Fraser River between the 25th of August and the 15th of September; and that there may be an annual close season for rivers, throughout the Province, from the 20th of October till the 1st of February."

(Signed) ROBERT WARD, Chairman.  
" E. A. WADHAMS, Secretary.

The following Resolutions were also adopted, viz. :—

THE LABOR QUESTION.

*Resolved*, That a Committee be appointed to consider and report upon the labor question as affecting Cannery and other industries of the Province, said Committee to consist of Messrs. Ewen, McLellan, Ladner, Laidlaw, Todd, Cunningham, Ward and Wadhams.

DEEP SEA FISHERIES.

That the Committee appointed to consider the labor question be requested also to report upon the best means desirable for exploring and developing the Deep Sea Fisheries.

(Signed) ROBERT WARD, Chairman.  
" E. A. WADHAMS, Secretary.

(COPY.)

CERTIFIED COPY OF A REPORT OF A COMMITTEE OF THE HONORABLE THE PRIVY COUNCIL, APPROVED BY HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL, ON THE 18TH MARCH, 1889.

On a report dated 27th February, 1889, from the Minister of Marine and Fisheries stating with reference to the adoption of an Order-in-Council dated 26th November, 1888, relative to the British Columbia Salmon Fisheries, that the regulations were prepared after resolutions passed by the British Columbia Board of Trade, on the 22nd March, 1888, representing the necessity for additional protection. It was becoming yearly more apparent that the supply of salmon on the Fraser River was threatened with exhaustion owing to over fishing, and it was urged that more stringent regulations than those existing were needed in order to preserve this great industry and avert dangers which now threaten the Sacramento and Columbia Rivers. The Board also recommended that some restriction be placed on the export of fish.

The Minister further states that the present regulations were concurred in by the local Inspector of Fisheries, and since the enactment of these regulations objections have been urged by the Board of Trade

above referred to and by persons engaged in canning on the Fraser River. These objections may be stated as follows :—

1. Cannery object to fixing the mesh of salmon nets at 6 inches, and assert that this is too large for practical purposes, owing to the average small size of some species of salmon which enter the Fraser River, and they claim that it should be fixed at  $5\frac{3}{4}$  inches.

In connection with the above the Minister remarks that while to some extent, admitting the force of this contention, he considers that although a mesh of 6 inches may appear to be somewhat large for certain kinds of salmon, this measure will be found too small for most kinds, and will undoubtedly kill large numbers of undersized fish. It should also be borne in mind that when wet the size of a net having meshes of 6 inches is practically reduced to  $5\frac{3}{4}$  by shrinking, so that, under any circumstances, the objection against a 6 inch mesh, which is in itself of small importance, becomes in the present instance practically valueless.

This regulation the Minister considers to be of great importance.

3. Objection is also taken to the regulation which provided that no nets shall be used so as to bar more than one-third of a river, and it is claimed that such a provision is unnecessary, that fishing cannot be profitably carried on under it, as fish would have so much room to escape that there would be no chance of catching any, and that one-third of the river is sufficient for all practical purposes.

In answer to this objection the Minister remarks that, leaving two-thirds of the channel of a stream open for the passage of fish is a wise provision, as it gives the upper settlers a chance of taking a few for themselves, while it permits a reasonable number of salmon to reach their spawning beds to procreate the species; that such a provision has always been on the Statute books, that it formed part of the British Columbia Regulations of 1878, and that experience has proved everywhere in England, as well as in this country, that it is necessary. This regulation was also approved by the local Inspector of Fisheries.

3. The regulation fixing a weekly close time from six o'clock on Saturday morning till six o'clock on Monday morning is objected to by the canners, and a return to the old system—from Saturday noon to Sunday night—is demanded, the grounds taken being, that this weekly close time is unnecessarily long, that it conduces to laziness, gambling and drunkenness, diminishes the profits of all parties, etc., etc. Finally the canners claim that a weekly close time of thirty-six hours is ample to allow immense numbers of salmon to ascend the rivers to spawn.

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On this point the Minister observes that no general close season for salmon exists in British Columbia as in the Maritime Provinces, that fishing is carried on from February till November, and that the weekly close time enacted by the Regulation of the 26th November, 1888, is the only period during which salmon can avail themselves of a free passage to resort to the upper portions of streams or visit the spawning beds for the purpose of breeding.

In the Maritime Provinces salmon fishing does not last two full months. In addition to a weekly close time of thirty-six hours, there is a compulsory close season of ten months when no fishing whatever can be carried on, while in British Columbia, with no general close season at all, fishing is carried on during eight months of the year.

The Minister in connection with the above remarks submits the following facts and data showing the dangers of over-fishing.

Much attention appears to have been given to the Columbia River during the past two years by American citizens, in order to arrive at some mode of fostering the salmon fisheries and to preserve this valuable industry. The pack which amounted to only 4,000 cases (of 4 doz. cans) in 1866, had grown to 629,000 in 1883, but although the number of fishermen, of fishing implements, and of canneries correspondingly increased every year, the yield regularly fell since 1883, as shown by the following figures :—

In 1883	the pack	amounted to	629,000	cases.
“ 1884	“	“	620,000	“
“ 1885	“	“	554,700	“
“ 1886	“	“	448,500	“
“ 1887	“	“	354,055	“
“ 1888	“	“	372,000	“

Showing a decrease of nearly fifty per cent. due to over-fishing and want of protection. At this rate one can foresee that in half a dozen years at most the end of salmon fishing on the Columbia may be seen. American canners are always seeking new fields in the distant and comparatively untried fishing grounds of Alaska.

Two general causes tend to the extinction of salmon in a river, one the fishing itself, and the other the effect of settlement upon the stream, polluting it, disturbing it by vessels, and surrounding it with noise and excitement. Columbia River is noted for the immense volume of its flow, the great purity of its water, and its freedom from sedimentary matters, the apparent cause for the extraordinary decline of the salmon fishery has been over-fishing.



In a report presented by Major Jones, of the United States Army, to the Senate, on the 26th January, 1888, it is recommended: "To prohibit all methods of fishing during two consecutive days of each week during the whole year, thus allowing more fish to reach the spawning grounds, at the same time keeping the market supplied with fresh salmon throughout the year."

Turning to Canada, the Minister observes that while there were only three canneries in operation in 1876, the number increased to 15 in 1888, and that the quantity of canned salmon represented by 9,847 cases in 1876 increased to 203,916 cases in 1887, an increase of 12 canneries and 194,069 cases in the quantity of salmon canned. He also finds that while the total pack of British Columbia salmon was 9,795,984 cans in 1887, that for 1888 amounted only to 8,833,944, a decrease of 962,040 cans.

The Minister viewing these facts with alarm considers that he would have been justified in ordering a strict enforcement of the regulations, but having taken into consideration the fact that it might seriously interfere with previous arrangements as all canneries on the coast make their cans in advance, and that unless they are filled they become a dead loss owing to the corrosive influence of the climate on tins *yielded to some extent to the representations on behalf of canners*, and directed the Inspector of Fisheries for the present season to allow the use of nets having a mesh of  $5\frac{3}{4}$  inches, with the proviso that a larger mesh was to be substituted at such time and places as he, the Inspector, might recommend. Also that for the present season the weekly close time was to begin at six o'clock on Saturday P. M., instead of A. M., no change to be made in the regulation affecting the portion of river drift nets may occupy.

The Minister therefore recommends that such modification as mentioned above be adopted to hold good for the present season only, and that notice be given to all that the Regulations of 26th November, 1888, will be strictly enforced in 1890.

The Committee concurring, submit the above report and recommendation therein contained for your Excellency's approval.

(Signed) JOHN J. MCGEE,  
Clerk, Privy Council.

SALMON PACK OF BRITISH COLUMBIA. SEASON 1888.

CANNERIES.	Per "Titania" London, 26 Sep. '88	Per "Norcross" London, 31 Oct. '88	Per "Vivola" Liverpool, 28 Dec. '88	United Kingdom via N.P.R.R.	United Kingdom via S. Fran'co	Australia	Canada	Cariboo-Fly (Loss.)	S. Francisco	Local Sales and Stock on Hand.	TOTAL.
	<b>FRASER RIVER—</b>										
Ewen & Co.	4300	5200	489			800					11379
Bon Accord Fishery.		2740	2363								5103
Laidlaw & Co.	2000	2000	1565							622	6187
Wellington Packing Co.	2000	2000	2259							758	7127
Delta Canning Co.	2000	2000	1692							1103	6737
Harlock Packing Co.	2000	2000	775		1400					169	4434
Phoenix Packing Co.		2630									6399
British America Packing Co.	1000	1681					9813				6399
E. A. Wadhams.										2000	6817
Richmond Canning Co.							7100			700	7801
British Columbia Pack'g Co.					305		3223			571	4694
British Columbia Fishery.		800	780				1700			10	3280
<b>SKEENA RIVER—</b>											
Windsor Canning Co.	5000	800	3145	2303				157			12495
Baynes Canning Co.	3250	3250	6007				1208				13805
British Columbia Packing Co.		2038					8992				10640
British America Packing Co.							15400			112	16812
Skeena Packing Co.			973				14127				15100
<b>RYVERS INLET—</b>											
Rivers Inlet Canning Co.	5000	7115									12115
Cowan, Shaw & Co.		2030	1211			4000					7211
<b>ALERT BAY—</b>											
Alert Bay Canning Co.		1805					3505				5490
<b>NAAS RIVER—</b>											
A. J. McLeellan.	6632	2519					3146				12297
<b>TOTAL.</b>	33782	40278	21849	2893	1905	28529	46187	157	Nil.	6160	181240
United Kingdom.....	100,297 cases.										
Australia.....	28,529 "					Fraser River.....					75,255 cases.
Canada.....	46,187 "					Skeena River.....					68,872 "
Local.....	6,160 "					Rivers Inlet.....					19,326 "
Loss per "Cariboo-Fly".....	157 "					Alert Bay.....					5,490 "
						Naas River.....					12,297 "
											-181,240 cases.

SALMON PACK OF BRITISH COLUMBIA, 1876 to 1888.

CANNERIES.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.
Fraser	3125	8324	13700	8880	6191	18900	20000	10438	9670	23000	15000	23000	10170
Ewen & Co.	4122	7885	7885	4162	5300	10200	9600	4626		5300	5300	5015	3360
Finlay, Durham & Brodie.	2500	9000	12000										
Hollbrook & Co.	1968	24000	17166	8813	5061	18500	20000						
Finlayson & Lane.			16500	5200	2048	19887	21500	5259		12532	5000	10000	5000
English & Co.			1625	11300	9500	19989	20700	11735		21315	7500	10324	6771
B. Columbia Packing Co.			1370	5385									
Delta Canning Co.			11655	6850	9722	21000	15401	9639					
King & Co.					4353	17500	20478	11440	6650		7894	10324	6771
Lamp, Pike & Nelson.					16350	15000	7500	9600					
B. Hugh & Sons.						9600	9600	9200	4952	12000	6070	11000	10000
John Adair & Co.						11856	11856	10635	2780	12500	11690	9850	7804
McLellan & Co.						10401	4000	10401	4335	10000	10000	9000	4000
British America Packg Co.													
Richardson & Co.													
W. Ward Canning Co.													
Wellington Packing Co.													
Phoenix Packing Co.													
Sheriff's Ark													
W. A. Accord Packing Co.													
Harlock Packing Co.													
Inverness Canning Co.													
Windsor Canning Co.		3000	5500	5812	9924	11560	12127	7180	12315	6300	6500	12525	5140
Metlakatla Canning Co.			3000	4791	9770	10000	12383	7304	4516		10387	6500	4440
British America Packg Co.							566	6871	9772			12000	12872
Skeena Packing Co.								5000	5000		5000	5000	5000
Balmoral Canning Co.								5000	11247	6600	15000	19065	17700
Alert Bay Canning Co.								7000	7351		15000	13448	15000
H. E. Crossdale.								4173	7351		15000	4250	10000
Alert B.								6400	7000	6000	1200	4200	5000
Naas								10083					
Douglas Packing Co.								9400					
Peter Birrell.													
A. J. McLellan.									8500				
Rivers Inlet Canning Co.													
Inlet													
Wannock Packing Co.													
Cowan, Shaw & Co.													
Quashcia Packing Co.													
Smith's Inlet													
TOTALS.	9847	67387	113601	61093	61849	177276	255061	196292	141242	108517	161264	204083	184040

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EXTRACT FROM REPORT OF THOS. MOWAT, ESQ., INSPECTOR OF FISHERIES  
FOR BRITISH COLUMBIA.

RE FUR SEAL FISHERIES.

RETURN showing the Number of Vessels, Boats and Men engaged in the  
Marine Fur Fishery of British Columbia, with the Products and  
Value, for the Season of 1888.

Names of Vessels.	Names of Owners.	Tonnage.	No. of Boats.	No. of Men.	No. of Seals in British Columbia.	No. of Seals in Behring Sea.	Total No. of Seals.	Total Value of Seals.
Penelope .....	J. J. Gray .....	69	5	20	805	900	1,705	\$ 17,050
Mary Ellen .....	A. McLean .....	69	14	39	1,410	1,937	3,347	23,470
Juanita .....	Hall & Goepel .....	40	13	28	177	1,017	1,194	11,920
Mountain Chief .....	B. Jacobsen .....	26	6	10	400	825	1,225	12,250
San Jose .....	J. S. Lee .....	52	4	16	107	.....	107	1,070
Sapphire .....	E. B. Marvin .....	124	9	22	1,300	.....	1,200	12,000
Viva .....	Carme & Munsie .....	83	5	11	806	2,080	2,875	28,750
Black Diamond .....	Gutman & Frank .....	81	9	19	231	863	1,094	10,960
Mary Taylor .....	J. D. Warren .....	42	13	24	392	.....	392	3,920
Heleyon .....	American .....	61	6	24	17	.....	17	170
Triumph .....	D. McLean .....	97	12	9	.....	2,470	2,470	24,700
O. S. Fowler .....	Wm. Bendt .....	34	2	12	230	.....	230	2,300
Annie C. Moore .....	Chas. Hackett .....	112	7	22	.....	716	715	7,150
Lily .....	Gutman & Frank .....	68	22	20	93	.....	93	930
Pathfinder .....	Carme & Munsie .....	66	9	21	600	650	1,250	12,500
Adele .....	F. Rutz .....	50	8	19	392	822	1,214	12,140
Roscy Olsen .....	Wm. Olsen .....	33	3	13	100	500	600	6,000
Annie .....	Jan. Luffin .....	25	3	11	156	1,039	1,195	11,950
Maggie Mc .....	John Todd .....	71	5	20	125	1,200	1,424	44,240
Favorite .....	Chas. Spring .....	79	12	27	300	1,834	2,133	21,340
Total .....								\$244,830
Estimate of skins purchased from Indians .....					3,500	.....	3,500	35,000
do. sea otter skins purchased from Indians .....					100	.....	100	7,500
do. hair seals .....					3,500	.....	3,500	2,625
Schooner "O. S. Fowler," walrus skins .....					.....	21	21	378
do. do. 250 ivory at 40c .....					.....	.....	.....	100
Grand total marine furs and products .....								\$280,133

The decrease in the fur seal catch in Behring Sea is still more noticeable; it was caused principally by the unsettled state of affairs with the American Government, several of the schooners being afraid to enter these waters at the risk of seizures.

A great deal has been written on the life and habits of the fur seal. It is contended by some that all the fur seal in the North Pacific have their rookeries on St. Paul and St. George Islands in Behring Sea. Others claim that many of the fur seals of the Pacific never enter Behring Sea, but pup on large kelp fields in the ocean and may perhaps have

8000	4180	204083	184040
3994	11000	196292	141242
108517	255061	177276	61849
61063	61063	113601	67387
9847	Smith's Inlet	Quashela Packing Co.	TOTALS

regular hauling grounds outside of Behring Sea. Extracts from a circular of C. M. Lamsen & Co., of London, England, will give the reader some idea of where the fur seals are caught. From October, 1886, to January, 1888, the following number of skins were sold :—

	Seal Skins.
North-West Pacific Coast.....	43,687
Lobus Island.....	30,463
Alaska.....	204,033
Copper Island.....	100,880
Japan.....	9,856
Cape Horn.....	6,926
South Sea.....	200
	366,045

It has been estimated that 16,000,000 seals haul out annually on St. Paul, and 3,000,000 on St. George Islands. The Commercial Alaska Company controls these and other islands by lease from the American and Russian Governments. I am of opinion, that many fur seal pup on kelp fields along the British Columbia coast. I have had reliable information from practical hunters and fishermen, who bear me out on this point. Morris Moss, of Victoria, states that during the year 1870, he was engaged trading on the coast near Bella Bella during the months of March and April, when he saw hundreds of fur seal pups from three to five months old, which had become separated from their mothers, and on account of a heavy storm were blown on shore, and caught by the natives. Captain Alexander McLean, of Victoria, states that he killed a number of fur seal pups off Cape Cook, which had likewise been blown ashore during a storm. James G. Swan's report for 1880 and 1883, goes to show that the Indians of Cape Flattery capture fur seal pups each season, and keep them as pets around their camps. It is impossible that these pups may have come from Behring Sea at that age, as Mr. Elliott states they do not leave the Islands before the month of November, and those that Mr. Swan speaks of are caught early in the spring. The majority of our hunters contend that there are over 7 per cent. of pups in the entire catch of fur seals on the coast; while in Behring Sea the catch does not exceed 1 per cent. But they cannot deny the fact, that over 60 per cent. of the entire catch of Behring Sea is made up of female seals.

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## APPENDIX No. 8.

## THE PROPOSED INCREASE IN DUTY ON LEAD.

EXTRACT FROM SPEECH OF VICE-PRESIDENT VAN HORNE, AT VANCOUVER,  
FEBRUARY, 1889.

## THE CHINA-JAPAN TRADE.

Adverting to the Oriental trade the President observed that whilst it was now a large one the aim was to make it far greater and of a positively permanent character. It had been demonstrated to the Company that the demand for lead in the tea and silk producing countries was practically unlimited. It was known that mountains in this province were rich in lead and other quartz. It required a large outlay to develop the mining industry. An effort had been made last year to induce the Government to advance the duty on lead to say \$40 per ton. This would be regarded a sufficient protection to those who might be induced to engage in the business of lead manufacturers. The Victoria Board of Trade opposed the advance in the duty, and as the Government was desirous of obtaining more information on the subject it was left in abeyance. It was felt, now, by the Government, that such a tariff was a necessity as a stimulus to the development of this apparently insignificant but very important industry. The protection of \$40 would be regarded by those engaged in the business, as a bonus, and dozens of smelters would soon be in operation all over the province. The cannery men would only be effected in the extent of \$600, whilst the output of the mines and the proceeds of the smelters would amount to many millions of dollars yearly. Further, the lead trade with the Orient would become an important factor in the establishment of a steamship line between these countries and this Province. Lead undoubtedly was one of British Columbia's staples and was as much entitled to protection as was the coal of Nova Scotia or the manufacturers and farmers of Ontario. Now that attention was drawn to the subject it was hoped the people of British Columbia will take action thereon. His company had sent out prospectors on its own account to investigate and collect data as to the probable supply for smelting purposes. They were experts; each and all came back with the same story: the mountains were loaded with the mineral and the supply inexhaustible. With a view to meet any emergency which might arise in this connection, preparations and explorations were now being made in south-eastern British Columbia with a view to building a line of railway into the Kootenay country, about which there could be no doubt as to its mineral capabilities. As every one in the Province was more or less interested in its mineral development he hoped that an agitation favoring an advance on the duty on lead would be inaugurated.

# SHIPPING.

## APPENDIX No. 9.

Port of Victoria, B. C.—Statement exhibiting the number of vessels, with their tonnage and crews, which arrived at and departed from this Port (Seaward) during the Fiscal year ended 30th June, 1889, distinguishing the countries to which they belong, not including vessels trading between ports within the Dominion :

ARRIVED.			
Under What Flag.	Number.	Tons.	Crew.
British.....	59	16,783	707
United States .....	520	536,271	306
German .....	2	1,682	3
Norwegian-Swedish.....	1	1,122	18
Danish .....	1	194	8
Bolivian .....	2	1,625	29
Total.....	585	557,678	28,501

DEPARTED.			
Under What Flag.	Number.	Tons.	Crew.
British.....	67	17,848	989
United States .....	519	536,500	27,686
German.....	1	744	13
Danish .....	1	194	7
Bolivian.....	1	975	14
Total.....	589	556,261	28,709

### RECAPITULATION.

ARRIVED.			
Under What Flag.	Number.	Tons.	Crew.
British Steamers.....	11	3,519	164

Under what Flag.	Number.	Tons.	Crew.
British Sailing Vessels .....	48	13,366	543
	59	16,784	707
Foreign Steamers.....	485	528,229	27,489
Foreign Sailing Vessels.....	31	12,665	305
Total Foreign .....	526	540,894	27,794
Total British and Foreign.....	585	557,678	28,501

## DEPARTED.

Under What Flag.	Number.	Tons.	Crew.
British Steamers.....	21	6,957	498
British Sailing Vessels .....	46	10,891	501
Total British.....	67	17,848	989
Foreign Steamers.....	498	532,432	27,553
Foreign Sailing Vessels.....	24	5,971	167
Total Foreign .....	522	538,412	27,720
Total British and Foreign.....	589	556,251	28,709



PORT OF VICTORIA, B. C.—Annual return, showing the description, number and tonnage of vessels built and registered: also the number, tonnage and value of vessels sold to other countries at this Port, during the fiscal year ended 30th June, 1889:—

Class of Vessel.	STEAMERS.		Registered.	
	No.	Tonnage.	No.	Tonnage.
Steamers (Screw).....	2	34.00	1	0 62
Steamers (Sternwheel).....	1	23.21	..	....
Total Steamers.....	3	57.21	1	62/100
SAILING VESSELS.				
Schooners.....	1	46.31	1	25.03
Total Sailing Vessels.....	1	46.31	1	25.03
Grand Total.....	4	103.52	2	25.65

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28,709

Crew.  
164



PORT OF VICTORIA, B. C.—Statement of vessels, British, Foreign and Canadian, entered inward (from sea), at this Port during the fiscal year ending 30th June, 1889 :—

## BRITISH WITH CARGOES.

From—	No. of Vessels.	Tons Registered.	*Tons Freight.	Crew.
United Kingdom.....	9	7,433	11,312	168
United States.....	1	1,267	20	25
China.....	2	762	580	41
Siam.....	2	1,376	2,090	27
<b>Total.....</b>	<b>14</b>	<b>10,838</b>	<b>14,002</b>	<b>261</b>

## FOREIGN VESSELS WITH CARGOES.

From—	No. of Vessels.	Tons Registered.	*Tons Freight.	Crew.
United Kingdom.....	1	744	1,119	12
United States.....	385	380,280	21,118	20,804
China.....	1	194	360	8
<b>Total.....</b>	<b>287</b>	<b>371,200</b>	<b>22,597</b>	<b>20,829</b>

\*Weight Measurement.

## CANADIAN WITH CARGOES.

From—	No. of Vessels.	Tons Registered.	*Tons Freight.	Crew.
United States.....	4	223	62	22
Sea Fisheries.....	26	1,761	85	253
<b>Total.....</b>	<b>30</b>	<b>1,984</b>	<b>147</b>	<b>275</b>

\*Weight Measurement.

## BRITISH IN BALLAST.

From—	No. of Vessels.	Tons Registered.	Crew.
United States.....	2	1,638	55
Japan.....	1	66	7
<b>Total.....</b>	<b>3</b>	<b>1,704</b>	<b>42</b>

## FOREIGN IN BALLAST.

From—	No. of Vessels.	Tons Registered.	Crew.
United States.....	130	156,761	6,852
China.....	1	895	12

British,  
his Port

From—	No. of Vessels.	Tons Registered.	Crew
Australia.....	1	1,122	18
Chila.....	1	697	14
From Sea Fisheries.....	6	.....	69
<b>Total.....</b>	<b>139</b>	<b>159,694</b>	<b>6,965</b>

## CANADIAN IN BALLAST.

From—	No. of Vessels.	Tons Registered.	Crew
United States.....	10	1,281	107
China.....	1	397	10
Sandwich Islands.....	1	580	12
<b>Total.....</b>	<b>12</b>	<b>2,158</b>	<b>129</b>

## RECAPITULATION.

## WITH CARGO.

Under What Flag.	No. of Vessels.	Quantity of Freight.		Crew.	
		Tons Registered.	Tons Weight.		Tons Measure.
British.....	14	10,838	8,754	5,248	251
Foreign.....	387	381,200	1,119	25,478	20,829
Canadian.....	30	1,984	85	62	275
<b>Total.....</b>	<b>431</b>	<b>394,022</b>	<b>9,958</b>	<b>26,788</b>	<b>21,365</b>

## IN BALLAST.

Under What Flag.	No. of Vessels.	Quantity of Freight.		Crew.	
		Tons Registered.	Tons Weight.		Tons Measure.
British.....	3	1,704	.....	.....	42
Foreign.....	139	159,694	.....	.....	6,965
Canadian.....	12	2,258	.....	.....	120
<b>Total.....</b>	<b>154</b>	<b>163,656</b>	<b>.....</b>	<b>.....</b>	<b>7,136</b>
<b>Grand Total.....</b>	<b>585</b>	<b>557,678</b>	<b>9,958</b>	<b>26,788</b>	<b>28,501</b>

( )

PORT OF VICTORIA, B. C.—Statement of vessels, British Canadian and Foreign, entered outwards for sea, at this Port during the fiscal year ending 30th June, 1889 :

Crew.  
168  
25  
41  
27  
261

Crew.  
12  
20,804  
8  
20,829

Crew.  
22  
253  
275

Crew.  
55  
7  
42

Crew.  
6,852  
12

## BRITISH WITH CARGOES.

Destination -	No. of Vessels.	Tons Registered.	Tons Cargo Weight and Measurement.	Crew.
United Kingdom .....	3	2,371	2,928	67
United States .....	1	768	464	17
Australia .....	1	201	350	8
Total .....	5	3,340	3,742	81

## FOREIGN WITH CARGOES.

United States .....	86	133,867	1,638	5,992
Total .....	86	133,867	1,638	5,982

## BRITISH IN BALLAST.

Destination—	No. of Vessels.	Tons Registered.	Crew.
United States .....	13	8,082	398
Japan .....	3	2,487	97
To Sea Fisheries .....	1	50	8
Total .....	17	10,619	503

## CANADIAN IN BALLAST.

United States .....	19	2,334	180
To Sea Fisheries .....	26	1,555	225
Total .....	45	3,889	405

## FOREIGN IN BALLAST.

United States .....	433	404,372	21,699
To Sea Fisheries .....	3	174	29
Total .....	436	404,546	21,728

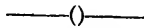
## RECAPITULATION.

## WITH CARGO.

Under What Flag.	No. of Vessels.	Tons Registered.	Tons Freight.	Crew.
British .....	5	3,340	3,742	81
Canadian .....	..	.....	.....	..
Foreign .....	86	133,867	1,638	5,992
Total .....	91	137,207	5,380	6,073

## IN BALLAST.

Under what Flag.	No. of Vessels.	Tons Registered.	Tons Freight.	Crew.
British.....	17	10,619	.....	503
Canadian.....	46	3,889	.....	405
Foreign.....	436	404,545.	.....	21,728
Total.....	498	419,054	.....	22,636
Grand Total.....	589	556,261	5,380	28,709



PORT OF VICTORIA, B. C.—Statement of vessels, British and Foreign employed in the Coasting Trade of the Dominion of Canada which arrived at or departed from this Port during the fiscal year ending 30th June, 1889 :

## VESSELS ARRIVED.

	Number.	tonnage.	Crew.
Steamers—Screw.....	371	204,828	4,504
Paddle.....	310	217,131	5,966
Sternwheel.....	59	38,388	1,103
Total Steamers.....	740	460,442	11,538
Sailing Vessels—Schooners.....	32	1,658	190
Sloops.....	37	146	89
Total Sailing Vessels....	69	1,804	279
Grand Total.....	809	462,246	11,852

## VESSELS DEPARTED.

Steamers—Screw.....	363	205,626	4,503
Paddle.....	310	216,363	5,941
Sternwheel.....	59	37,388	1,103
Total Steamers.....	738	460,377	11,547
Sailing Vessels—Schooners.....	28	1,370	178
Sloops.....	41	148	102
Total Sailing Vessels....	69	1,518	280
Grand Total.....	807	461,895	11,827

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Crew.  
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225

405

21,699  
29

21,728

Crew.  
81

5,992

6,073

## RECAPITULATION.

	No. of Vessels.	Tonnage.	Crew
Arrived—British .....	808	462,246	11,852
Total .....	808	462,246	11,852
Departed—British .....	807	461,896	11,827
Total .....	607	461,895	11,827
Grand Total Arrived and Departed .....	1,616	924,141	23,679



year

Gold

Coal.

Sand.

Total

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Goods

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Crew  
 11,852  
 11,852  
 11,827  
 11,827  
 23,679

# CUSTOMS STATISTICS.

## APPENDIX No. 10.

### EXPORTS.

Exports from the Port of Victoria, B. C., for the Fiscal year ending 30th June, 1889 :

Gold in Dust and Bars.....	\$ 488,746.00
Coal.....	2,790.00
Sand.....	17.00
<b>Total the Mine.....</b>	<b>\$ 491,553.00</b>
“ Fisheries.....	987,633.00
“ Animals and their produce.....	372,686.00
“ Forest.....	935.00
“ Agricul ural.....	1,494.00
“ Manufactures.....	30,614.00
Miscellaneous.....	2,466.00
Goods the produce of B. C.....	\$1,887,381.00
Goods not the produce of B. C.....	58,805.00
<b>Grand Total.....</b>	<b>\$1,946,186.00</b>

Exports from Port of Nanaimo, B. C., for the Fiscal year ending 30th June, 1889 :

Produce of the Mines (Coal).....	\$1,791,624.00
“ “ (Iron Ore).....	35,920.00
“ Forest.....	23,875.00
<b>Total Exports.....</b>	<b>\$1,851,419.00</b>

Exports from the Port of New Westminster, B. C., for the year ending June 30th, 1889 :

Value.....	\$46,388.00
------------	-------------

Exports from the Port of Victoria, B. C., for the Fiscal year ending 30th June, 1889:

COUNTRIES EXPORTED TO—

United Kingdom . . . . .	\$ 886,792 00 . . . . .	Salmon, Furs, &c.
United States . . . . .	887,221 00 . . . . .	Gold Dust, Fish, Hides
Australia . . . . .	158,515 00 . . . . .	Salmon.
Sandwich Islands . . . . .	355 00 . . . . .	Salmon pickled.
Buenos Ayres . . . . .	1,860 00 . . . . .	Salmon canned.
Germany . . . . .	2,750 00 . . . . .	Furs, &c.
China . . . . .	8,693 00 . . . . .	Opium, Shells, Curios, Personal Effects:
	<u>\$1,946,186 00</u>	

Statement of Exports at the Port of Vancouver, B. C., for the year ending June 30th, 1889:

Produce of the Mines . . . . .	\$ 57,181.00
“ Fisheries . . . . .	5,620.00
“ Forest . . . . .	388,090.00
Animals and their produce . . . . .	18,819.00
Agricultural Products . . . . .	2,338.00
Manufactures . . . . .	44,038.00
Miscellaneous . . . . .	550.00
	<u>\$516,636.00</u>
1888 . . . . .	\$553,539.00
1889 . . . . .	516,636.00
Decrease . . . . .	<u>\$ 36,903.00</u>

Coal and Iron Ore Shipments from Nanaimo, B. C., for the Fiscal year ending 30th June, 1889:

United States . . . . .	440,211	\$1,760,844.00
Sandwich Islands . . . . .	4,345	17,380.00
Japan . . . . .	1,000	4,000.00
Mexico . . . . .	2,350	9,400.00
Total Coal . . . . .	447,906	\$1,791,624.00
Iron Ore to U. S. A. . . . .	16,060	35,920.00
Total, the Mine . . . . .		<u>\$1,827,544.00</u>

Exports, the produce of Canada, from the Province of British Columbia, for 17 years, ending 30th June, 1888:—

Year.	The Mine.	Fisheries.	Forest.	Animals and their Produce	Agric'l Produce	Miscellaneous	Total.
1872	\$1,389,585	\$ 37,706	\$214,377	\$214,700	\$ 142	\$1,540	\$1,858,050
1883	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	240,893	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	268,671	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

## IMPORTS.

Imports into the Port of Victoria, B. C., for the Fiscal year ending 30th June, 1889:

B. C., for	Total Imports. Value.	Entered for Consumption. Value.	Duty Received.
760,844.00	Dutiable Goods . . . . . \$2,267,508.00	\$2,218,902.00	\$789,158.83
17,380.00	Free Goods . . . . . 574,626.00	574,626.00	
4,000.00	Leaf Tobacco for Excise. 19,258.00	19,259.00	
9,400.00	Coin and Bullion . . . . . 411.00	411.00	
791,624.00	Total Free . . . . . 594,295.00	594,296.00	
35,920.00	Grand Total . . . . . \$2,862,803.00	\$2,913,198.00	\$789,158.83
827,544.00			



Imports into the Port of New Westminster, B. C., for the year ending June 30th, 1889 :

	Value.	Duty.
Quarter ending September 30th, 1888. . . . .	\$ 31,806.00	\$ 7,610.59
“ “ December 31st, “ . . . . .	36,154.00	7,326.45
“ “ March 31st, “ . . . . .	34,626.00	7,911.67
“ “ June 30th, “ . . . . .	29,467.00	8,450.81
	<u>\$132,053.00</u>	<u>\$31,299.52</u>

Imports into the Port of Nanáimo, B. C., for the Fiscal year ending 30th June, 1889 :

Value of Dutiable Goods imported. . . . .	\$244,150.00
“ Free. . . . .	56,866.00
Total value of Imports. . . . .	<u>\$301,016.00</u>
Duty collected. . . . .	<u>\$ 60,440.36</u>

Statement of Imports at the Port of Vancouver, B. C., for year ending June 30th, 1889 :

Value of Imports. . . . .	\$443,937.00
Total Duties collected on Goods Imported. . . . .	93,770.52
“ “ Chinamen. . . . .	37,367.50
Minor Revenues. . . . .	3,541.53
Total Duties collected. . . . .	<u>\$134,679.55</u>
1889. . . . .	\$134,679.55
1888. . . . .	63,006.44
Increase. . . . .	<u>\$ 71,673.10</u>

Imports into the Province of British Columbia, for the year ending 30th June, 1888 :

	Total Imports.	Entered for Consumption. Value.	Duty received.
Dutiable. . . . .	\$2,782,738 00	\$2,574,941 00	\$861,465 14
Free. . . . .	727,213 00	729,266 00	
Total. . . . .	<u>\$3,509 951 00</u>	<u>\$3,404,207 00</u>	<u>\$861,456 14</u>

Imports into the Province of British Columbia for 17 years ending 30th June, 1888 :—

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Duty.  
7,610.59  
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	Value of Total Imports.	Goods Entered for Home Consumption.			Duty Collected.
		Dutiable Goods.	Free Goods.	Total.	
To 30th June, 1872.....	\$1,790,352 00	\$1,600,361 00	\$166,707	\$1,767,068 00	\$542,400 48
From Canada.....	22,215 00		22,215	22,215 00	
To 30th June, 1873.....	2,191,011 00	1,569,112 00	507,364	2,076,476 00	302,147 65
From Canada.....	75,604 00		75,604	75,604 00	
To 30th June, 1874.....	2,085,560 00	1,676,792 00	371,544	2,048,336 00	336,494 47
From Canada.....	66,104 00		66,104	66,104 00	
To 30th June, 1875.....	2,543,552 00	1,924,482 00	566,111	2,490,593 00	413,921 50
From Canada.....	117,054 00		117,054	117,054 00	
To 30th June, 1876.....	2,997,507 00	2,237,072 00	707,906	2,944,978 00	488,384 52
From Canada.....	129,735 00		129,735	129,735 00	
To 30th June, 1877.....	2,220,968 00	1,820,391 00	346,318	2,166,709 00	463,320 21
From Canada.....	163,142 00		163,142	163,142 00	
To 30th June, 1878.....	2,244,503 00	1,905,201 00	367,926	2,273,127 00	426,125 14
From Canada.....	144,754 00		144,754	144,754 00	
To 30th June, 1879.....	2,440,781 00	1,997,125 00	320,326	2,317,454 00	484,704 04
From Canada.....	184,951 00		184,951	208,072 00	
To 30th June, 1880.....	1,689,384 00	1,614,165 00	122,451	2,457,116 00	450,175 43
From Canada.....	208,072 00		208,072	184,951 00	
To 30th June, 1881.....	2,489,643 00	2,214,153 00	242,963	1,736,616 00	589,423 62
From Canada.....	387,111 00		387,111	387,111 00	
To 30th June, 1882.....	2,896,223 00	2,472,174 00	404,287	2,875,461 00	678,104 53
From Canada.....	449,768 00		449,768	449,768 00	
To 30th June, 1883.....	3,937,536 00	3,331,023 00	550,833	3,866,856 00	907,765 51
From Canada.....	624,207 00		624,207	624,207 00	
To 30th June, 1884.....	4,142,286 00	3,337,642 00	702,633	4,040,335 00	884,076 21
From Canada.....	789,287 00		789,287	789,287 00	
To 30th June, 1885.....	4,089,492 00	3,478,529 00	564,923	4,023,452 00	966,143 64
From Canada.....	927,054 00		927,054	927,054 00	
To 30th June, 1886.....	3,953,209 00	2,651,379 00	1,060,347	4,011,726 00	880,226 65
To 30th June, 1887.....	3,547,852 00	3,065,791 00	560,348	3,626,139 00	883,421 53
To 30th June, 1888.....	3,569,951 00	2,674,941 00	729,266	3,401,207 00	861,465 14

Duties paid by the Province of British Columbia during 18 years, ending 30th June, 1889 :

Duties collected for year ending 30th June, 1872.....	8	342,400 84
Duties collected for year ending 30th June, 1873.....		301,147 65
Duties collected for year ending 30th June, 1874.....		336,494 37
Duties collected for year ending 30th June, 1875.....		413,991 50
Duties collected for year ending 30th June, 1876.....		488,383 52
Duties collected for year ending 30th June, 1877.....		463,320 21
Duties collected for year ending 30th June, 1878.....		426,125 14
Duties collected for year ending 30th June, 1879.....		484,704 04
Duties collected for year ending 30th June, 1880.....		450,175 43
Duties collected for year ending 30th June, 1881.....		589,423 61
Duties collected for year ending 30th June, 1882.....		678,104 53
Duties collected for year ending 30th June, 1883.....		907,765 51
Duties collected for year ending 30th June, 1884.....		884,076 21
Duties collected for year ending 30th June, 1885.....		966,143 66
Duties collected for year ending 30th June, 1886.....		880,383 36
Duties collected for year ending 30th June, 1887.....		877,188 78
Duties collected for year ending 30th June, 1888.....		873,052 26
Duties collected for year ending 30th June, 1889.....		1,015,578 26
		\$11,320,945 52

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# BY-LAWS

—OF THE—

## BRITISH COLUMBIA BOARD OF TRADE,

AS AMENDED TO 30th JUNE, 1888.

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### APPENDIX No. 11.

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#### MEETINGS.

I. The Annual General Meeting of Members of the "B. C. Board of Trade" shall be held on the 1st Friday in July at 3 p. m. The regular Quarterly Meetings of the Board shall be held at the same hour on the 1st Friday of months of January, April, July and October each year, and at the time prescribed for the Annual General Meeting. Should the day of Meeting, either Annual or Quarterly, fall on a legal holiday, the Meeting shall be held the following day.

#### QUORUM.

II. At any General Meeting seven members present in person shall constitute a quorum for the transaction of business. At Council Meetings five shall form a quorum (including the President, Vice-President or Member elected to act as Chairman). Should a quorum not be formed by 3:30 on any occasion the Meeting shall stand adjourned for one week.

#### PLACE OF MEETING.

III. The place of meeting shall be arranged from time to time by the Council, and mentioned in the Notices calling each Meeting until such time as a regular place of Meeting shall have been determined by the Council.

#### ORDER OF BUSINESS.

- IV. Reading Minutes of last Meeting.  
Reports and Communications.  
Elections to fill Vacancies.  
Nomination and Election of new Members.  
Unfinished business.  
Miscellaneous business.

## AUDIT.

V. At the regular Quarterly Meeting held in April of each year the President shall appoint a Committee of three to audit the books and accounts of the Secretary-Treasurer for presentation at the Annual General Meeting.

## MOTIONS.

VI. All motions, except those for previous questions, postponement or adjournment, shall be made in writing; and no debate shall be permitted, except on a motion regularly moved and seconded; every motion made in writing shall be read by the proposer in his place previous to offering it to the President.

(a.) No Member shall speak twice on the same subject except by permission or by way of explanation.

(b.) A Member may call for the division on any motion, should any doubt exist as to the ruling of the President.

## ALTERATION OF BY-LAWS.

VII. Notice to amend any By-Laws or to introduce a new one shall be made in writing at the regular Quarterly Meeting next previous to the one at which it is intended to be considered. Any such notice as aforesaid must contain in full "the wording of the proposed amendment or addition."

## SUBSCRIPTIONS.

VIII. (a.) The annual subscription of Members shall be twelve dollars, payable by quarterly instalments of \$3.00 in advance, to the Secretary at the office of the Council of the Board of Trade.

(b.) Members in arrears for three months shall be deemed delinquent and their names shall be posted up in the office of the "Board of Trade" for one month, and the Secretary shall notify them to that effect. After thirty days from the date of such notice and posting their names shall be liable to be removed from the "List of Members."

(c.) A list of delinquent Members (if any) shall be read at each Quarterly Meeting, and their names duly entered on the minutes of said Meeting.

## ARBITRATION.

IX. (1.) Before any arbitration can be entered upon the parties shall execute a bond of submission as provided by State hereinbefore expressed.

(2.) In case of arbitration the Arbitrators shall be selected from the "Board of Arbitration" as follows: Each party shall choose one arbitrator and the third arbitrator shall be drawn by lot, from the remainder of said Board, by the Secretary of the Board in the presence of the

parties, unless a third shall have been agreed upon or chosen by the arbitrators within three days after the submission of the parties.

(3.) The three Arbitrators shall sit together unless the parties shall consent to the matter being heard by one or two Arbitrators alone.

(4.) The decision of the majority of the Arbitrators, when more than two sit, shall be final and binding on both parties.

(5.) The fees for arbitration shall be as follows:

(a.) For every meeting where the cause is proceeded with, but an enlargement or postponement is made at the request of either party, not less than . . . . . \$ 5.00

Nor more than . . . . . 10.00

(b.) For every day's sitting, to consist of no less than five hours 10.00

(c.) For every sitting not extending to five hours (fractional parts of hours being excluded) where the arbitration is actually proceeded with,—for each hour occupied in such proceedings, at the rate of . . \$ 2.00

(d.) Preparing forms of Submission Bond and forms of oath (to litigants not being Members of the Board \$5.00 per set, said fee to be applied to the funds of the Board.

(6.) If any arbitrator who has been duly selected (in manner aforesaid) to act, refuses or neglects to attend such arbitration, he shall be liable to pay to the Secretary of said Board a fine of \$5.00 for each and every day on which he neglects to attend such arbitration unless relieved by the Council. All fines inflicted as aforesaid to form part of the revenue of the Board of Trade.

PROXIES.

X. (1.) At all meetings of the Board no Member shall be entitled to vote who has not paid all dues belonging to him.

(2.) Members in good standing shall be entitled to hold two proxies, and no more, for the purpose of voting at any meeting.

(3.) All proxies must be in writing and shall be deposited with the Secretary on or before the day of the meeting, and may be either Special or General.

EXPULSION OF MEMBERS.

XI. (1.) Any member who is declared an insolvent shall thereby be considered as retiring from the Board but shall be entitled to be nominated for re election at any time.

(2.) Any member can be expelled by the vote of three-fourths of the members present at any meeting specially called for the purpose, at which not less than one-half (½) of the whole number of members are present either in person or represented by their proxies.

## ENTRANCE FEE.

XII. On and after the first day of January, 1886, any person desirous of joining the Board of Trade shall pay an entrance fee of twenty dollars (\$20.00) in addition to his annual subscription.

XIII. Officers, Council and Arbitration Board shall be elected by ballot.

## APPENDIX No. 12.

## CUSTOMS OF THE PORT OF VICTORIA.

## RATES OF COMMISSION.

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

1. On purchase of stocks, bonds, and all kinds of securities, including the drawing of bills for payment of the same.  $2\frac{1}{2}$  per cent.
2. On sale of stocks, bonds, and all kinds of securities, including remittances in bills and guarantee.  $2\frac{1}{2}$  per cent.
3. On purchase and sale of specie, gold dust and bullion. 1 per cent.
4. On sale of bills of exchange, with endorsement.  $3\frac{1}{2}$  per cent.
5. On sale of bills of exchange, with endorsement. 1 per cent.
6. For endorsing bills of exchange, when desired.  $2\frac{1}{2}$  per cent.
7. On sale of produce, &c., from California, Oregon, Washington Territory, Sandwich Island ports and other Pacific Coast ports, with guarantee.  $7\frac{1}{2}$  per cent.
8. On sale of merchandise from other ports, with guarantee. 10 per cent.
9. On goods received on consignment and afterwards withdrawn.  $3\frac{1}{2}$  per cent.
10. On purchase and shipment of merchandise, with funds on hand, on cost and charges. 5 per cent.
11. On purchase, and shipments of merchandise without funds, and cost and charges.  $7\frac{1}{2}$  per cent.
12. For collecting and remitting delayed or mitigated accounts. 10 per cent.
13. For collecting freight by vessels from foreign ports, on amount collected. 5 per cent.
14. For collecting general claims. 5 per cent.
15. For collecting general average,—on the first \$20,000 or any smaller amount. 5 per cent.
16. For collecting general average,—on any excess over \$20,000.  $2\frac{1}{2}$  per cent.
17. On purchase or sale of vessels. 2 per cent.

18. For "Port Agency" to vessels with cargo or passengers from foreign ports, as under :
- |   |          |
|---|----------|
| On vessels under 200 tons register.....     | \$ 50.00 |
| On vessels of 200 to 300 tons register..... | 100.00   |
| On vessels of 300 to 500 tons register..... | 150.00   |
| On vessels over 500 tons.....               | 200.00   |
19. For disbursements of vessels by consignees with funds on hand..... $2\frac{1}{2}$  per cent.
20. For disbursements of vessels by consignees without funds on hand..... 5 per cent.
21. For procuring freight or passengers..... 5 per cent.
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, &c., are signed..... 5 per cent.
23. On giving Bonds for vessels under attachment in litigated cases, on amount of the liability..... $2\frac{1}{2}$  per cent.
24. For landing and reshipping goods from vessels in distress, on invoice value, or in its absence, on market value..... 5 per cent.
25. For receiving and forwarding goods,—on invoice amount. $2\frac{1}{2}$  per cent.
26. For advancing on freight to be earned..... 5 per cent.
27. For effecting marine insurance,—on the amount insured  $\frac{1}{2}$  per cent.
28. The foregoing Commissions to be exclusive of Brokerage, and every charge actually incurred.
29. Vessels to pay clerk hire and the labor on the wharf, sorting and delivering cargo.
30. The receipt of Bills of Lading to be considered equivalent to receipt of the goods.

#### RATES OF STORAGE ON MERCHANDISE.

##### STORAGE PER MONTH.

XIV. On measurement goods 50 cents per ton of forty cubic feet (40 c. ft.) On heavy goods 50 cents per ton of 2240 lbs. 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.

XV. (a.) Concerning the delivery of merchandise, payment of freight, &c.: 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 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 freight 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.

**XVIII.**

**WHARVES.**

I. The proprietor or occupant of the adjoining property may "overlap" by using the outer berth, or may use the inner berth if not required.

II. The proprietor or occupant of the adjoining property may "overlap" by using the outer berth, or may use the inner berth if not required.

III. Not more than two vessels shall be allowed to lie abreast of any wharf at the same time unless they can do so without occupying a greater depth (or space) than 60 feet from the water front.

The foregoing By-Laws, Rules and Regulations were submitted to and approved by the members present at the Quarterly General Meeting of the British Columbia Board of Trade held on the 2nd of October, and finally adopted at an adjourned General Meeting on the 8th October, A. D. 1879.

**APPENDIX No. 13.**

**Ports of Victoria and Esquimalt, British Columbia.**

**PORT CHARGES.**

Vessels bound to other Ports, coming to an anchor in Royal Roads, Pilotage free, except services of Pilot are employed, when Pilotage according to the following graduated scale shall be payable :—

Inside or North of Race Rocks to Royal Bay.....	\$0 75 per foot.
Beachy Head to Royal Bay.....	1 50 "
Pillar Point to Royal Bay.....	3 00 "
Cape Flattery to Royal Bay.....	6 00 "

Vessels entering into or clearing from undermentioned Ports :—

Esquimalt Harbor (under sail).....	\$4 00 per foot.
do. (under steam or in tow).....	3 00 "
Victoria Harbor (under sail).....	4 00 "
do. (under steam or in tow).....	3 00 "

Vessels proceeding from Victoria to Esquimalt, and vice versa, and having discharged or received a portion of their cargo in either Harbor, and having paid full Pilotage into either Harbor, if proceeding with the assistance of steam, shall pay \$1.50 per foot.

Towage from Royal Roads or Esquimalt to Victoria Harbor, from \$50.00 to \$75.00.

Towage from Victoria, Esquimalt Harbor, or Royal Roads, to Sea, outside Cape Flattery, from \$100.00 to \$150.00.

Towage from Victoria and Esquimalt Harbor, or Royal Roads, to Burrard Inlet or Nanaimo and back :—

For vessels 400 tons and up to 500 tons.....	\$350 00
“ 500 “ 600 “ .....	400 00
“ 600 “ 700 “ .....	425 00
“ 700 “ 800 “ .....	450 00
“ 800 “ 900 “ .....	475 00
“ 900 “ 1000 “ .....	525 00
“ 1000 “ 1100 “ .....	550 00
“ 1100 “ 1200 “ .....	575 00
Over 1200 “ .....	600 00

SIGNALS.

- One Whistle, Trim Yards.
- Two “ Set Fore and Aft Sails.
- Three “ Square Sails.
- Four “ Let go Hawser.

Ships to supply their own Hawser.

BALLAST (Shingle)—From \$1.00 to \$1.25 per ton.

FRESH WATER (at Esquimalt)—\$1.00 per 1,000 gallons.  
Victoria.

WHARFAGE—Free.

HOSPITAL DUES—2 cents per ton register. Sick Mariners are provided with Medical Attendance and Board, Free of Charge, at the Government Marine Hospital, Victoria.

STEVEDORE CHARGES—For Stowing Salmon, 50 cents per ton weight of 2,240 lbs.

For Stowing Lumber, from \$1.25 to \$1.50 per mille feet.

For Discharging General Cargo, 50 cents per ton of 2,240 lbs.

Ballast to be discharged in not less than 20 fathoms of water. This applies also to the Harbors of Nanaimo and Burrard Inlet, B. C.

