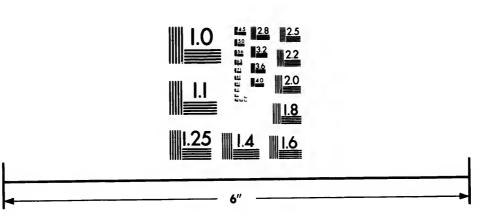


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# FOURTH

# Annual Report

OF THE

BRITISH COLUMBIA

# Board of Trade

7TH JULY, 1882, TO 6TH JULY, 1883.

OFFICE: CORNER LANGLEY AND YATES STREETS. VICTORIA, B.C.

INCORPORATED OCTOBER 28TH, 1878.

VICTORIA, B. C.: MUNROE MILLER, STEAM BOOK AND JOB PRINTER, JOHNSON ST.

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# FOURTH

# ANNUAL REPORT

OF THE

## BRITISH COLUMBIA

# Board of Trade

7TH JULY, 1882, TO 6TH JULY, 1883.

Office: Corner Langley and Yates Streets.
VICTORIA, B.C.

INCORPORATED OCTOBER 28TH, 1878.

VICTORIA, B. C.: MUNROE MILLER, STEAM BOOK AND JOB PRINTER, JOHNSON ST. 1888.

ROBERT RODERI EDGAR

# OFFICERS.

ROBERT PATERSON RITHET, Esq.,	J. P.	-	•	-	PRESIDENT
RODERICK FINLAYSON, Esq., J. P.	-	-	-	VICE	-PRESIDENT
EDGAR CROW BAKER, Esq., M. P.		-		-	SECRETARY

## COUNCIL. (8)

J. H. TODD, Esq.
M. T. JOHNSTON, Esq.
THOS. EARLE, Esq.
ROBT. WARD, Esq.
H. F. HEISTERMAN, Esq.
A. A. GREEN, Esq.
J. H. TURNER, Esq.
JOSHUA DAVIES, Esq.

# ARBITRATION BOARD. (12)

J. H. TODD, Esq.
THOS. EARLE, Esq.
ROBT. WARD, Esq.
H. F. HEISTERMAN, Esq.
A. A. GREEN, Esq.
M. T. JOHNSTON, Esq.
J. H. TURNER, Esq.
JOSHUA DAVIES, Esq.
W. J. JEFFREE, Esq.
E. G. PRIOR, Esq.
M. W. T. DRAKE, Esq.
ALBERT OFNER, Esq.

lair, John, exander, R ker, Edgar les, James te, Mark, rns, Rober arles, Will arke, Wm. ughlan, Jo ake, Monta insmuir, Ro vies, Joshu uglas, Jam rle, Thomas glish, M. M llows, Alfre П, Ја:лев, nlayson, Ro ster, F. W. een, Alex. By, Alex. B odacre, Lav isterman, H ggins, Davi ywood, Jose bben, T. N.

> rris, D. R. ring, John, huston, Mat ckson, Robe

# MEMBERS.

NAME.	OCCUPATION.	RESIDENCE.  New Westminster	
lair, John,	Salmon Canner,		
exander, R. H.	Manager Saw Mill.	Hastings.	
ker, Edgar Crow,	Conveyancer and Notary,	Victoria.	
les, James Chestney,	Public Accountant,	Victoria.	
ite, Mark,	Manager Vancouver Coal Co.	Nanaimo.	
rns, Robert,	Manager Bank B. N. A.	Victoria.	
arles, William.	Inspecting Chief Factor H. B. Co.	Victoria.	
arke, Wm. Raymond.	Harbor Master, Port Warden,	Victoria.	
ughlan, John,	Brickmaker and Contractor,	Victoria.	
ake, Montague W. T.	Barrister-at-Law.	Victoria.	
ınsmuir, Robert,	Proprietor Wellington Colliery,	Departure Bay.	
vies, Joshus,	Auctioneer and Com. Merchant,	Victoria.	
nglas, James,	Gentleman,	Victoria.	
rle, Thomas,	Merchant,	Victoria.	
glish, M. M.	Salmon Canner,	New Westminster.	
llows, Alfred,	Merchant,	Victoria.	
ll, Js:.1es,	Grocer,	Victoria.	
aleyson, Roderick,	Lloyd's Agent,	Victoria.	
ster, F. W.	Merchant,	Clinton.	
een, Alex. Alfred,	Banker,	Victoria.	
sy, Alex. Blair,	Draper,	Victoria.	
ndacre, Lawrence,	Butcher,	Victoria.	
isterman, Henry F.	Fire Insurance and Land Agent,	Victoria.	
ggins, David W.	Editor " Daily Colonist,"	Victoria.	
ywood, Joseph,	Bacon Factor,	Victoria.	
bben, T. N.	Stationer,	Viotoria.	
rrie, D. R.	Civil Engineer,	Victoria.	
ing, John,	Steamboat Owner,	New Westminster.	
nston, Matthew T.	Merchant.	Victoria.	
kson, Robert E.	Barrister-at-Law,	Victoria.	

# MEMBERS-Continued.

rs, Josep ringer, Be e, Thomas dd, Jacob rner, John n Volkenb well, A. W lliams, Ro rd, Willia rd, Robert son, Willi iler, John, rren, Jas. l ing, Henry ME NAM

rison, George, lly, George, nt, John,

NAME

NAME

ght, G. B. er, Munroe,

nard, F. S. Ing, William holles, John

NAME.	OCCUPATION.	RESIDENCE.
Jeffree, W. J.	('lothier,	Victoria.
Jones, Hugh Lloyd,	Chemist and Druggist,	Victoria.
Langley, Alfred J.	Chemist and Druggist,	Victoria.
Loewenberg, Leopold,	Real Estate Agent,	Victoria.
Leneveu, David,	Corn Factor,	Victoria.
Laidlaw, Jas. A.	Salmon Canner,	New Westminster
Marvin, Edgar.	Merchant,	Victoria.
Marvin, Edward B.	Ship Chandler.	Victoris.
Mayereau, J. B.	Merchant,	Victoria.
Mason, Henry S.	Barrister-at-Law,	Victoria.
Monteith, William,	Merchant,	Victoria,
Mara, J. A.	Merchant,	Kamloops.
McQuade, Peter,	Ship Chandler,	Victoria.
McQuade, E. A.	Ship Chandler,	Victoria.
McAlister, John,	Master Shipwright,	Victoria.
Neufelder, Edward C.	Grocer,	Victoria.
Nelson, Hugh,	Senator,	Burrard Inlet.
O'ner. A.	Grocer,	Victoria.
Cuderdonk, Andrew,	Railway Contractor,	Yale.
Pitte, Sidney J.	Merchant,	Victoria.
Pooley, Chas. Edward,	Barrister-at-Law,	Victoria.
Pollard, William,	Barrister-at-Law,	Victoria,
Prior, Edward G.	Merchant,	Victoria.
Rithet, Robert P.	Merchant,	Victoria.
Redfern, Chas. E,	Watchmaker, &c.	Victoria.
Reid, James, M.P.	Merchant,	Quesnelle.
Spratt, Joseph,	Iron Founder,	Victoria.
Strouss, Carl,	Merchant,	Victoria.
Saunders, Henry,	Grocer.	Victoria.
Sayward, William P.	Lumber Merchant,	Victoria.
Shotbolt, Thomas,	Chemist and Druggist,	Victoria.
Smith, Andrew J.	Contractor and Builder,	Victoria,
Short, Henry,	Gunsmith,	Victoria.
Shears, Walter,	Draper,	Victoria.

## MEMBERS-Continued.

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NAME.	OCCUPATION	RESIDENCE
rs, Joseph,	Painter, &c.	Victoria.
ringer, Benj.	Manager Saw Mill,	Moodyville.
Thomas H.	Merchant,	Victoria.
id, Jacob H.	Merchant,	Victoria.
rner, John H.	Merchant,	· Victoria.
nVolkenburgh, Benj.	Butcher,	Victoria.
well, A. W.	Gold Commissioner,	Cassiar.
lliams, Robert T.	Book-binder,	Victoria.
rd, William C.	Banker,	Victoria.
rd, Robert,	Merchant,	Victoria.
lson, William,	Clothier, ,	Victoria.
iler, John,	Furniture Dealer,	Victoria.
rren, Jas. D.	Steamboat Owner,	Victoria.
ang, Henry,	Draper,	Victoria.

#### MEMBERS ELECTED 5TH JANUARY, 1883.

NAMO.	OCCUPATION.	RESIDENCE.
rison, George,	Druggist,	Victoria.
lly, George,	Contractor,	Victoria.
nt, John,	Merchant,	Cassiar.

## MEMBERS ELECTED 6TH JULY, 1883.

	NAME.	OCCUPATION.	RESIDENCE.
h	ard, F. S.	Transfer Co. & B. C. Express Co.	Victoria.
n	g, William,	Trader,	Barclay Sound.
a h	olles, John,	Insurance Agent,	Victoria.

## NOMINATED FOR MEMBERSHIP.

NAME.	OCCUPATION.	RESIDENCE.
ght, G. B.	Merchant,	Kamloops.
er, Munroe,	Printer,	Victoria.

# OTHER BOARDS OF TRADE, ETC.

#### DOMINION BOARD OF TRADE.

Hon. James Skead, Pres. | Wm. J. Patterson, Esq., See.

Joseph Shelyn, Esq., Pres. | F. H. Andrews, Esq., Sec.

MONTREAL BOARD OF TRADE.

Andrew Robertson, Esq., Pres. | Wm. J. Patterson. Esq., Sec.

PORTLAND BOARD OF TRADE.

David Macleay, Esq., Pres. | F. K. Arnold, Esq., Sec.

SAN FRANCISCO CHAMBER OF COMMERCE.

Wm. F. Babcock, Esq., Pres. | Morris Marcus, Esq., Sec.

ASTORIA CHAMBER OF COMMERCE.

John Q. Bowlby, Esq., Pres. | John Gatsby, Esq., Sec.

HALIFAX CHAMBER OF COMMERCE.

W. J. Stairs, Esq., Pres. | C. M. Creed, Esq., Sec.

BRITISH COLUMBIA AGRICULTURAL ASSOCIATION.

W. H. Ladner, Esq., Pres. | Adolphus Peele, Esq., Sec.

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# FOURTH ANNUAL REPORT

OF THE

# British Columbia Board of Trade.

7th JULY, 1882, TO 6th JULY, 1883.

VICTORIA, B. C., 6th July, 1883.

To the Members of the B. C. Board of Trade:

Gentlemen, - In keeping with custom, your committee appointed by Council to draft a report of the transactions of the Board for the year ending this day, beg to submit for the consideration of the members in annual meeting assembled the following information, facts and figures, concerning the Board, and bearing upon trade and commerce in British Columbia, viz:

#### MEMBERSHIP.

This day last year the Board only consisted of 67 mempers, but at the annual general meeting the following day the indermentioned gentlemen were duly elected and added to he list, making a total of 77:

f. M. English,
. Onderdonk,
. W. Foster,
ames Reid,
. A. Mara,
Ienry Young,
. VanVolkenburgh,
oseph Sears,
ohn Coughlan,
awrence Goodacre,

Esq., Sec.

q., Sec.

. Esq., Sec

., Sec.

sq., Sec.

., Sec.

., Sec.

Esq., Sec.

ON.

Canner,
Contractor,
Merchant,
Merchant,
Draper,
Stockraiser,
Painter,
Brickmaker,
Stockraiser,

New Westminster.
Yale.
Clinton.
Quesnelle.
Kamloops.
Victoria.
Victoria.
Victoria.
Victoria.

And at the quarterly meeting on 6th October, 1882, the following gentlemen were also duly elected and added to the list, making 82:

A. W. Vowell,	Gold Commissioner,	Cassiar.
Benj. Springer,	Manager Mill,	Moodyville.
R. H. Alexander,	Manager Mill,	Hastings.
Albert Ofner,	Grocer,	Victoria.
R. T. Williams.	Bookbinder.	Victoria.

Again at the quarterly meeting on the 5th January, 1883, the following gentlemen were also duly elected and added to the list, making 85:

George Stelly,	Contractor,	Victoria.
George Morison,	Druggist,	Victoria.
John Grant,	Merchant,	Cassiar.

On the 3d March, 1883, Mr. Henry Mansell, and on the 18th June, 1883, Mr. David Green tendered their resignations and retired from membership of the Board, under clause 10 of the "Acts of Incorporation," so that the actual membership at this date is 83, showing the very satisfactory increase of 16 as compared with last year, with a possibility, bor dering upon a probability, of still further augmentation this year.

#### MEETINGS.

During the past year there have been five general meetings of members and eight meetings of the Council. The former were held on the 7th July, 1882; 6th October, 1882; 5th January, 1883; 26th February, 1883 (special); and 6th April, 1883; in keeping with the "Acts of Incorporation" and the "Revised By-laws." The latter were held on the 10th August, 1882; 22d September, 1882 (informal); 23d September, 1882; 16th January, 1883; 21st February, 1883; 23d February, 1883; 13th March, 1883; 3d July, 1883; under clause 14 of the "Acts of Incorporation," and making the average assemblage of not less than once a month same a last year, from which fact it is inferential that the existence of the Board is as lively as heretofore, that the interest evince

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y its members has in no way been lessened, and that its usefuless is steadily advancing.

#### DEATHS.

It is again the pleasing duty of your committee to notice he fact that the year has passed away without taking with any of the members from our roll.

#### WITHDRAWALS.

Two only, viz: Messrs. Henry Mansell and David Green, r reasons assigned in their letters of 3d March, 1883, and 3th June, 1883. Total 2, as against 18 added.

#### VACANCIES.

None have occurred during the past year, either on the rbitration Board or among, the members of the Council. his is also a matter of congratulation and it is also a pleasgrant to note that the attendance at the meetings of the ter is generally eighty per cent. of its entire strength, a fficient indication in itself to show that matters affecting de and commerce in our Province are zealously guarded those to whom they are committed.

#### PRINTED COMMUNICATIONS.

We are indebted to various institutions and persons for receipt of the following books and printed pamphlets, &c., ring the past year:

- 1. Maps of British Columbia, R. T. Williams.
- 2. The Journal of Commerce, Montreal.
- 3. Canadian Illustrated News, Montreal.
- The Commercial World, London, G. B.
   American Forestry Congress, Montreal.
- 6. The Mining Index, Winnipeg.
- 7. Relations of the Colonies to the Empire, Sir A. T. Galt.
- 8. Report, 1882, Inspector of Fisheries B. C., A. C. Anderson.
- 9. Report, 1882, Portland Board of Trade, Portland, Oregon.
- 10. Fishery Statements, 1881, Ottawa.

Report on Fish Breeding, 1881, A. B. Wilmot.

Agricultural Returns, 1882, Ontario.

13. Circulars, &c., re Cork Exhibition, Ireland.

Map of the District of Assiniboia, Ottawa.

15. Map of the District of Alberta, Ottawa.

16. Map of the Gulf of St. Lawrence, Ottawa.

An Act for the Discharge of Past Insolvents, Ottawa.

18. An Act for the equitable distribution of insolvent estates, Ottawa

19. An Act to provide for distribution of assets of insolvent estates. iliat

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20. An Act respecting insolvent banks, &c., Ottawa.

21. An Act respecting the Civil Service, Ottawa,

22. Report Department of Agriculture, 1882, Ottawa.

23. Report Census of Canada, vols. 1 and 2. Ottawa.

Report Public Accounts, 1882, Ottawa. 24.

25. Report Auditor General, 1882.

26. Report Department of Mines, 1882, Nova Scotia.

27. Report Postmaster General, 1882, Ottawa.

Report Minister of Justice, 1882, Ottawa. 28.

29. Report Department of Indian Affairs, Ottawa.

30. Report Department of Inland Revenue, Ottawa.

31. Report Department of Marine and Fisheries, Ottawa.

32. Report Trade and Navigation, Ottawa.

33. Report Inter-provincial Trade, Ottawa.

34. Report Department of the Interior, Ottawa.

Report Secretary of State, Ottawa. 35.

Report Adulteration of Food, Ottawa. 36. Report Weights and Measures, Ottawa. 37.

Report Estimates of Canada, Ottawa. 38.

Report Department of Militia and Defence, Ottawa. 39.

Budget Speech of Sir Leonard Tilley, Ottawa. 40.

Annual Statement Canadian Pacific Railway, Ottawa.

42. Canadian Patent Office Record, Ottawa.

Annual Reports Hawaiian Islands, C. E. Anderson.

#### OTHER BOARDS OF TRADE.

The only reports received since last year have between those from Portland "Board of Trade" and San Francis in in t"Chamber of Commerce." Quebec, Montreal, New Brundse, as wick and Nova Scotia, have either not printed their proceed 00, as ings for 1882, or have overlooked us in the distribution while co them, as we have regularly mailed ours to them. ity or

#### DOMINION BOARD OF TRADE.

Nothing further has been done or attempted in regard to iliation with this institution, the matter having been deved "until our financial as well as numerical strength should crease,"—these having been happily accomplished during a past twelve months, it would appear to us advisable that a matter should again engage the attention of the Board as the expediency of so doing.

#### DAILY MAIL VIA PUGET SOUND.

This important matter has been discussed year by year, itions have been forwarded to Ottawa, clauses have been embodied in addresses to distinguished visitors, and the matlurged upon the Dominion Government time and again by representatives, and still we have been unsuccessful. leasing to state, however, that we have a mail three times eek instead of twice as stipulated in the mail contract, and which we are indebted to the enterprise of the O. R. & N. as also, since the 1st May, 1883, for a daily steamer from Pet Sound to Victoria. We are credibly informed that the meter is receiving the attention of the Postmaster-General. that very shortly an understanding will be arrived at between the governments at Ottawa and Washington as to the mount to be paid jointly for the service so long desired and so much needed, and which will be the means of inducing the contractors to place Victoria on the same footing as new Taof a or Seattle will be (within three months) when those oldes are connected with the Eastern States by railway.

#### QUARANTINE MATTERS.

ear have be We are pleased to be in a position to state that our agi-San Francisco n in this regard is likely to bring forth fruit in the near I, New Brundsee, as we notice in the Dominion estimates the sum of their process 100, as a first instalment towards the purchasing of a site distribution the commencement of a Quarantine Hospital (in all proing ity on Albert Head); this, we are led to believe, will

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shortly be proceeded with. A further sum of \$1.700 also appears in the estimates to provide for the salary of a quarantine officer and contingencies, and we are further informed that a medical officer will be appointed forthwith.

#### IMMIGRATION MATTERS.

The appeals of the Board in this connection to the Provincial and Federal Governments have also been productive of some good. An Emigration Guide of 132 pages, with map, has been issued by the Provincial Government, and Immigration Agents have been appointed at Victoria and Nev Westminster to receive and place immigrants on their arrival and give them every information in their power as to desir 0 ble spots for homesteads and where to obtain work. An offe was also made by the Provincial to the Dominion Government expressive of intention of the former to place \$50,000 on the estimates for immigration purposes, provided the latter would This, however, was not attende thereby contribute a like amount. with the tangible response desirable as the policy of the Desivously minion Government, as intimated, is not to direct immigration views are from Europe and elsewhere to any particular Province, but that of rather to the Dominion as a whole, landing them (with assistions of the ed passages) at the nearest Atlantic ports, viz: Halifax all (see Notwithstanding the broad principle just referring the D to, an Order in Council has been passed at Ottawa makifor Toron exception in favor of the Pacific Province and granting "telliamen sum of \$10 (as a bonus) to each adult immigrant of sixtends years of age and over, either male or female, from the Connent of Europe or from the United Kingdom, upon settleme in British Columbia; and further, that in view of the part ular and exceptionally difficult circumstances of that Provide in relation to immigration, a system of selection and che should be put into effect through the European Agency of Department of Agriculture to secure the proper carrying of the intention in regard to said bonus." The sum of \$1 appears on the estimates of the Ottawa Government to

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le salary and contingencies of an Immigration Agent at ictoria, and some thousands of pamphlets will shortly be sued by that Department and distributed in the chief cenes of emigration in the United Kingdom and Europe, transted into the languages of the said countries, and showing e resources and advantages of the Province as a field for migration and the investment of capital, and generally apting a particular and energetic policy to promote immiation into our Province.

#### INSOLVENCY.

This matter has again engaged the attention of the as to desira Cuncil, and petitions have been drafted and forwarded to rk. An offe E. The Governor-General in Council, the members of the Government Strate, and members of the House of Commons (see petitions 50,000 on the replies on file), "urging the enactment of a law for the latter wouler itable distribution of the estates of insolvent debtors, not attende to reby removing the existing injustice and cause of loss cy of the D gr vously experienced by the commercial community." These et immigrative vs are also expressed in, and tenor of petition assimilated Province, but that of the Montreal Board of Trade in their communicam (with assisting of the 26th January, 30th January and 14th February, Halifax al 18 3 (see file). Bills were also introduced upon this subject, just referring the Dominion House by Messrs. Beaty and Curran, M. P's ttawa makifo Toronto and Montreal respectively, at the recent session of granting "tPs liament, and we have every reason to believe that at the ant of sixtenesses session an Act will be passed.

#### ROCKS IN VICTORIA HARBOR.

As reported last year, the depth of water at L. W. ordinary gs, over Beaver Rock, is 12 ft. 6 in. Nothing further has done to increase the depth in that locality to 14 feet, as emplated in the original contract. A preliminary step he sum of \$1. however, been taken by the Dominion Government towards remment to per emoval of Dredger Rock by placing upon the estimates the sum of \$1500 for the purpose of obtaining the necessary survey-information with a view to letting a contract for its ultimate removal.

#### BRITISH AND COLONIAL UNION.

As will be remembered, the British Columbia Board of Trade was enrolled as a branch of the above-named "Trade Tariffs Union," and Mr. H. C. Beeton was instructed to represent this Board in the conference of the said institution (vide minutes 14th Oct., and 2d Dec., 1881, fols. 66 and 67) It was also stipulated that this Board should subscribe \$10 to the funds of the "Union," and pay £1 or \$5 annually Upon reference to Mr. Beeton's letter we find that he is not at all sanguine as to anything practical resulting from the conference in question for reasons therein stated; and more recently we are in receipt of a circular letter dated 1st May 1883, marked "confidential and urgent," from A. C. Shelley Esq., Hon. Sec., in which he unmistakably indicates that the institution must fall through unless supported in reality by the various Chambers of Commerce abroad, and encloses extract from "European Mail, of Feb., 1883," all of which you committee desire to be considered by the members in general meeting assembled, with a view to arriving at a decision as to whether we shall continue to be one of the eighty-six commercial institutions composing that body and pay \$5 a year subscription, or retire therefrom.

#### STORAGE OF PETROLEUM.

In the latter part of last year a By-law was passed by the Municipal Council, making provision for the storage petroleum and naphtha in quantities larger than allowed "Ottawa Circular of 6th October, 1881," under certain strictions within the city limits and under proper license, that interference on the part of the Inland Revenue Depart ment is nullified.

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#### FISHERIES.

Adverting to our remarks of last year under this heading, we would state that a further resolution was passed by the Council on the 23d January last and transmitted to Ottawa in reference to the issuing of salmon fishery licenses by a Board composed of three, viz: Inspector of Fisheries, Indian Commissioner, and a person to be named by the Board of Trade, and in reply we are informed "that while the Department is very much obliged for the suggestion, it will be innecessary at present to associate any others with the Inpector, who in this case really is the agent of the Government so far as the issuing of net or boat licenses is conerned." (Letter dated 23d May, 1883.) Two leases for the propagation of oysters have been issued by the Dominion Government to certain persons on Mud Bay and Victoria rm, and a third will very shortly issue with the same object t or near Sooke Inlet, upon the usual terms of such leases y the Government. The following notice has been issued rom Ottawa in view of the fact that British Columbia was ot included in Reciprocity Treaty:

#### INSHORE FISHERIES, BRITISH COLUMBIA,

Public attention is called to certain provisions of the Statutes of anada, intituled respectively "An Act Respecting Fishing by Foreign essels," 31 Vic., Cap. 61, and "An Act to Extend to British Columbia to Act Rolating to Fishing by Foreign Vessels," 45 Vic., Cap. 27, fordding any foreign ship, vessel or boat, not navigated according to the ws of the United Kingdom, or of Canada, to fish for, take, dry or cure, by fish of any kind, within three marine miles of the coasts, bays, creeks, harbors of Canada, not affected by the Convention of 1818, and the reaty of Washington, between Great Britain and the United States.

Ships, vessels and boats, together with all goods, tackle, rigging, parel, furniture, stores and cargo liable to forfeiture under said Acts, ay be seized by any of the Officers he einafter named:—

Fishery Officers, Customs Officers, Sheriffs, Magistrates, and Comissioned Officers of Her Majesty's Navy.

By order of the Acting Minister,

W. F. WHITCHER,

Commissioner of Fisheries.

epartment of Marine and Fisheries, Ottawa, 1st June, 1883. N. B.—For further information regarding Fisheries, ser Report of A. C. Anderson, Esq., Inspector of Fisheries, 31st December, 1882.

#### COLUMBIA AND KOOTENAY RAILWAY.

In February last the Board had under consideration the projected scheme of John C. Ainsworth & Co., as explained by Capt. Blasdell, personally, at a meeting convened for that purpose, and from which it appeared that said scheme would embrace "the opening up and working of certain mineral claims on Kootenay Lake in this Province in connection therewith; and in order to draw supplies from the market of this Province and transport the product of said mineral claims to the seaboard by connecting with the Canadian Pa cific railway at or near Eagle Pass; the immediate construe tion of a wagon road from Shuswap Lake, by way of said Pass to Columbia River; building and maintaining a line of steamers on that river to connect said wagon road with railroad to be constructed to Kootenay Lake, and there con necting with another line of steamers to the locality of sail mineral claims." The Board expressed as its opinion 1. That it would be the means of developing a section this Province which at present is of little or no value. That in order to secure the trade of that section of the Pre vince to British Columbia it is very desirable to take advan tage of the opportunity of connecting it with the present settled and producing portions of the country, and thus in tiate a connection with the valuable mines about to be open 3. That the opening of these mines will attract a lar mining population to this Province, which would material add to the revenue, furnish a market for the productions the interior, and by affording prompt facilities of communic tion, be the means of securing an important branch of tra to British Columbia, which might otherwise find an out through the United States. The foregoing opinions we embodied in a petition to the Honorable the Speaker a

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nembers of the Legislative Assembly of British Columbia nd the result is the passage of an Act (12th May, 1883,) inorporating the "Columbia and Kootenay Railway and ransportation Company."

#### WAGON ROAD THROUGH EAGLE PASS.

And also an Act of same date making it lawful for the hief Commissioner of Lands and Works, with the approval the Lieut.-Governor in Council to enter into a contract th any person or corporation for the construction of a agon road, 12 feet wide through Eagle Pass, from the Shusap Lake to the Columbia River, and for the said Chief mmissioner of Lands and Works to grant and issue to the ntractor, in lieu of a money compensation for such conruction, warrants for land in the Yale or Kootenay Discts not exceeding 60,000 acres in the aggregate. Capital ock, \$5,000,000; shares, 50,000 of \$100 each. (For more mplete information regarding what is generally known as e "Kootenay Scheme," see Act 46 Vic., chaps. 25 and 35, ing the "Statutes of British Columbia, 1883.")

#### OTHER RAILWAYS.

Acts have also been passed by the local or Provincial buse for the incorporation of the "Fraser River Railway mpany," for the purpose of constructing and working a lway from the 49th parallel, north latitude, at a point ween Semiahmoo Bay and the eastern line of township 22, w Westminster District, to connect with the Canadian cific Railway at some point between the eastern line of townp 27, New Westminster District, and the western terminus of Canadian Pacific Railway, and from that point, or some nt west of that point on the said C. P. R., to the City of New stminster. Capital stock, \$500,000; 5000 shares of \$100 e Speaker a h. (See Act 46 Vic., chap. 26.)

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Also for the incorporation of the "New Westminster Southern Railway Company," to construct a railway with double or single tracks of four feet eight and one-half inches gauge, from some point near the 49th parallel of north latitude, between Semiahmoo Bay and Township 16, in the District of New Westminster, to the City of New Westminster, and to some point on Burrard Inlet, and to construct all necessary bridges over rivers crossing the said line between the above points, but so as not to impede navigation. Capital stock, \$600,000; 6000 shares of \$100 each. (See Act 46) Vic., chap. 27.)

Also on Act to empower Dunsmuir & Diggle to construct a line of railway to connect the South Wellington wharf at Departure Bay and the South Wellington and Wellington Railways, now owned by them and used for the transported tion of coal from the South Wellington and Wellington Col lieries, and to enable them to carry freight and passenger over said lines and levy tolls therefor. Unless railway L completed by 31st December, 1885, the powers granted shall cease except in regard to so much of the work as shall have select w been completed. "Wellington Collieries Railway Act, 1883 "Separti (See Act 46 Vic., chap. 28.)

"ISLAND RAILWAY," "DOCK," AND "RAILWAY LANDS BEING THROW OPEN TO SETTLEMENT."

These matters have been pressed again and again by the Board upon the Dominion Government, in the addresses their Excellencies Lords Dufferin and Lorne, and also Sir Charles Tupper during his visit to the Province, and our delegates at Ottawa from time to time. Recently, how ever, the whole matter was taken in hand by the Dominion keens and Provincial Governments with a view to a settlement 1000 fd all existing differences, and an Act passed on the 12th Meet oving 1883, by the Legislative Assembly of British Columbia ice for intended to cover the ground agreed upon by the two Governments. Certain clauses in said Act were objected to ox Ri

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e Dominion Government and which prevented the introetion and passage of a concurrent Act through the House of ommons, and the unhappy result is further delay. The memars will be better able to form their own ideas as to proble consummation in the near future by reading the "terms settlement" and speech of Sir John A. Macdonald in the ouse of Commons the day that House prorogued (25th May, (83) and which will probably be printed and form one of appendices to this Report.

#### DREDGING OF VICTORIA HARBOR,

During the past year the dredger was employed princi-Wellington poly in the vicinity of Shoal Point, and continued at work transports depening the channel as long as the funds for that purpose llington Col had out. We are pleased to state, however, that the sum of d passenger 6,000 appears on the estimates for this year, and which we ss railway her reason to believe will be sufficient, or nearly so, to keep granted shalt dredger going continuously. Other information on this shall have ject will be found in the shape of an extract from the by Act, 1883 Pepartment of Public Works Report," and form one of the endices hereto.

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OTHER IMPROVEMENTS TO NAVIGATION.

l again by the

It is also gratifying to notice that the following sums e addresses the ear on the Dominion estimates, viz: \$2,000 for general e, and also prince, and improvements to harbors and rivers in British prince, and Recently, how on the upper Fraser River; \$2,000 for the improvement the Dominion River; \$3,000 for Victoria Harbor examination; n settlement 2000 for a snag-boat for British Columbia, to be used in the 12th Mrs. oving snags from all rivers and generally in the marine tish Columbia ice for taking up and laying down buoys. Other appropriate two Garations also appear for the improvement of Courtenay and objected to lox Rivers, and the sum of \$2,500 for a lighthouse at Active Pass, but whether it will be erected on the S. E. point, on Gossip Island, or some other point, the Marine Department will determine.

#### SECOND TELEGRAPH CABLE.

The sum of \$18,500 has also been voted by the Dominion for a new submarine cable route between Vancouver Island and Washington Territory via Victoria and Point Angelos, or land route from Victoria to Cape Beale via San Juan Harbor with cable thence to Neah Harbor (Cape Flattery) in W. T. This is one of the many matters urged by the Board, and its speedy prosecution will be gladly hailed by the commercial element not only in Victoria but in British Columbia generally.

#### POSTAL MATTERS.

Though much improved in many respects, are still capa ble of further advancement, especially in regard to the mail to Cassiar and the increased weight permissible by parcel pos to our Province from the East, viz: 5 lbs., instead of 2 lbs. 3 oz. We are credibly informed that both these mat as heretofore. ters are receiving the attention of the Postmaster-General and that ere many weeks a tangible response will be made in regard to the former and a favorable concession accorded in the latter provided the matter can be arranged with the postal authorities of the United States so as to include Man itoba and British Columbia. Since last reporting on this subject a new post office has been erected at New Westmin ster and also one at Nanaimo. The office staff of the Vid toria post office has been increased (and will be still further the hours have been extended to 7 a.m. to 7 p.m., instead 9 to 6 as formerly; the mail to Esquimalt despatched at instead of 9 a.m.; the mail to Metchosin from Victoria made an "open service" again; Victoria to New Westminster an Yale four times a week (15th April to 15th Oct.), instead twice; Victoria to Puget Sound thrice instead of twice

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week; and Victoria to San Francisco once a week instead of three times a month; twice a week to Nanaimo from Victoria; once a fortnight to Comox and Baynes Sound; once a week Nanaimo to New Westminster; and twice a week (in tummer) to the Skeena River. The day is not very far disant when we shall have daily communication between Island and Mainland, as also between the former and Puget Sound, and possibly still more frequent connection with San Francisco.

#### FISHERIES EXHIBITION.

As announced under this heading last year the "Great nternational Fisheries Exhibition" was opened in London, I. B., on the 12th May, 1883, and as far as we are informed a still open. A tolerably good exhibit was sent from British columbia under the supervision of A. C. Anderson, Esq., the aspector of Fisheries for this Province, and it is a matter of o small regret that the Dominion Government did not see an expediency or sufficiently estimate the necessity of sending representatives from each Province to attend said Fisheries Exhibition. Provincial aid, \$300. A report will be orthcoming either from the Committee or from the Inspector Fisheries, or both combined, giving detailed information a this subject, and will appear with other appendices in the sinted Report.

#### ADDRESS TO THE GOVERNOR-GENERAL.

Although forming part of the past year's proceedings, as fully dwelt upon in those of last year (1881–1882) and e entire address printed as Appendix No. 17 to the 3rd mual Report of the Board. Said address was transmitted His Excellency to the Privy Council of Canada, but with nat tangible benefit to British Columbia the bosom of the ture has yet to reveal. Committee—R. P. Rithet, Esq., E. Baker, Esq., M. W. T. Drake, Esq., W. C. Ward, Esq., m. Wilson, Esq.

#### STEAM COMMUNICATION-ANACORTES TO VICTORIA.

This subject was brought to the notice of the Board by a letter with maps and documents, dated 29th June, 1882 from certain persons in Whatcom County, W. T., who are desirous of establishing and maintaining an "Island and Mainland Ferry Route" between Fidalgo Island and Vancouver, in addition to the usual route via Port Townsend The Council considered the matter "and was of opinion that little benefit, if any, could accrue to Vancouver Island from the proposed route, and equally failed to see in what way this Board could further the undertaking until such time as the United States Government established another port of cus toms entry and clearance at Anacortes or San Juan Island Since that date a port of customs entry has been established Friday Harbor (San Juan) and the steamers "Hope" and "Evangel" have made many trips between Anacortes, the various islands and Victoria, but with what success, financially we cannot say.

#### ARBITRATION MATTERS.

Only two have come before the Board, viz: 16th Aug Messrs. A. Casamayou & Co. vs. Owners of steamer "Sar donyx," claim for compensation for easks of brandy damage on voyage. The owners declined to submit the case to the Board and Messrs. Casamayou & Co. were so informed 24th January, 1883. Joshua Davies vs. Hon. Robt. Beave as Chief Commissioner of Lands and Works, for services appraiser on Graving Dock plant. Amount claimed, \$771.6 Amount awarded, \$700. Costs \$30, to be borne equally be them. Arbitrators—Messrs. Johnston, R. Ward, and T. Earl All documents deposited with the Board.

#### "CHITTENDEN'S BRITISH COLUMBIA GUIDE."

The Board purchased and distributed one hundred content ies of the above, at a cost of \$25, among the members,

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considered it premature to pass a resolution expressive of ts merits with a view to urging the Provincial Government Board by o purchase a large number of them for the purpose of enune, 1882ouraging immigration; a limited number was, however, bought , who are by the Government irrespective of such a step. sland and and Van Townsend! STERN-WHEEL STEAMERS CROSSING GULF. pinion that

This matter has engaged the attention of the Board wing to a prohibition having been placed by the Marine Department against the stern-wheel steamer "R. P. Rithet" rossing the Gulf. Documents in regard to this are upon le, as also copy of resolution passed upon the subject by ouncil, and will appear among the appendices in printed rm, if so desired. Our Senators and Members at Ottawa ere each furnished with copies of the documents and resoluons and requested to exert themselves in the direction indited, and your committee is in a position to announce that id prohibition was so far rescinded as to enable the steamer question to run between Victoria and Yale from 15th April the 15th October in each year.

#### CORK EXHIBITION.

A circular letter, dated Cork, January, 1883, has been ceived from the Earl of Bandon through the Hon. Secrery, L. A. Beamish, Esq., enclosing prospectuses, applicaon forms, &c., and requesting that publicity may be given em in order to assist the committee in bringing the project der the notice of the public. The exhibition is to take and T. Earl Lace this year for the exposition of "Manufactures, Arts, oducts and Industries." The committee append a list of ings not wanted in Ireland from America as the shorter way conveying a due impression of the requirements. No arge is made to exhibitors for space except in special cases ere extra facilities entail additional expense on the Execumembers, le Committee.

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#### FINANCE.

All matters in this connection will be ably dealt with by the Audit Committee in their report, and in more detailed and comprehensive form in the Account Current of the Secretary for the year. Last year the showing was as under:

Cash in hand,		-	-		\$ 44 57
Cash in Savings' Bank,	-				<b>425</b> 00
Cash in Bank B. C., -		-	-		<b>143</b> 95
Cash Collectible, -	-				<b>33 0</b> 0
Total,	·	-	-		<b>\$646</b> 52
17.1	•	- 00		7 1 1 1	

Of this amount \$30 was written off as bad debts by the Audi Committee, and now (30th June, 1883.) the presentation is

Cash	in Savings	' I	Bank	(int	eres	t to	be	added	.),	-		- \$8	00	25
Cash	in hand,	-	-	٠.		-	-	-	-		-	1	25	20
Cash	Collectible	е,	-	-		-		<b>-</b> .		-		- 10	08	00
	Total.	-	4			-		-	_		-	\$1.0	33	45

All of which is respectfully submitted.

R. P. RITHET, President.R. FINLAYSON, Vice-President.EDGAR CROW BAKER, Secretary

our rune, 1883, and find same to be true and just.

#### ADOPTION OF REPORT.

The foregoing Annual Report was read and adopted the Annual General Meeting of members on Friday, 6 July, 1883, and on motion was referred to Council for necesary action. The same having been again considered Council meeting on Tuesday, the 31st July, was placed the hands of the Committee who drafted it with instruction to get the same printed, by tender, for the general information of members, with power to embody therein such statics and useful matter in the form of appendices as mappear to said Committee necessary or expedient in the intests of trade and commerce, and as has been customs heretofore.

EDGAR CROW BAKER, Secretary

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IR, Secretary

E. C. NEUFELDER.

s, for	that we have examined the various books of accounts, vouchers, etc., together with Cash Statement of balances, for year ending 30th June, 1883, and find same to be true and just.  E. C. NEUFELDER.	nts, vo	that we have examined the various books of accounts, vouchers year ending 30th June, 1883, and find same to be true and just.	
nort.	ttee appointed by the Roard of Trade her leave to re		VICTORIA, B. C., 30th June, 1883.  To the President and Members of the Council:  Graver pages — We the understoned Andit	ы
•	Just and true. EDGAR CROW BAKER, Secretary.			,
\$1313 77	*	\$1313 77		
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9 00	Secretary-Treasurer, 12 months at \$55.00  Bad Debts, dues written off			
00 00				
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	Victoria Gas Company	160 00	April 6— 4th Quarter Duc, 81 members at \$3.00	<b>د</b> ب
	British and Colonial Union 5 10	# 95	Bank B. C., withdrawal	
	Dawson Bros., Map N. W. T\$ 3 00 Chittenden Guides	246 00		Į.
1 20	Discount acct., on 24 Mexican dollars  Miscellaneous. as under:—	240 00	ĭ	0
48 02	Stationery acct., T. N. Hibben & Co	18 % 8 %	Aug. 10— Interest acct., on Savings Bank deposits 26— Bank B. C. withdrawal	A
13 00	Inne 30—By Postage aget. T. N. Hibben & Co	225 00	7- 1st Quarter Dues, 75 members at \$3.00 225 00	
375 25	1882.  July 1—By Savings Bank Deposits\$ 375 25	44 57	1882.  July 1—To Balance in hand from last year\$ 44 57	ا ب
Cr.	EDGAR CROW BAKER, In Account Current with the BRITISH COLUMBIA BOARD OF TRADE, 18T JULY, 1882, TO 30TH JUNE, 1883.	rent w	Dr. Edgar Crow Baker, In Account Cun- ist July	1

# APPENDICES.

#### APPENDIX NO. I.

COPY OF REQUISITION.

To the Members for Victoria City in the Legislative Assembly.

The undersigned business men and electors of Victoria believe that the Columbia and Kootenay Railway Bill, a now amended, is calculated to develop the resources of a inaccessible region, and to benefit the whole Province by in creasing its population and diverting trade in this direction which otherwise must go through Washington Territory and Oregon.

R. P. Rithet Edgar Marvin A. A. Green Simon Leiser Alex. C. Anderson John M. Wark William Denny J. Sehl T. A. Carry P. McQuade & Son D. Oppenheimer H. F. Heisterman Richard Hall, Jr. E. V. Bodwell D. M. Eberts T. J. Burnes A. A. McArthur E. B. Marvin Fred. Spohr Isaac Walsh Richard Pinkith E. Costello John P. Elford Maurice Salmon A. D. Munro Wm. Pottinger J. Hawkins Jno. Daly M. W. Bechtel J. Wenger John Morley John Ash Rowland E. Green

Thomas Earle Wm. P. Sayward H. Mansell Wm. Wilson Jas. Hamilton J. B. Matthews David Spencer W. Heathorn Robert Ward David Leneveu Joshua Davies E. C. Neufelder F. H. Robson E. J. Salmon & Co. S. Lenz A. Henderson James R. Anderson J. F. Wilson T. Banford Thomas Shaw James Lyon John M. Milne R. W. Colvin Chas. W. Jones C. H. Friedman P. T. Johnston George H. Maynard Matthew Blacquire Jno. Stevens John Walsh A. Borde, C. E. V. F. D. J. Heywood Chas. B. McClusky

Isaac Oppenheimer T. Harper Alex. Munro Jos. Wilson J. Johnston C. W. Kammerer A. Ofner D. W. Higgins Matthew T. Johnston John Irving J. H. Lawson H. L. Jones Fred. E. de Veiulle Wm. Wilson (City Hous R. B. McMicking J. W. McKay Chas. Kent W. H. Wood James Saulsberry Sm Wm. Fairham John Mulligan R. White J. J. Hart Wm. C. Chudley H. G. J. Irwin George Jaques H. Walther Jno. Drout William Williams D. M. Ellis W. F. Tolmie Thos. Price Munroe Miller

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Henry Jas. Goater Brown & White Jos. York Thos. Geiger Ed. G. Prior M. W. Waitt A. Gilmore
T. Braverman, M. B.
T. H. Tye
W. J. Bullen G. R. Fardon A. Lewis J. Isaacs & Co Jas. L. Raymur Alex. B. Gray Chas. H. Wilson A. Pickles Geo. Benworth David Lawson Robert Mason Chas. Pawler L. Hartnagel D. M. McLean S. Whitley A. W. Lawson Catherine Gant D. C. Heal Emil Miller Jos. Sears Jos. Thain F. M. White Wm. H. Wheeler D. Stephens

VICTORIA, May, 1883.

B. Sweeney red E. Wendal Sharp

COPY OF LETTER FROM GOV. CORNWALL, OF BRITISH COLUMBIA. TO SIR JOHN A. MACDONALD.

## VICTORIA, May 10th, 1883.

My Dear Sir,—The bearer of this letter is Mr. G. B. Wight, a gentleman who, in different ways, has been for ny years past intimately concerned in the general interests advancement of the Province of British Columbia. how associated with other citizens of the United States b, during the present session of the Local Legislature, have obtained a charter which enables them them to connect by rail the Kootenay Lake with the Columbia River, within Province, and to navigate that river to the point where the Canadian Pacific Railroad will cross it. Their declared object in undertaking this, is to bring valuable ore which they propose to obtain on the shore of Kootenay Lake to the C. P. R. R. for transportation. Connected with this scheme is another, which enables them to build a wagon road from Shuswap Lake, in British Columbia, eastwards, through what is called Eagle Pass, to the Columbia River. This is the line which the C. P. R. R. will probably take in its course westward to Kamloops; and these gentlemen wish to interest the Syndicate in their undertaking of building the road which in several ways would be useful to the Syndicate. Such is a brief outline of the declared intentions of the company which Mr. Wright represents, and I trust you will allow me to as for him your countenance and assistance.

I am, yours sincerely,

CLEMENT F. CORNWALL.

LETTER FROM SENATOR NELSON OF BRITISH COLUMBIA.

OTTAWA, 13th June, 1883.

G. B. Wright, Esq.

DEAR SIR,—I have carefully examined your map, with accompanying explanations, of that part of British Columbia comprising the Kootenay Lake and River, the Columbia River, Eagle Pass, &c., and showing the line of your com pany's proposed railroad from Kootenay Lake to the Colum bia River. I have for some years been acquainted with the geography of that country as to its general character, an have more lately learned from various sources of its great mineral wealth, and I am convinced that the carrying trad and business of that country can only be secured to Canadia routes by the fulfillment of such a scheme as your compan have undertaken. The trade of that portion of British C lumbia must, I believe, become a large and most important one, and, in my opinion, will drift through United State channels, unless the waters of the Kootenay Lake and 0 lumbia River are connected by rail, and steamer placed the Columbia River, from the terminal point of the Kooten and Columbia Railway to the crossing of the Canadian P cific Railway at Eagle Pass.

I am, dear Sir, yours faithfully,

HUGH NELSON

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LETTER FROM G. B. WRIGHT, ESQ., TO THE HON. J. H. POPE.

OTTAWA, June 11th, 1883.

SIR, – Referring to our conversation on the 9th instant especting the "Columbia and Kootenay Railway and Transortation Company Act," recently passed by the Legislative seembly of British Columbia, I beg leave to enclose a copy f that Act. I wish also to present the following facts in onnection with it:

By reference to the map of British Columbia, it will be sen that a portion of the Kootenay District is comprised in he land contained within the so-called "Big Bend" of the olumbia River, extending from the 49th parallel of latitude tree degrees northerly. This entire region is mountainous, onsisting of the Selkirk Range, which extends from the Boat Encampment," the northernmost point of the Columia, to the American Boundary Line; and of the Purcell ange, which lies between the Kootenay Lake and the valley the Kootenay River, to the eastward. No passes exist rough the Selkirk Range except the Illecillewat Valley, hich is now being explored by Major A. B. Rogers, with a ew of constructing the Canadian Pacific Railway through it, at the pass by which the Kootenay River empties from the potenay Lake into the waters of the Columbia.

Large deposits of argentiferous galena ore have for forty ars been known to exist on the banks of the Kootenay ke, but the region has been so encompassed with mounins and therefore inaccessible, that hitherto no attempt has en made to develop the mines. They are of a class of low ade ores, which can only be worked profitably by a con-lerable outlay of capital and on a large scale. The Amerin duties—viz: Thirty dollars per ton on lead ore and forty llars per ton on lead—render it impracticable to work these es in American territory. It is, therefore, necessary for eir successful development, that a means of transportation buld be found through Canadian territory to the sea coast, her for carrying the ore to the Gulf of Georgia, where ironk and limestone can be obtained as a flux for smelting the ena, or for bringing to the mine the iron-rock and limestone d erecting smelting works upon the ground. Such a route transportation can only be obtained by the construction of ine of railway down the Kootenay River, from the lake to Columbia, and by a line of steamers up the Columbia

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ly, GH NELSON to the point where the Canadian Pacific Railway shall cross the river, probably through the Eagle Pass, westward to

Shuswap Lake.

Certain members of the Columbia and Kootenay Railway Company have become the owners of some of the mines referred to above, situated on the eastern shore of the Kootenay Lake; and to encourage the building of the railway above mentioned, and the necessary lines of steamers to render it useful, the Government of British Columbia have granted to the company, land along the routes mentioned in the above Act to the amount of seven hundred and fifth thousand acres, to be taken in alternate sections of six mile square. Portions of this grant are valuable; others, as is natural in a mountainous country, are propably of little value

The District of Kootenay is now practically without The whole number of voters in its entire exten does not exceed thirty people, and its entire white population probably does not come up to twice that number. has effectually segregated this entire region from the wester portion of British Columbia by the continuous mountain ranges before referred to. A trail was formerly constructed across those mountains from the Columbia river eastwards by Hon. Edgar Dewdney, present Lieutenant-Governor North-West Territory, but it has fallen into disuse for seven years, and during this time not a pound of supplies or good of any kind have been transported from Western British Co lumbia to the Kootenay District, nor has any travel passe that way. The few miners and traders who have lived i that district have drawn all their supplies and given a their trade to the neighboring territories of Idaho and Washington. In no way, except by the construction of the line of railway proposed by this company, can a dollar's worl of traffic ever be brought through British soil.

Eighteen years ago, several thousand miners penetrate the country bordering upon the Upper Columbia, known as to "Big Bend Mines." Rich and extensive placer mines we found, partially worked, and abandoned, and to-day not a second white people are left in that entire region. The difficulty access, the high mountain ranges, over which the mine packed upon their back their blankets and provisions, at the dangerous rapids upon the rivers, so often destructive life and property, fairly drove everybody away from a mining district. And to-day the engineering parties of the

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Canadian Pacific Railway, are purchasing their supplies from American merchants, in Oregon, shipping them over the Northern Pacific Railway, and boating them nearly 200 miles up the Columbia River to their camps in the Selkirk Range of Mountains.

The completion of the Eagle Pass Wagon Road, which our company are now constructing, and our line of steamers in the Columbia River, and our railway down the Kootenay, will bring all the supplies for that section of the country, rom the rich farming regions of the Okanagan and Kamloops istricts and the abandoned gold mines will again be peopled ith miners.

In view of these facts, the British Columbia Government are passed the Kootenay Railway Act. Certain things are squired of the company to be done immediately.

First—The construction of a wagon-road through the agle Pass from Shuswap Lake to the Columbia River—upon the line which will undoubtedly be adopted by the Canadian acific Railway. This road is now in process of construction. In the intended to complete it during the present season, as length will be about forty-five miles, and its cost, probably, om \$90,000 to \$100,000. When completed, it is to be turned the to the Government, and the contractors are to receive and warrants for 60,000 acres of land, situated in the Yale or ootenay Districts.

Second—By Section 12 of the Kootenay Act, the comny are required at once "to survey the line of railway, and e lands proposed to be acquired by them." A force of rveyors is now being formed for this purpose. The survey the sections to be taken by the company necessarily, pracally, surveys the alternate sections belonging to the Governent. A large expenditure will soon be going on for this rpose.

Third—It is extremely desirable that smelting works all be creeted during the present season upon the mines on Kootenay Lake. As soon as it is definitely known when Canadian Pacific Railway will be finished through the gle Pass, the company propose almost simultaneously to sh their railway. Their lines of steamers will be comted before that time.

The company would therefore respectfully ask from the minion Government,—

That they use their influence with the Canadian Pacific Railway Company to urge the speedy commencement and completion of the western end of the railway, especially that portion, through the Eagle Pass, from Shuswap Lake to the Columbia River,—

That they do as speedily as possible give an opinion upon the "Columbia and Kootenay Ruilway and Transportation Company Act," as to whether the Province of British Columbia have in any manner exceeded their powers in the passage of said Act.

In conclusion I desire to submit the following facts,—

1st. The Act passed the British Columbia Legislature by a vote of 15 to 8;

2nd. The present Ministry were unanimously in it favour, and many of the Opposition members. The member of Parliament from the Kootenay District, and the majority of the members from the Yale District, the two districts most affected by the passage of the Act, were its strongest supporters;

3rd. A requisition was signed in Victoria, to the members of the Legislative Assembly, containing the names of nine-tenths of the business houses in the city, and a large proportion of the voters of the district, strongly advocating the passage of the Act. I enclose a copy of this requisition;

4th. Resolutions endorsing strongly the measure wer passed by the "Board of Trade" in Victoria;

5th. The Northern Pacific Railway Company seeme averse to the passage of the Act, and a large amount of more was expended in Victoria by some of their agents to defeate. It is probably evident to them that the construction this line of railway will destroy the hold which they had hoped to have upon the trade of the Kootenay District;

6th. I have shown that a large amount of ore or bametal will be shipped from the Kootenay mines over the Caladian Pacific Railway. I believe this will eventually exceed any present existing industry in the interior of British Calambia, and will amount to hundreds of tons daily. It will a valuable trade for that railway, as the transportation where the bulk of their other freight will be a contrary direction;

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7th. The completion of the Eagle Pass Wagon Road, and our lines of steamers and railway will almost immediately bring thousands of miners into the Kootenay and Columbia River regions. In 1884, I venture to predict that there will be 4,000 or 5,000 miners developing the rich mineral resources of the Big Bend Country and Kootenay Lake;

8th. No company at present exists except ours, whose connection with the mines is likely to induce them to inaugnrate so costly a work as the construction of a railway down he Kootemy River; and the local trade of the district will not encourage the expenditure of a large amount of money or many years to come;

9th. The extensive farming and grazing region on the Dkanagan Lake and Spillumcheen River, and through the Kamloops and Nicola valleys, will be at once and greatly enefited by the development of the Kootenny regions, and ill undoubtedly supply the flour, grain and farm produce to e used in the construction of the Canadian Pacific through he Selkirk Range, and will thereby lessen greatly the cost of hat work;

10th. Already proposals have been received by the ritish Columbia Government, from an English Company, r the leasing and colonization of a large tract of overflowed ads at the head of Kootenay Lake—a project brought into istence and largely dependent on the development of the ines by our company, and the construction of the Kootenay ailway;

11th. In no respect does the Kootenny Railway conct with the agreement regarding southern lines now existing the the Canadian Pacific Syndicate. (a) It runs in a southesterly instead of a south-easterly direction. (b) It does to approach within fifteen miles of the boundary. (c) It is to bring freight to it. Were it intended to ship the proctions of the Kootenay mines through American territory, railway down that river is required for the purpose. The y to do this is open now. Every shipment over the Kootay road will practically remove freight farther from the ribern Pacific, and nearer the Canadian Pacific Railway;

Believing that the successful carrying out of our work rapidly people a region hitherto entirely deserted, and ate a source of new and permanent trade for the Canadian Pacific Railway, and will add largely to the population and prosperity of British Columbia, and to the revenue of the Dominion, I most earnestly ask, on the part of our company, that a speedy reply be given to this communication, in order that we may go on at once with the expenditure required of us.

I have perhaps made this letter too long. My excuse is that I think the people of Eastern Canada do not realize the great wealth that lies in their westernmost Province. Manitoba and the North-West will furnish vast fields of grain British Columbia well give the products of her forests and her mines. In all portions of the Province are to be found coal and iron ore to an unlimited extent, copper, silver-bearing galena, and rich placer and gold-producing quartz. To develop these it is not sufficient to construct one trunk railway through the country. Feeders are needed as everywhere else. Koctenay Railway is the first of these which is projected: others will follow; southwardly to the fertile regions of the Okanagan and Semilkameen, northerly to the gold mines of Cariboo, and eventually to the Omineca and Peace River districts. Before many years have passed, the commerce of British Columbia will form a very important factor in that the Dominion.

Yours very respectfully,

G. B. WRIGHT.

Hon. J. H. Pope, Minister of Railw vys, &c.

# PETITION OF THE BRITISH COLUMBIA BOARD OF TRADE.

To the Honorable the Speaker and Members of the Legislative Assembly of the Province of British Columbia.

The Petition of the "British Columbia Board of Trade humbly sheweth;

That the Board having had under consideration the presented scheme of J. C. Ainsworth and others, as explained by Captain Blasdell personally, which scheme the Board under stands to embrace the opening up and working of certain mineral claims on Kootenay Lake in this Province, in connecting therewith, and in order to draw supplies from the markets

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is Province, and transport the product of said mineral claims the seaboard by connecting with the Canadian Pacific Railard at or near Eagle Pass; the immediate construction of a agon road from Shuswap Lake by way of said Pass to Colnbia River; building and maintaining a line of steamers on at river to connect said wagon road with a Railroad to be instructed to Kootenay Lake, and there connecting with other line of steamers to the locality of said mineral claims, id, (without having had an opportunity of examining the ll which is to be introduced to the House), beg respectfully represent, that, in the opinion of the members of this pard, the project is worthy of the favorable consideration of fur Honurable House for the following reasons:—

1. That it will be the means of developing a section of is Province which at present is of little or no value.

2. That in order to secure the trade of that section to itish Columbia, it is very desirable to take advantage of opportunity of connecting it with the present settled and oducing portions of the country, and thus initiate a contion with the valuable mines about to be opened out.

3. That the opening of these mines will attract a large ning population to this Province, which would materially I to the revenue, furnish a market for the productions of interior, and by affording prompt facilities of communican, be the means of securing an important branch of trade British Columbia which might otherwise find an outlet ough the United States

And your petitioners, as in duty bound, will ever pray, etc., etc.

Signed on behalf of the British Columbia Board of Trade.

B. P. RITHET, President.
ROBERT WARD, Acting Sceretary.

VICTORIA, B. C., 26th February, 1883.

ACT TO INCORPORATE THE "COLUMBIA AND KOOTENAY RAILWAY
AND TRANSPORTATION COMPANY,"

Whereas a petition has been presented praying for the proporation of a company for the purpose of running and

navigating a line of steamers from a point on Kootenar River where the southern boundary line of British Columbia intersects the said river, and through and throughout the Kootenav Lake and its navigable tributaries, and of constructing and operating a line of railway from the outlet of Kootenay Lake to the Columbia River, and of running a line of sterners on said river from a point where it intersect the southern boundary line of British Columbia to the head of navigation;

And whereas it is expedient to grant the prayer of such petition;

Therefore, Her Majesty, by and with the advice and consent of the Legislative Assembly of the Province of Brit ish Columbia, enacts as follows:—

1. John C. Ainsworth, of Oakland, California, Geo. J Ainsworth, of Portland, Oregon, and Enoch W. Blasdel, Oakland, California, all of the United States of America, and such other persons and corporations as shall in pursuance this Act become shareholders, are hereby constituted a bod politic and corporate by the name of the "Columbia an Kootenay Railway and Transportation Company, after called "the company."

2. The capital stock of the company shall be five mi lion dollars, divided into fifty thousand shares of one hundred dollars each, which shall be applied first, to the proment all costs and expenses incurred in the passing of this Ad and the remainder for the purpose of the company's under taking.

3. The persons named in the first section of this A shall be and are hereby constituted Provisional Directors the company, of whom two shall form a quorum for the tran action of business, and they shall hold office until the fire lumbia election of Directors under this Act, and shall have power to open stock books and procure subscriptions of stock for f undertaking.

4. The office of the company shall be in the City of toria, and service of any legal process against the compassiontlet may be effected by leaving the same at the office of the con pany, or in the event of there not being an office there, the by service on the Registrar of the Supreme Court at Vi toria, and any such service shall be good and effectual against the company for all purposes whatsoever.

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5. The first general meeting of shareholders shall be eld in Victoria, upon two weeks' notice being given, at such ime as the Directors shall specify therein.

6. The subsequent annual general meetings of shareolders shall be held at such time as may be determined by he by-laws of the company.

7. The company shall be entitled to borrow money on ortgage and bond.

8. Reasonable and uniform tolls and fares shall be from me to time fixed and regulated by the by-laws of the comany, or by the Directors, or by any person duly authorized the Directors, or by the shareholders at any general eeting, and may be demanded and received for all passeners and goods upon the steamers or railway of the company, nd shall be paid to such person on the said steamers and at ch places near the railway in such manner and under such gulations as the by-laws or rules of the company may rect. Provided that the Legislative Assembly of British blumbia may, from time to time, reduce the tolls upon the ilway, but not so as to produce less than ten per cent. per num profit on the capital actually expended in its conruction, without the consent of the company, nor unless on examination made by the Chief Commissioner of Lands d Works, who is hereby authorized to make such examinan, of the amount received and expended by the company, e net income, from all sources, for the year then last passed, found to have exceeded ten per cent. upon the capital so tnally expended.

9. The company shall acquire, build, equip and maintain ine of steamers and other vessels for the purpose of carl Directors in freight and passengers to and fro, from that point on for the tranlumbia intersects the said river, thence down the said have power there is no known to the said through and throughout said stock for the said its navigable tributaries.

stock for the and its navigable tributaries.

10. The company shall lay out, construct, acquire, build, why maintain and work a continuous line of Railway from the compared catlet of Kootenay Lake through the Selkirk Range of ce of the companions to a point on the Columbia River as near as pracble to the junction of the Kootenay with the Columbia er in British Columbia; and such railway shall be built her upon the broad or narrow gauge, and be known as the umbia and Kootenay Railway.

11. The term "broad gauge" in this Act shall be construed to mean the gauge of the Canadian Pacific Railway and the term "narrow gauge" shall be construed to mean not less than a three feet gauge; and the railway constructed under this Act shall be well and properly constructed, with cast gradients, properly ballasted and equipped, and suitable in every respect for the transport of freight and passengers.

12. The company shall acquire, build, equip, maintain run and navigate a line of steamers suitable for passenge and freight traffic, and other vessels, upon the Columbia River to and fro, from the point on the Columbia River when the Columbia and Kootenay Railway from Kootenay Lake terminates, to that point on the west bank of the Columbia River where the Canadian Pacific Railway shall strike the said river and cross the same near the Eagle Pass; or, in the event of the Canadian Pacific Railway not crossing the Columbia River, to the point where a wagon road or railway Shuswap Lake to the Columbia River may terminate the

13. The company shall, upon the passage of this Ad proceed to survey the line of said railway, and so soon as the line of railway shall have been located, shall proceed to su vey the line of the other land proposed to be acquired by them under the provisions of this Act, and shall, on or before the first day of December, A. D. 1884, deposit with the Govern ment of British Columbia the sum of \$25,000, which shall be a funded to the company, and interest paid at the rate of for per cent. per annum, on the due and complete compliant with the terms of this Act, and in default of such compliant shall form part of the consolidated revenue.

14. The construction and equipment of the line of rail way shall be complete and the route already hereby define well and properly supplied with steamers, within one ye after the completion of the British Columbia section of the Canadian Pacific Railway, west of the Columbia River, a the survey of the base lines of the land proposed to be a quired by the company completed on or before the 31st d

of December, 1887.

15. Notwithstanding anything herein contained the con pany shall complete the survey of the lands on the Kooten Lake required by the company in blocks of six miles in will by six miles in depth by the 1st of December, 1884. In event of the company making default in the deposit of

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sum of twenty-five thousand dollars as aforesaid, or in compliance with the provisions of Section 24 of this Act, or in the survey or the location of the railway line and the blocks of land on Kootenay Lake on or before the 1st day of December, 1884, or in completing the surveys of the blocks of and required by the company on Columbia River, on or before the 31st December, 1888, or, in compliance with the other requirements of this Act on or before the 31st day of December, 1887, or within one year after the completion of he British Columbia section of the Canadian Pacific Railvay, as aforesaid, then this Act shall be null and void, and ll rights, powers and privileges granted hereby shall cease nd determine.

16. The surveys herein mentioned shall be at the expense f the company, and such surveys shall be conducted in ccordance with the now existing land laws of the Province.

17. In consideration of the undertaking assumed by the ompany, as hereinbefore mentioned, the Government of ritish Columbia shall, immediately upon the passage of this ct, set apart and reserve a tract or tracts of land commencg at a point on Kootenay River or Lake, fifteen miles from he southern boundary line of British Columbia, thence down ne said river or lake, and through and throughout the said ke, and its navigable tributaries, and also a tract tracts of land from the outlet of Kootenay Lake such point on the Columbia River as the Railway ereby provided to be constructed shall terminate, and also a rther tract or tracts of land commencing at that point here the southern boundary line of British Columbia intercts the Columbia River, and from thence to the head of vigation on the Columbia River. Such reservation shall tend to a depth of six miles on each side of the route or utes proposed to be navigated by the said line of steamers, d over which the railway will pass, and such reserve shall clude, except as hereinafter mentioned, all mines, minerals, d substances of whatever kind, upon, in or under the land t already owned or lawfully held by other parties, and the mpany shall be entitled to enter upon and take possession such land in alternate sections within the tracts so rerved, as fast as it shall be surveyed by them as aforesaid, blocks of six miles in width by six miles in depth, and to 1384. In the e, occupy, work, and enjoy the same, and subject to the deposit of the ovisions of this Act, hereinafter mentioned, enter into

agreements for the sale and lease thereof: Provided that the aggregate amount of lands so taken possession of by the company, shall not exceed seven hundred and fifty thousand acres. And the company shall not be entitled to any land which may be within twenty miles of the line of the Canadian

Pacific Railway.

18. All moneys for leases or sales of lands by the company, previous to the issuing of Crown grants, under the provisions of this Act, shall be paid to and received by the Government of British Columbia, and shall be held by them in trust for the company, and upon the due and complete compliance with the terms of this Act such principal moneys shall be paid to the company, and, failing the due and complete compliance by the company with the terms of this Act, shall form part of the consolidated revenue of the Province. And upon any such sales of land being made the Government of British Columbia may issue to the purchaser a Crown grant for the same, but not until the surveys of such land shall have been accepted by the Chief Commissioner of Lands and Works and payment made for the land; and all leases, sales, and other alienations of land, previous to the issuing of Crown grants, shall be subject to the approval in writing of the Chief Commissioner of Lands and Works, or the Assistant Commissioner of the district: provided that m land shall be sold at a less price than one dollar per acre.

19. Upon it being shown to the satisfaction of the Lieutenant-Governor in Council that the surveys required by this Act have been completed and that lines of steamers and a railway have been duly built, equipped and maintained accordance with the terms of this Act, the Government British Columbia shall gran the absolute fee simple, incli sive of the rights to minerals, except as herein mentioned,

and to the said lands, to the said company.

20. The railway constructed under the terms of this Ad shall be the property of the company, and shall be main tained by the company at all reasonable times so as to me the requirements of the public. If the railway shall not be so maintained, the property therein, together with all the material, plant and machinery pertaining thereto, shall be come the property of the Government of British Columbia and the company, in operating steamboats and the railway shall be deemed to be common carriers subject only to sum reasonable restrictions as the company may, by by-law pulles other

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v the comunder the red by the d by them complete oal moneys and comof this Act. e Province. Jovernment er a Crown f such land nissioner of nd; and all ious to the approval is d Works, or ided that w per acre. tion of the required by steamers and

ns of thus Act all be main so as to mer y shall not be reto, shall be ish Columbind the railway to only to sur by by-law pu

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mentioned,

ished in the British Columbia Gazette, and one or more newspapers published in the Province, establish.

21. The existing rights (if any) in any of the lands herenbefore referred to of all persons and corporations shall not be affected by this Act, and the rights of the company to the ands under this Act shall, until the same shall be granted to the company, be subject at all times to the rights of free niners to mine and search for precious metals, in as full and iffectual a manner as if such lands were the waste lands of he Crown, and the Crown grants hereafter to be issued shall be governed by the now existing land laws of the Province, and shall be in accordance with the form No. 9 set forth in he schedule to the "Land Act, 1875," and shall be subject to the rights of such persons being free miners, who, at the me of the issuing of such Crown grants, shall have mining aims upon any of the lands comprised within such Crown rants.

22. The lands of the company shall not be subject to rovincial taxation for a period of five years from the passing f this Act, unless the same are leased or worked, or in any ise alienated by the company, and the railway and steamers, and all stations and station grounds; workshops, buildigs, yards, rolling stock, appurtenances and other property equired and used for the construction, equipment and working of the said lines of steamers and railway, and the capital ock of the company, and all personal property owned or basessed by the company in British Columbia shall be free burn Provincial taxation until the lapse of two years after the impletion of the line of steamers and railway.

23. The rights of the Canadian Pacific Railway to lands otherwise shall not be affected by this Act, and should the mpany be deprived of lands along the line of route of said samers and railway through the superior claims of the madian Pacific Railway, then the company shall be entitled other land in alternate sections as aforesaid adjacent to e reserve, in quantity equal to the lands nost by the comny through the superior claims of the Canadian Pacific alway, but not to include the alternate sections adjoining a lands hereby proposed to be reserved for the benefit of company.

and the railway in the control of the Canadian Pacific Railway in the tonly to su trish Columbia shall be definitely adopted by way of some by by law by

session of the Provincial Legislature next following the time when such other pass shall have been so adopted, submit to such Legislature a proposal for the construction of a Railroad, from Shuswap Lake to the Columbia River, by way of the Eagle Pass, so as to require the company to construct, equip and maintain such railroad, upon the basis of a land grant to the company not exceeding seventeen thousand acres for each mile of railway to be so constructed.

25. The company shall furnish to the Collector or Collectors appointed under the provisions of the "Provincial Revenue Tax Act, 1881," for the Electoral District of Kootenay when requested by any such Collector so to do, from time to time, a list of every person in their employ, or indirectly employed by them, liable to pay the tax imposed by the said Act; and the said company shall pay to the Collector such tax for every such person, and may deduct the amount so paid on account of such person from the amount of salary of wages due, or to become due, to him from the said company upon production and delivery of the receipt for such tax is such person.

26. In default of the company furnishing the lists of paying the taxes, the Collector may proceed against the company in respect of such default, in the manner provided by said Act.

27. This Act may be cited as the "Columbia and Koote nay Railway and Transportation Company Act, 1883."

# SHIPPING.

# APPENDIX NO. II.

Annual return showing the description, number and to nage of vessels built and registered at the port of Victori during the fiscal year ending 30th June, 1883:

	Tow
SCREW STEAMERS built, 3 in number	669.
STERN-WHEEL STEAMERS built, 1 in number	591
Sailing Barques built, 1 in number	
Sailing Sloops built, 1 in number	6.

Total Tonnage of vessels built during the year..... 1663

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bean owner FRATT bean Jose OTTIE.

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Patr ARBAR 22 ft iliary

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of	$\mathbf{a}$	$\mathbf{R}$	til-
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tor or Col-Provincial t of Koote , from time r indirectly by the said llector such amount so of salary of id company such tax to

the lists or inst the comprovided by

ia and Koote 1883."

mber and to ort of Victori

669. 5914 396.1663

Tow

CREW STEAMERS registered, 4 in number	677.09
CREW STEAMERS registered, 4 in number	501.04
TERN-WHEEL STEAMERS registered, 1 in number	591.04
AILING BARQUES registered, 1 in number	396.69
AILING SLOOPS registered, 3 in number	19.86

OTAL TONNAGE of vessels registered during the year. 1685.51 OTAL NUMBER OF VESSELS built during year.... 5 in number. OTAL NUMBER OF VESSELS registered during year, 9 in number.

The following are the names of vessels built or registered Victoria, from 1st July, 1882, to 30th June, 1883:

Pacific Slope," stern-wheel steamer, 71.88 tons; length, 92 feet; beam, 22 ft. 7 in.; depth of hold, 3 ft. 3 in.; registered owner, John Trutch.

DOLPHIN," screw schooner, 60.10 tons; length, 77 feet; beam, 22 ft. 7 in.; depth of hold, 7 ft. 5 in.; registered owner, Jas. D. Warren.

W. P. SAYWARD, sailing schooner, 59.79 tons; length, 68 ft.; beam, 21 ft. 5 in.; depth of hold, 7 ft. 2 in.; registered owner, Andrew Laing.

Ouncan," sailing sloop, 6.38 tons; length, 32 ft. 3 in.; beam, 9 ft. 8 in.; depth of hold, 3 ft. 5 in.; registered owner. Charles Bromley.

ANAIMO," sailing barque, 396.69 tons; length, 153 feet; beam, 34 feet; depth of hold, 12 ft. 5 in.; registered

owner, Chauncey Carpenter. PRATT'S ARK," screw steamer, 419.42 tons; length, 145 ft.; beam, 32 ft.; depth of hold, 8 ft. 2 in.; registered owner, Joseph Spratt

OTTIE," screw steamer, 11.12 tons; length, 51 feet; beam, 12 ft. 5 in.; depth of hold, 3 feet; registered owner, Patrick Hickey.

ARBARA Boscowitz," 239.20 tons; length, 119 feet; beam, 22 ft.; depth of hold, 16 ft.; three-masted schooner, auxiliary screw; registered owner, J. A. Sayward

# APPENDIX NO. III.

Port of Victoria, B. C.—Statement of vessels, British Foreign, employed in the coasting trade of the Dominion of Canada, which have arrived at or departed from this port during the fiscal year ending the 30th June, 1883:

#### ARRIVED.

Screw Steamers	0.007 $0.009$ $0.009$ $0.009$	14,682 114,711 67,124 8,834 234	Number of Cree, 1,015 4,587 1,566 656 48
Total		205,585	7,872

#### DEPARTED.

Screw Steamers Paddle Steamers		$70ns. \\ 14,476 \\ 115,197$	Number of Creat 1,014 4,566
Stern-wheel Steamers Schooners	$ \dots 99 \\ \dots 154$	67,273 9,215	1,544 695
Total		$\frac{246}{206,407}$	7,883

N. B.—The "Trawsire" is only used by vessels having coasting licenses when sailing from a Canadian port in on Province to a Canadian port in another Province.

## RECAPITULATION.

Arrived under coasting Departed " "	; license,	British "	. 689	Tonnage. 205,585 206,407	7,87
Total			1,385	411,992	15,7

## APPENDIX NO. IV.

Port of Victoria, B. C.—Statement exhibiting the nuber of vessels with their tonnage and crews which arrived and departed from this port (seaward) during the fiscal ye ending the 30th June, 1883, distinguishing countries to whi hey l vithin

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hey belong, and not including vessels trading between ports vithin the Dominion:

# ARRIVED.

100	ARRIV	ED.		
ber of Crew.		Vumber.	Tons.	Crew.
1,015	ritish	102	80,942	1,998
4,587	Inited States	591	315,787	13,779
1,566	rench	1	<b>244</b>	12
656	orwegian and Swedish	1	<b>453</b>	12
48	anish	<b>2</b>	1,958	61
	olivian	3	2,680	45
7,872	entral American	1	1,305	16
1,012	awaiin (Sandwich Islands)	1	594	11
C Church	Total	702	403,963	15,934
mber of Creat	20010			
4,566	DEPART	red.		
1,544	Under What Flag.	Tumber.	Tons.	Crew.
695	Under What Flag. N	101	$80,\!398$	1,935
64	nited States	$\bf 572$	307,265	13,050
	ench	1	726	16
7,883	mish	4	2,941	104
100	livian	3	2,690	47
ssels having	awaiian (Sandwich Islands)	1	594	12
port in on				
e.	Total	682	394,614	15,164
	RECAPITU	LATION.		
nnage. Crea	Λ	Tumber.	Tons.	Crew.
15.585 7,80 L	RIVED:—British Steamers	<b>74</b>	$60,\!430$	1,533
06,407 7,88	British Sailing Vessels	28	$20,\!512$	465
	d'oreign Steamers	399	264,432	12,768
11,992 15,7	" Sailing Vessels	201	58,589	1,168
11,00	Total of British Vessels	102	80,942	1,998
5	" Foreign Vessels		323,021	13,936
	" British and Foreign.		403,963	15,934
	PARTED:—British Steamers.	83	61,628	1,599
	British Sailing Vessels	19	12,341	265
	oreign Steamers		270,034	12,730
ting the nur	" Sailing Vessels	178	50,611	570
hich arrived	otal of British Vessels	102	73,969	1,864
the fiscal year				13,300
ntries to whi	roreign vesseis.		320,645	
ntries to while	" British and Foreign.	002	394,614	15,164

#### APPENDIX NO. V.

Port of Victoria, B. C.—\*Statement of vessels, B. 'ish, Canadian and Foreign, entered inwards from sea, at this port, during the fiscal year ending the 30th June, 1883:

\* This does not include vessels trading between ports within the Dominion, but does include all the colonies of Great Britain.

## BRITISH WITH CARGOES.

From No. of	Vessels.			Freight.		Creu.
United Kingdom	13	9,226	tons.	11,896	tons.	227
United States	36	33,866	66	4,234	"	785
Sandwich Islands		1.974		150	"	80
China		902	"	180	"	40

# CANADIAN WITH CARGOES.

From	No. of Vessels.	Register.	Freight.	Crew.
United States	10	3,097 tons.	$380  ext{ tons}.$	100

## FOREIGN WITH CARGOES.

From United States	No. of Vessels.	Register. 70,480	tons	Frei . 26,	ıs.	Crew. 8,841
Sandwich Islands China		743 4,592		2,863	"	13 104

#### RRITISH IN BALLAST.

From	No. of Vessels.	Register.	Freight.	Cres
United States	20	21,640 ton		498
Chili		1,208 "		18
Brazil	1	924 "		17
China	<b>2</b>	1,460 "		31
Australia	2	1,386 "		34
Argentine Repub		823 "		18

#### CANADIAN IN BALLAST.

From	No of	Vessels.	Register.	Wasiaht	Cre
Timitad States	110.0	0	1,220 tons.		070
United States	• • • • •	0		• • • •	
Peru		1	636    "		
China			2,473 "		4
Ommo		U	2,110	• • • •	

United Peru . Centra Sandw Japan Mexico

With CA Britis Canac Foreig

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Vessels 1
Britisl
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# FOREIGN IN BALLAS'C.

B· 'tish, his port,

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 $ag{Crew.}{ ag{785}}$ 

tons. 100

Crest. 8,841 ... 13

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 $\begin{array}{c} 80 \\ 40 \end{array}$ 

From No		Register.	Freight.	Crew.
United States	$\dots 165$	137,688 tons.		4,819
Peru	1			16
Central America	1	592 "		11
Sandwich Islands		1,945 "		46
Japan	(3	2,378 "		37
Mexico		3,405 "		58

#### RECAPITULATION.

14377.11.2	- Chillion		
WITH CARGOES.         No.           British         52           Canadian         10           Foreign         424	Register. 45,968 tns. 3,097 " 175,815 "		Uren. tns. 1,132 " 100 " 8,958
Total	224,880	46,041	10,190
Vessels in Ballast. British	27,441 tons 4,329 "		617 140
Foreign	147,313 "		4,987
Total216	179,083		5,744
Grand Total702	403,963	46,041	15,934

# APPENDIX NO. VI.

Port of Victoria, B. C.—Statement of vessels, British, Canadian and Foreign, entered outwards for sea, at this port, uring the fiscal year ending the 30th June, 1883:

# BRITISH WITH CARGOES.

	For	No. of	Vessels.	Register.	•	Freight.	Crew.
Cres	Inited Kingdom		8			6,362	
70	Inited States		54	44.584		70,748	
1	hina	1	$\overline{2}$	5.119		5.990	78
49	ustralia		ī	966	"	125	20

# CANADIAN WITH CARGOES.

For United Kingdom United States Australia	8	Register. 948 tons. 2,187 " 853 "	Freight. 1,200 t 1,346 1,200	Orew. ons. 16 " 75 " 17
	FOREIGN WIT	H CARGOES.		
For United States China Sandwich Islands Mexico	$egin{array}{cccccccccccccccccccccccccccccccccccc$	979 " 4,593 " 1,723 "	25 6,898 3,574	" 35 " 95 " 30
British Africa	1	626 "	900	" 13
	BRITISH IN			
United States	No. of Vessels. 5	Register. $3,768 \text{ tons}$ $1,797$ "		Cres. 129 50
	CANADIAN I	N BALLAST.		3
United States	No. of Vessels.	Register. $4,040  ext{ tons}$	Freight.	Crew 219
	FOREIGN IN	N BALLAST.		
United States	315	Register. 142,812 tons 979 "	Freight.	Creu <b>6,73</b> 4 35
	RECAPIT	ULATION.		
With Cargoes, British Canadian Foreign	65 10	55,376 tns 3,988 "	Freight. 83,225 3,746 119,718	tns. 1,361 " 108 " 6,528
Total	339	241,218	206,689	7,99
In Ballast, British Canadian Foreign	$egin{array}{cccc} \dots & 6 \ \dots & 21 \end{array}$	5,565 tns. 4,040 " 143,791		178 219 6,76
Total:	$\dots \overline{343}$	153,396		7,16
Grand Total	682	394,614	206,689	15,16

E fiscal

Gold, : Iron C Plumb Coal .

Salmon Salmon Halibut Other fi Herring Dolacha Codfish, Sturgeon Clams, f Fish Oil Fish Ma Iarine I

\*Th arns fro acluded. lanks a leepers lasts an aths, P

# EXPORTS.

# APPENDIX NO. VII.

Crew.

Crew. tns. 6,355 35 95

"

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16

75 17

30

13

Crew. 129 50

Crew 219

Creu **6,7**34 35

7,99

17. 21 6,767,16

15,16

ht. Creu 25 tns. 1,36 46 " 108 18 " 6,52

89

689

Exported foreign from the Port of Victoria, B. C., for the fiscal year ending 30th June, 1883:

1	PRODUCE OF THE MINES.	
Iron Ore, 2890 tons Plumbago Ore, 12	parstons	. 3,780 . 10
	•	\$1,309,646
PR	ODUCE OF THE FISHERIES.	
Salmon, pickled, Salmon, fresh, Halibut, fresh, Other fish, pickled, Other fish, smoked, Herrings, pickled, Oolachans, smoked, Oodfish, fresh, Sturgeon, fresh, Dlams, fresh, in can Fish Oil,	574 barrels	15,758 . 16 . 213 . 109 . 118 . 4,615 . 17 . 5 . 5 . 15 . 23,146 . 2,620
		\$1,321,522
P	PRODUCE OF THE FOREST.*	
urns from New Walluded.  lanks and Boards leepers and Railro lasts and Spars	a apply only to Vancouver Isla Vestminster (i. e. Burrard Inlet and Ties	\$13,749 1,577 3,900 400
	•	\$19,626

ANIMALS AND THEIR PRODUCE.		
Horned Cattle, 192 in number. Horses, 1 in number. Meat, Beef, fresh, 139,880 lbs "" salted, 14,000 lbs "Pork, salted, 1 barrel Furs, undressed Hides and Skins Feathers, 55 lbs Hair, 805 lbs. Butter, 67 lbs. Wool, 113,548 lbs.	\$8,532 $50$ $11,832$ $911$ $22$ $191,448$ $56,470$ $27$ $200$ $30$ $17,438$	Fune, OUTIA. " " " " " " " " " " " " " " " " "
•	\$286,960	."
AGRICULTURAL PRODUCTS.	7.	OTAL T
Vegetables	\$ 31 ••,760	
	\$6,791	
MANUFACTURES.	,	The
TinwareBricks	\$ { 50	r their ative t
	\$58	
MISCELLANEOUS.		
Indian Curios Exports not the produce of Canada	\$ 31 38,08	
RECAPITULATION.		
Produce of the Mine	\$1,309,64	Pro
Produce of the Fisheries	1,321,52	The
Produce of the Forest	$\begin{array}{c} 19,62 \\ 286,96 \end{array}$	derson year
Animals and their produce,	6,79	es 188
Manufactures	ā	s Der
Miscellaneous Exports not the produce of Canada	31 38,08	re hav ler:
•	<b>\$2,9</b> 82,9	al for
Total Exports from the Port of Victoria, B. C		al for
Increase as compared with the year 1882	211,1	Incre

# IMPORTS.

10.	
\$8,532	APPENDIX NO. VIII.
50	
$11,832 \\ 911 \\ 22$	Port of Victoria, B. C., for the fiscal year ending 30th une, 1883:
	tille, 1000.
191,448	DUTIABLE GOODS—value of total imports \$2,921,744 00
56,470	" ent'd for home consumption 2.872.887 00
	Chi te for nome constant tion: 2,512,551
27	" " amount of duty paid on 798,604 67
200	REE GOODS—value of total imports 429,211 00
30	" entered for home consumption . 384,643 00
<b>17,4</b> 38	
1,100	" leaf tobacco subject to excise 37,089 00
* 200 000	" leaf tobacco ent'd for consumpt'n 28,344 00
\$286,960	*
	" of goods entered for home con-
\$ 31	sumption 3,330,504 00
υ,760°	" imported (in excess of above) from
0,10	
* a =01	Eastern Canada 622,147 00
\$6,791	m n 1: : 1 ) 4 ) 4 4 1 60 C II M O
17.	The Board is indebted to the officers of H. M. Customs
	their usual courtesy in supplying the valuable information
. 88	lative to "Shipping and Customs."
50	military of the controlling
J.C	

# THE FISHERIES.

\$ 31 38,08

# APPENDIX NO. IX.

1,309,64 1,321,52 19,62 286,90 6,70 5 5 Department. The financial reserved having been an increase in the to	for this Province, for Supplement No. 2, port Marine and Fish- ult shows favorably,
38,0% Cler:	
al for 1882	\$1,842,675 05
\$2,982,98 al for 1881	1,454,321 26
\$2,982,9 Increase	\$388 353 70
Oll Page Incresse	X388 353 /4

It may be added that a lower valuation of several items of the Return than that of last year has been adopted, and especially of the canned fish. Valued throughout by the same scale the return of the present year would have exceeded \$2,000,000.

The value of the vessels, nets, and other implements employed is computed at \$229,670.00; while the valuation of the salmon canneries and other fishing stations along the coast reaches \$402,000.00. Employment has been given, during the fishing season, to 5,215 fishermen and other persons, including seventy-nine sailors—the last employed chiefly in the fur seal fleet.

The comparative yield of canned salmon has been a under:

Cases, 4	doz.	1 lb.	cans,	1882	255,06
	"			1881	

Twenty canneries have been in operation during the season, of which thirteen are situated on Fraser River; the other seven at various points along the northern coast as the boundary of Alaska. The establishment of other canneries is in contemplation, and it seems certain that there will be a large extension of this important business with the approaching season.

The herring business at Burrard Inlet, immediately nor of the Fraser, has increased during the past season. About 1,700 barrels and other packages of the salted fish have been packed. These are intended for the Australian market, who an eager demand for the herring of this coast appears to have With the continuance, and probable increase this demand, a wide opening for the extension of this bran of industry is apparent. The oil business of the Burrard I let Fishing Company has been moderately productive; but apparatus for drying the scrap for shipment appears to be st defective. About 150 tons only of the dried scrap have be secured, a portion if not all of which has been shipped to Lo It is to be regretted that the operations of this enterpri ing firm have been in so far retarded, for there seems to be lit room for question that, when in full and effective operation, business they have in view will prove largely remunerative.

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Emp Of t veral items opted, and out by the exceeded

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...255,061 ...177,270

77,78

during the River; the coast as far of other carhat there will

with the ap

ediately nort ason. Abot ish have bee market, when pears to har ole increase of this brane ne Burrard I uctive; but pears to be st crap have been hipped to Lo f this enterpri eems to be lit e operation, t emunerative.

The chief oil business of this coast, at present, is the exraction of the oil from the livers of the "piked dog-fish" squalus acanthius), in reality a small variety of shark, as its lassified name indicates. Attention was drawn to the subect of this oil, in connection with the extensive works now in rogress at Skidegate, on Queen Charlotte Islands. It is ratifying to know that this valuable industry, throughout the oast, is constantly increasing with the augmented demand, s well for local consumption as for shipment abroad.

A glance at the table of returns will suffice to show that considerable increase in the varied sources of yield is gradally proceeding. The oyster business, so far, has made little parent advance; but the lessees of the Mud Bay flats, with ecently increased capital, are prosecuting the object of their ase with vigor. Another application for the lease of a portion? Sooke Harbor, has been forwarded to Ottawa; and a third oplication for the lease of a portion of Victoria Arm, also royster culture has recently, been made.

The fur-seal fishery has been moderately successful. here has been, however, some decline in prices, and the te of valuation in the list has been accordingly reduced. It is valued, the season's yield reaches \$177,000.00. The following vessels. equipped in Victoria, were engaged in this insuit during the past season:

		Tons.	Sailors.	Hunters
Schooner	: "Grace"	80	5	36
"	"Dolphin," steam auxiliary.	80	5	36
"	"Juanita"	50	$\check{4}$	32
66	"W. P. Sayward"	75	$ar{4}$	$3\overline{2}$
"	"Favourite"	80	$\hat{f 5}$	$3\overline{2}$
",	"Mary Ellen"	65	$\tilde{5}$	36
44	"Kate"	55	4	28
44	"Onward"	35	$\overline{4}$	$\frac{20}{32}$
"	"Black Diamond"	80	$\overline{4}$	$\frac{32}{32}$
44	"Winifred"	15	$ar{2}$	12
66	"Anna Beck," steam auxl'ry.	50	$ar{4}$	$3\overline{2}$
44	"Thornton"	35	$\overline{4}$	28
"	"Alfred Adams"	<b>75</b>	$\overline{4}$	$\frac{20}{32}$
		777	-	400
		775	54	400

Employing 200 cedar canoes for hunters' use.

Of the pack of canned salmon during the past season

the proportions secured in Fraser River and the northern canneries are as under:
Fraser River, 13 canneries
Total cases
Each case containing four dozen one pound tins, representing an aggregate of 12,242,928 pounds. Of this amount the following shipments are recorded:
Per "Lady Head" for London, 3d Sept., 1882.       18,18         " "Albany" for London, 20th Sept.       21,09         " "Girvan" for London, 3d Oct.       28,43         " "Spirit of the Dawn" for London, 15th Oct.       31,69         " "Bodrhyddan" for London, 19th Oct.       21,69         " "Latona" for London, 25th Oct.       42,42         " "Grace Gibson" for London, 25th Jan., 1883.       23,314         " "Frederick" for Liverpool, 14th Oct.       1882.       37,12
Total exported to England
$egin{array}{ccccc} \overline{\mathbf{Total}} & \overline{} & \mathbf{.$
From the Columbia River the following shipments to place during the past season by various ships, from June 12t to 20th of December:
Foreign, by twelve ships, chiefly for London 350,77 To San Francisco

The capital invested in the fisheries of the Columb River, as given by the trade report of the Oregonian, new paper, of Portland "is estimated at \$2,000,000, and employment is given, during the fishing season, to more than 7.0 men. Large quantities of tin plate are imported from Enland direct to the Columbia River, the canning industry his ing introduced our direct import trade with England by that are quantities of tin, sheet iron and chemicals required Duty on tin plates, less 10 per cent., is refunded to cannot be selected to the columbia of the col

Total.

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the Columbia regonian, new ), and emplo ore than 7.0 ted from En g industry ha England by t

on their making proper entry at the Custom House at the time of making foreign shipment.

The yield of the California and and northern coast canperies (in Alaska) 1882, apart from the Columbia River, is given by the San Francisco Commercial Herald as 210,978 cases, thus completing a return from all sources on the Paeific coast of 987,095 cases.

In addition to the quantity of salmon canned for export luring the past year in British Columbia, a little over 5,000 parrels of salted salmon have also been packed. The denand for the fish, so cured, appears to be rapidly increasing; nd there can be little question that, with due care in the preparation, the barreled salmon of this coast will soon atain a world-wide reputation. In this branch of industry less apital is required than in the prosecution of the canning usiness, and a broad field is thus opened for the indusrious fisherman of moderate means. In this business, s in the canning business, a conscientious and intelligent are alone will secure for a particular brand a merited repution.

The system of salmon licenses authorized during the ast year has worked very effectively. Applications for cences at various points along the coast have been made addition to the fisheries in operation last year, and ere is every indication that the business throughout will be resecuted with increased activity during the approaching ason.

The question of a salmon hatchery in the waters of the raser continues to be agitated, but to name the place on at river best suitable for the establishment of a hatchery. pears to be the main obstacle to its immediate prosecution. r. Anderson, the Inspector, has already suggested that in a cision so momentous, the opinion of an expert from Cana, cognizant of all the requirements, should be called for, d gave substantial reasons for declining to assume the ave responsibility of naming the site, and giving as his inion that it should rest with a duly appointed expert to cide upon the question of location, after full enquiry here; d further stating that the experience of failure on the Conigrand by the lost sight of in arriving at a decision upon which its ded to came costs chiefly depends. nbia River, through hasty and ill-advised attempts, should

During the summer an advertisement appeared in our local newspapers, offering for sale the privilege of using an implement known as "William's Revolving Fishing Wheel," for which, in addition to the patent previously secured in the United States, patent rights had recently been granted in Canada. Measures were taken to point out that the use of this wheel for salmon fishing purposes as proposed, would not be permitted in the waters of this Province, seeing that its action, if widely adopted, would greatly injure, if not, in time destroy our valuable fishery. Subsequently, Mr. Anderson supplied some further explanations on this subject, and adds, that further inquiry has tended to comfirm him only the more strongly in the opinion he had formed.

He also judged it to be expedient to address His Honor the Lieutenant Governor, and point out the consequences that might be apprehended were all the ships of war at that time on the station to be suddenly removed, as was then rumoured to be in contemplation; and it is trusted that the representations which have been made have not been without effect. Meanwhile our extensive line of coast has been left, at least temporarily, without that show of protection—symbolic of the power to restrain or punish—to which the peaceful condition of our coast-line has been largely due, and under which the continued investment of capital in the development of our fisheries has securely proceeded.

Nor was it long before the necessity which had been indicated was strikingly illustrated. Troubles arose at Methlakatla, the interesting Indian settlement on our extreme northern coasts to which more than once attention has been drawn. In our helpless condition the Government had no alternative, to meet the apparent urgency of the case than to ask the temporary service of the United States Revenue steamer "Oliver Wolcott." Their request was promptly acceded to by telegram from Washington; and through this courteous aid a settlement of a difficulty which might, by possibility, have had disastrous results, was speedily effected.

Everything in this quarter indicates the rapid expansion of our varied industrial interests—and not least of all the fishing interst, the extreme future value of which is gradually being recognised. The rapid advance of the Canadian Pacific Railway warrants the assumption that, ere long, direct communication with the Eastern Provinces will be available

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and it is easy to conceive, at least partially, the impetus which this much desired communication will give to all our industries on the Pacific coast.

Number and value of vessels and nets engaged in the different fisheries of the Province of British Columbia, during the year 1882:

Steamers and steam auxiliaries, 5 to 80 tons-	=
Schooners, 10 to 80 tons, $.=954$ tons $1152$ ton	s \$84,800
Fishing boats	37,640
Flat-boats	. 6,070
Salmon nets = $246.320$ yards	. 89,740
Herring seine	. 100
Herring nets	. 4,440
Fish seines	. 6,990
Oolachan nets	. 180
	\$229,670
Salmon canneries, estimated value	
Salmon canneries, estimated value	.\$369,000
Oil factory, Queen Charlotte Island;	.\$369,000
Salmon canneries, estimated value Oil factory, Queen Charlotte Island ; Oil and scrap factory, Burrard Inlet	.\$369,000
Oil factory, Queen Charlotte Island;	.\$369,000
Oil factory, Queen Charlotte Island; Oil and scrap factory, Burrard Inlet	.\$369,000 . 8,000 25,000 \$402,000
Oil factory, Queen Charlotte Island; Oil and scrap factory, Burrard Inlet	.\$369,000 8,000 25,000 \$402,000
Oil factory, Queen Charlotte Island; Oil and scrap factory, Burrard Inlet	.\$369,000 8,000 25,000 \$402,000 79 2,705
	Schooners, 10 to 80 tons,

#### RECAPITULATION.

Yield and value of the different fisheries in the Province f British Columbia, in the year 1882:

KINDS.	QUAN.	VALUE.
Salmon, salted	5,0561/4	\$45,50× 5
" freshLbs.	112,600	9.008 0
" cunned, cases 4 doz. 1 lb. cans	255,061	1.402,835 5
" smoked	Value.	1,630 0
Sturgeon, freshLbs.	79,700	4,732 0
Whiting, freshLbs.	19,600	1,176 0
Halibut, fresh, in ice, to San Francisco, per Customs Return	Value.	350 0
Herring, saltedBrls.	1.2891/2	10,316 0
" " Kitts.	423	1,371 7
" smoked	Value.	2,600 a
Trout, fresh	26,900	2,152 0
Oolachans and Herrings, freshLbs.	39,400	1,970 0
" saltedBrls.	116	928 0
" "Half-burrels	44	198 0
" " Kitts.	37	92.5
" smoked Boxes.	1,261	1,26) 0
Tams, canned, cases 4 doz. in 1 lb. cans	50	250 0
Fur Seul SkinsNumber	17,700	177,000 0
Hair " "	3,500	1,750 0
Sea Otter Skins	170	8,500 (
Oil—OolachanGallons	3,200	3,200 0
Dog-fish, refined	37,000	20,350  a
" Porpoise &c. "	196,407	78,562 v
Herring	15,000	6.000 h
Dried Fish-scrapTons	150	$2.250 \ 0$
Fish, salted, assortedBrls.	100	800 if
" fresh, sold in markets	Value.	55,000 m
" cured for private consumption	Value.	3,000 0
<u>T</u> otal		\$1,842,675 (6
Total for 1881		1,454,321 3
Increase		\$388,353 7

# ADDITIONAL.

Value of computed consumption of fish by the Indian population (35,000) as per previous detail:

r - r - r - r - r - r - r - r - r - r -	
Salmon\$4	375,000 0
Halibut	<b>180.0</b> 00 0
Sturgeon and other fish	250,000 0
Fish Oils	80,000 0

\$4,885,000 0

# COASTING REGULATIONS.

# APPENDIX NO. X.

OTTAWA, 17th April, 1883.

1. Vessels and boats employed in the transport of good or passengers from one port or place to another port or place

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VALUE.

\$45,508.50 9,008.00 1,402,835.50 1,003.00 4,752.00 1,175.00 1,374.75 2,500.00 2,152.00 12,500.00 2,152.00 195.00 195.00 195.00

\$1,842,675 @ 1,454,321 % \$388,353 %

the Indian

,375,000 00 180,000 00 250,000 00 80,000 00

**4,885,00**0 ₩

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April, 1883. sport of good port or place within the limits of the Dominion of Canada, shall be deemed to be engaged in the Coasting Trade and shall be subject to the regulations governing the same.

2. None but British registered vessels and boats wholly owned by British subjects and such other vessels or boats as may be owned by the subjects of countries included in any treaty with Great Britain by which the Coasting Trade is mutually conceded, can lawfully be engaged in the Coasting Trade of the Dominion of Canada, and the names of such vessels or boats and the names of their Port of Registry shall be distinctly painted on the stern of the said vessels or boats.

3. Such vessels and boats may, without being subject to entry or clearance, as required by law, for vessels trading between ports in the Dominion of Canada, as well as with foreign ports, carry goods the produce of Canada, or goods duty free, or goods duty paid, or passengers from any ports or places in the Province to any other ports or places in the Province, provided always that the owners or mosters of such ressels or boats shall take out a license for the year or part of the year always terminable on the 30th day of June, for hat purpose, from a Collector of Customs in Canada, and hat the owners or masters in taking out the said license shall enter into bonds of \$500.00 conditioned that such vessels or boats shall not be employed in the foreign trade, uness as hereinafter provided, and provided also that the master of every such vessel or boat shall report inwards and outwards on entering or leaving a port, on the forms prescribed.

4. The master of any such vessel or boat shall produce is license to any officer of customs, whenever the same shall e demanded, and answer all questions put to him, and such fficer of Customs shall be at liberty to go on board any such pasting vessel when he may deem proper, and if he should not any dutiable goods therein which had not been entered to the Customs, or any prohibited or smuggled goods, or if ny goods had been unladen therefrom before the master had eported to a Customs officer, the goods and vessel shall be refeited, and the master shall incur the penalty of \$100.00.

5. Before any coasting vessel or boat shall depart from ny port of lading in any one of the Provinces of the Domion of Canada for any other port in the said Dominion, report with a duplicate thereof, in the form or to the effect folwing, and signed by the master, shall be delivered to the ollector or some officer of Customs who shall retain the

duplicate and return the original report dated and signed by him, and such report shall be the clearance of the vessel or boat for the voyage, except for goods under bond, or goods liable to Excise or Internal Revenue duty which shall require the entries and warrants for landing to be signed by the proper officers as required by law, and if any report be false, the master who signed it shall forfeit the sum of \$100.00.

6. Vessels and boats employed in the coasting trade that shall not have taken up a license for carrying goods. shall report inwards and outwards at the nearest port to their place of arrival or destination, and require clearances whenever they depart from any port or place within the Dominion of Canada, and in default of their so reporting the vessel and cargo, the master shall in such cases be subject to the penalty of \$100 for departing and arriving without due entry inwards or outwards, as the case may be. Provided that when a vessel shall sail from any place where there is no Custom House or officer of Customs, it shall be sufficient for the carrying out of this regulation that the owner or master of such vessel do, as soon afterwards as possible forward to the near est Custom House a similar report in duplicate, or lodge the same at first port at which he shall touch where there is a Custom House Officer.

7. Goods under a removal bond from one Canadian port to another Canadian port may be carried in any British registered vessel or boat trading constwise with a proper is cense upon such goods being properly entered in the report outwards and clearance in Duplicate, the collector at the port from which such goods are removed being required to forward by mail, to the Collector of the port for which the goods are destined, all the particulars and description of the goods so forwarded, and the packages shall be properly marked in red as now provided, but no goods under bond shall be carried in any coasting vessel or boat without being so reported and cleared.

8. No coasting vessel or boat shall touch at any foreign port unless forced by unavoidable circumstances, or thereunt authorized by a Collector or proper officer of Customs, and the master of any coasting vessel or boat which has touched at any foreign port shall declare the same in writing under his own hand to the Collector or proper officer of Customs at the port or place in Canada where his vessel or boat afterward first arrives under a penalty of \$100.

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9. If any goods are unshipped from any vessel or boat arriving constwise, or unshipped or water borne to be shipped to be carried coastwise on Sundays or holidays, or unless in the presence or with the authority of the proper officer of Customs, or unless at such times and places as shall be appointed and approved by him for that purpose; the same shall be forfeited and the master of the vessel or boat shall forfeit the sum of \$100.

10. Officers of Customs may board any coasting vessel or boat in any port or place, and at any period of the voyage search her, and examine all goods on board and demand all the documents which ought to be on board; and the Collector may require such documents to be brought to him for inspection.

11. No fishing boat or boat used in ferrying under fifteen tons burthen shall, except by special license or permission, carry any goods from a foreign country, which are liable to duty, under pain of seizure, unless the same (in case of ferry poats) be for the sole use of some passenger then on board.

12. No goods can be earried in any coasting vessel or boat, except such as are laden to be so carried at some port br place in Canada, and no goods shall be taken into or put but of any coasting vessel or boat while on her voyage by river, lake or sea.

13. The reports inwards and outwards coastwise required a proper is a proper is a purser, be signed by such purser, with the like ffect in all respects, and subject to the like penalty on the surser, and the like forfeiture of the goods, in case of any intrue statement, or violation of Customs law, as if the reort was signed by the master; and the word master, for the urposes of these regulations, shall be construed as including he purser of any steam vessel; but nothing herein contained hall preclude the Collector or proper officer of Customs from alling upon the master of any steam vessel to answer all such uestions concerning the vessel, passengers, cargo and crew, s might be lawfully demanded of him if the Report had been hade by him, or to exempt the master from the penalties aposed by these regulations for failure to answer any such uestion or for answering untruly or to prevent the master om making such report, if he shall see fit so to do.

14. The foregoing regulations are also to govern the oasting Trade of the Province of British Columbia so far only as relates to vessels trading or making voyages between the several ports in that Provuce.

15. The Coasting Regulations dated the 28th July, 1868 and 31st May, 1870, and all regulations heretofore existing in the Dominion of Canada in reference to Coasting in any of the said Provinces, are hereby repealed.

# OTTAWA, 18th May, 1883.

Referring to the new Coasting Regulations, and with the desire to make the Regulations as little burdensome upon coasting passenger steamers as possible, the Report Outwards may be made at the port from which the trip commences, and may name the last Canadian port at which the steamer touche before taking clearance for a foreign port, as the intended voyage, but at all intermediate ports t e Reports Inwards should be left in accordance with the term. of the above order in Council.

# FISH HATCHERIES.

#### APPENDIX NO. XI.

#### MAGOG.

A new fish hatchery has been built in the village of Magog at the foot of Lake Memphremagog, in the Province of Quebec. This site was selected as possesing many natural advantages, with an abundant supply of pure water, conducted almost directly from the lake into the breeding troughs of the nursery. The temperature of the water here never reaches freezing point on account of its narrow rapid passage from the large body of the lake, which here forms the source or commencement of the River Magog, which runs down to the City of Sherbrooke, and falls into the St. Francis River in its course to the St. Lawrence.

The site of this hatchery, with its water and railway communications near at hand, is well suited for the easy distribution of young fish in the numerous lakes and streams which everywhere abound in the section of country known as the Eastern Townships.

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The privilege of water, with grounds for the buildings were obtained from the Magog Manufacturing Company by utilizing the former location of an old mill.

The premises being secured, tenders were advertised for. several applications were made, the lowest was taken, and the building was satisfactorily completed. Its dimensions are 24x60, with two stories; the lower flat being used as the hatching room, and the upper one for office and caretaker's residence. Alongside the building convenient ponds are arranged and abundantly supplied with water from the mainriver. These are used as reservoirs for the breeding fish, which being caught in the lake above can be readily floated down in scows into these pens, and there safely kept till required for manipulation.

The whole of the arrangements in connection with the Magog hatchery are exceptionally convenient for the artificial propagation of fish upon an extensive scale.

## SYDNEY, CAPE BRETON.

This salmon breeding establishment was fully completed during the year, 1881. The site chosen for the works is situated within the limits of the Town of Sydney, at the head of a tidal creek, or cove, where a brook, taking its rise in the high lands above, runs rapidly down to this cove and is here dammed across, forming a mill pond, from which the water is obtained for the nursery.

The privilege consists of a sufficient area of land for building purposes, and reservoir for salmon, and is held by deed. Several other points in the neighborhoods of North and South Sydney were examined by me. I was very materially aided by the voluntary kindness of Messrs. McDonald and McLeod, the resident members of the Commons for that section of the Island of Cape Breton. Whilst some other localities possessed certain conveniences, none combining so many advantages for carrying on fish-breeding operations generally, as the one selected at the town of Sydney.

After securing the necessary title to the property, public tenders were asked to erect the buildings; several were put Mr. Hugh McDonald's was chosen and the contract awarded to him. The establishment, with all necessary requirements for artificial salmon breeding has been fully completed and is now in full running order, with a fair complement in the hatching room.

The dimensions of the building are the same as the one at Magog and fitted up in like manner. The lower flat tor the laying down of fish eggs, and the upper one for office and resident caretaker.

At the narrow head of the creek or cove a permanent crib work of timber and stone has been built across it, which forms a large reservoir for impounding the salmon; into this pen the tidal water flows through a narrow gate-way, by which any desired height can be regularly maintained; into this basin the salmon which may be captured by the net fisherman outside in the arm of the sea can be easily floated in cribs or scows.

The reservoir with the other outside appliances for the safe keeping of parent fish are close by, and exactly underneath the view from the windows of the hatchery, thus giving every security in the oversight of the fish, and economizing expenditure in not reguiring additional help in guarding them.

#### RISTIGOUCHE.

At the Indian House brook on the Ristigouche River, the latest and most extensive salmon hatchery is now under erection, and well advanced towards completion. The dimensions of this building will exceed any other yet built, being 100 feet long by 36 wide, and one and a-half stories in height; the lower flat will be arranged for the reception of troughs and other necessary apparatus. The upper floor is intended for offices, store rooms and residence for the caretaker. It will have a hatching capacity of five to eight millions of eggs. This site has hitherto been used as an auxilliary for keeping parent fish and gathering ova for the hatchery at Dee Side but will now become the main nursery for the general require ments of this large and highly important salmon river. Indian House brook, upon which the hatchery and dams are now built, is amply supplied with pure limpid water, with sufficient elevation to form ponds and other requirements for hatching purposes. The material for the completion of the work is now being procured under contract. This establish ment will be put in proper working order for next season operations, i. e. 1882.

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# NEGOTIATIONS BETWEEN THE DOMINION AND BRITISH COLUMBIA.

#### APPENDIX NO. XII.

Sir John A. Macdonald.—I had hoped on behalf of the Government, to have laid before the House during the present Session the state of the negotiations for a settlement of all matters between British Columbia and Canada. These negotiations have been going on up to this time, but I am sorry to say that we have not been able, so far, to bring down a measure this Session. I may shortly, however, state the position in which this matter now stands, for the general information of the country. In order finally to settle all matters in dispute between that Province and the Dominion which existed, in fact, almost since the time of the Union—at all events since the expiration of two years afterwards—negotiations were entered into this winter, and Mr. Trutch, who has acted for the Dominion as Government Agent, came specially here, after having previously communicated with the Government of British Columbia, in order to frame some arrangement by which all these matters should be finally settled. The chief cause of complaint in the Province of British Columbia was the failure to carry out exactly, literally, the terms of Union quoad the commencement of the Canadian Pacific Railway One of the terms of Union was that within two years the Canadian Pacific Railway should be commenced, and should be finished within ten years. I will not trouble the House with a re-statement of all the various circumstances which caused the delay. It has been a source of irritation, and annoyance very natural, in some respects in British Columbia, that all the advantages of the expenditure on the construction and the use of the road after completion should be lost by that Province. In order to settle that question it will be remembered that when the late Canadian Government was in power they made a very vigorous effort to settle that question, and there was a proposition made to British Columbia o give them \$750,000 as a compensation for the non-performance of the contract. The House will remember how that arrangement fell. Besides this question there was another juestion—a money matter connected with the construction of graving dock at Esquimalt. By the terms of Union, Canda became liable to a certain extent to assist that enterprise; and the Legislature here, in order to meet the wishes of the .

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che River, now under The dimenouilt, being s in height: of troughs is intended retaker. It ons of eggs. for keeping t Dee Side eral require river.  $\mathbf{T}$ he nd dams are water, with irements for letion of the nis establish next season

Government of British Columbia, went considerably further. and instead of guaranteeing the interest as under the original treaty, they agreed to advance the snm of \$250,000, and the British Admiralty agreed to give £50,000 sterling on the completion of the graving dock. There are two questions to be settled. Now, we consider it of the greatest importance that for once and all time, these burning questions might be allayed and the fire extinguished. It was therefore agreed, that on getting a receipt in full from British Columbia, by Act of the Legislature, that so getting a receipt for all claims for non-performance of the conditions of building the railway within a certain time, and for real or supposed obligation on the part of Canada, against the Government as a Government, to construct the Island Railway, that we should contribute to the construct on of the Island Railway the sum of money offered by the late Government, \$750,000. With regard to Esquimalt Graving Dock it was found that from a variety of circumstances, that work was not successfully progressing. The financial state of affairs in British Columbia was not encouraging, and the work was going on very slowly. and consequently, with a great waste of money; and it was important that this work should be finished, and it is more important now than ever, in view of the early construction of the Canadian Pacific Railway, and the fact that the graving dock most likely will be brought into active use. All this is, of course, subject to the approval of Parliament. It has been arranged that we should take the Esquimalt Graving Dock off the hands of the British Columbia Government, and they had expended \$250,000 on the work, which we propose to repay them and complete the dock. The money subsidy there fore for these two objects will be \$1,000,000, \$750,000 in aid of building the railway, and \$250,000 as purchase money for the graving dock. The subsidy for the construction of the railway was to be given to an incorporated company, the company to be composed of men of good credit, standing and means, who should give security to the Dominion Government, and we propose that they should submit that security and obtain an acknowledgement from the British Columbia Government, that the security is ample,—in other words that the security should be satisfactory to both Governments In order further to enable the construction of that road the British Columbia Government agree to transfer the lands which had been reserved originally for the construction of the road, to the Dominion Government, those lands being held

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further. original and the on the stions to portance might be agreed, mbia, by ll claims e railway gation on Governould conae sum of With reat from a fully pro-Columbia ry slowly, and it was it is more truction of ie graving All this is, t has been ving Dock t, and they pose to residy there 0.000 in aid money for ction of the mpany, the anding and on Governhat security h Columbia words that overnments hat road the er the lands uction of the

s being held

for the purpose of aiding additionally the construction of the Island Railway, and the Dominion Government would act in regard to the Island Railway as they had with respect to the Canadian Pacific Railway, that is, as the work proceeded land and money would be given in the proportion as was given to the Canadian Pacific Railway Company in the construction of that work. Then, as regards the land question. the House will remember that the British Columbia members agreed to the terms of Union, to reserve twenty miles of land on each side of the Canadian Pacific Railway from British Columbia on the mainland in order to aid in the construction of the railway now, it is provided in the terms of Union that all existing ights, such as squatters' rights, should be protected, so that the British Columbia Government could only give the Dominion Government twenty miles on each side of the railway which was in their power to give, and the Act of Union provided that any deficiency for that reason in the lands lying on each side of the railway, should be made up by lands contiguous to this railway belt. The railway runs in the vicinity of the Fraser River; there is not a wide valley there, and twenty miles on each side of the railway would include a large portion of mountain of no value for agricultural or other purposes, and of the valley itself, a large portion has been already appropriated for other purposes, by other parties, under such varous titles or otherwise, as not to render it available for a and grant for building a railway. In order to make up the leficiency, and render it an inducement for the Dominion Government to enter this arrangement, and take the graving lock off the hands of the British Columbia Government, it vas agreed to supplement the land grant along the railway, by onveying to the Dominion Government 3,500,000 acres in he Peace River country, and contiguous to our own North-West, that land to be located by the Dominion Government ha rectangular block. There is reason to believe that the and is of good quality, and fit in every way for agricultural urposes, but as the land lies on the eastern slope of the locky Mountains, far away from the main resources of Britsh Columbia, it is of more value to us than to them. This is valuable grant to the Canadian Government, and is really o sacrifice on the part of British Columbia, on account of he remoteness of the land from the centres of trade and poplation. This seemed to the Government to be a satisfactory rrangement in every respect; the Government thought so

then, and it thinks so now. The negotiations would have gone on without a check, and the Government would have taken the responsibility of asking Parliament, this Session. to pass an Act confirming the arrangement. In order to carry out this arrangement, the British Columbia Government, in good faith, submitted, late in their Session, a proposal; it was late of necessity, because they were awaiting for the return of Mr. Trutch, after having concluded this arrangement, and it could not be proceeded with until he had returned after completing the whole matter. I say that the British Columbia Government introduced an Act in good faith, for the purpose of carrying out this arrangement. They had passed an Act which we received by telegram a very short time ago. On looking over that Act, however, we found that by error—a very natural one—I suppose the British Columbia Government, or the draughtsman of the Bill, did not reflect, that in its terms it materially altered the arrangement, because it provided, in fact, that the Dominion Government should build the road, and in order to enable the Dominion Government to do so, it passed an Act of incorpor ation, to be brought into effect in a manner satisfactory to the Canadian Government; and the Act itself says, that in order to enable the Canadian Government to build the road it incorporates this company. Now, it was no portion of the agreement that the Canadian Government should build it. We agreed, in fact, to see that the incorporated company that should build it, should be a satisfactory company, and give ample security. We pledged ourselves not to give a charter to any body of capitalists or persons, who could not give ample security, while we agreed to see that there was such ample security given, and while we had money in our hands, and the land in our hands only to be given to the company as the work progressed, and therefore there was no reasonable probability of the road Yet we have in no way pledged not being finished. the faith of the Canadian Government to the building of that road. Now, although in substance these appeared to be m great difference in this matter, the Canadian Government could not but reflect that the obligation to build the Island Railway had been solemnly repudiated by the Canadian Parliament, and we had to inform the British Columbia authorities that we had no hopes--even if willing of successfully carrying such an obligation through the Canadia Parliament—that we should, under all the circumstant

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res, pledge ourselves to build it as a Government work. This is the way in which that matter now stands. There was another clause of the Bill which was also contrary to the agreement which has been entered into. and which I fancy was inserted in the British Columbia Bill under the idea that we would not object to it, and that was that all the lands which had been appropriated in aid of the building of the Island Railway, except mineral lands, should for the next four years be sold at the price of \$1 an acre. Now, as that grant of lands was to be in aid of the construction of the road, and was to be given to the contractors as they built the road, we felt that we had no right to diminish the value of the aid by making limited prices. That was not part of the agreement. I believe that \$1 an acre is considered the normal price of land now in British Columbia, and, therefore, it was supposed that we would not object to it, and that the contractors to build the railway would not object to it; but it remained to be seen whether the contractors would object to it or not; and we had to inform the British Columbia Government that without the assent of the company who were to get this aid we could not agree to fix a maximum price. There is, of course, matter of regret that this difference between the Act which was passed in British Columbia and the agreement recently made between the two Governments, has prevented us coming here now to ask the Canadian Parliament to supplement this agreement and confirm it, but I do not believe there will be any dead lock in the matter. Still, it is the cause of some little delay. The Britsh Columbia Legislature consists of twenty-five members. They have recently prorogued, and it will be some personal inconvenience to the representatives in the Legislature to reassemble; but I have no doubt that they will re-assemble within a reasonable time for the purpose of amending their Act so as to make it in conformity with the agreenent which was recently entered into between the Governments. That once done, we will take the responsibility of naking all kinds of provisional arrangements for the incorporation of the company and for taking security, so that when our Legislature meets next winter, the Government will be able to submit a measure confirming the agreement so nade. There will practically be little, if any, delay, because ven if we had passed an Act this Session confirming the egislation in British Columbia, we would have been obliged hen to look for a company, a body of men willing to accept

the charter and undertake the construction of the road. That company would have to have been organized; its capital subscribed; its first instalment, or the first call, paid up under our general railway system, and then that company would have been obliged, after being fully organised, to organise their staff before they could commence the construction of the railway, before they could turn a sod; so that it would absorb nearly all this summer before that could be done. Little time will be lost, because we will, in the the meantime, proceed as if to a certain extent a measure had been passed here. I have no doubt that we will be able to get a company of capitalists who will undertake the work, subject of course, to the approval of the Parliament here. They will be satisfied with the assurance that the Canadian Government will do what they can to carry that measure next Session in this Parliament, so that I think, practically, there will be little or no delay. And then another question which is considered of great importance in British Columbia, is the opening up of all the lands for settlement on the mainland on each side of the railway now rapidly in course of construction. Immigration. I am happy to say, is now flowing from the south into British Columbia; immigration has gone in there this year, I believe to a larger extent than has been the case for a good many years; and these lands are sought for eagerly by intending settlers and by the navvies and persons employed in the construction of the road, from Yale up to Kamloops, on the Onderdonk contract. There need be no deadlock or delay in that matter. The intention of the Canadian Government is to instruct Mr. Trutch to confer with the British Columbia Government, to organise at once a land office for the purpose of putting the lands on each side of the railway into the market immediately, and to open them for settlement on liberal terms. It is part of the agreement which is to be carried out that the terms should be liberal. I presume —I speak approximately—that the lands will be put into the market at the nominal price there—say, \$1 an acre, or thereabouts: there can be no settlement as to the exact figure, as a great portion of these lands have been squatted upon; the Canadian Government has also agreed that the squatter settlers on these lands shall have a prior right to them at the ordinary price of unimproved land. There will be no objection to the settlement on each side of the railway, in consequence of the postponement of the carrying out of the works on the Island. These are the circumstances, and I thought it

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hem at the e no objec-, in consef the works I thoughtit right to mention to the House, for the information of the public, the facts exactly as they are. I could not do it earlier, because telegraphic messages have been going on—until yesterday I may say—between the two Governments and between our agent, Mr. Trutch, and myself. These are the facts, and I desire them to go to the public, so that the public will be fully advised as to the responsibilities the Canadian Government have undertaken under this arrangement, and that the country may have an opportunity of considering them between now and next session.

# CANADIAN PACIFIC RAILWAY.

## APPENDIX NO. XIII.

Under the terms of the contract entered into in 1881 with the Canadian Pacific Railway Company, the Government have undertaken to construct the line, between—Prince Arthur's Landing on Lake Superior, and Red River;—and between Savona's Ferry, at the foot of Lake Kamloops, and Port Moody, in British Columbia; and the Company, on their part, have undertaken to construct, within a specified time, the line between Callander Station, their eastern terminus at the east end of Lake Nipissing, and Prince Arthur's Landing; also, between Red River and Savona's Ferry; the whole line to be the property of the company, and to be maintained and operated by the said company.

#### TRUNK LINE.

The following distances are calculated on a route running through the City of Winnipeg and by the Kicking Horse Pass, if approved:

if approved:	
••	Miles.
1. From Callander (120 miles west from Pembroke, to	
Prince Arthur's Landing, an estimated dis-	
tance of	650
2. From Prince Arthur's Landing to Winnipeg	433
3. From Winnipeg, via Kicking Horse Pass to Sa-	
vona's Ferry (at the foot of Kamloops Lake)	
an estimated distance of	1,259
5. From Savona's Ferry to Port Moody	215
Approximate length of the trunk line between Cal-	
	0 5 5 5
lander and Port Moody on the Pacific	2,557

In addition to the line of the Canada Central Railway between Ottawa and Callander, a distance of 228 miles, which was acquired last year by the Canadian Pacific Railway Company, they have now purchased and operate the portion of the line of the Quebec, Montreal, Ottawa and Occidental Railway between Ottawa and Montreal, a distance of 119 miles; being an addition of 347 miles incorporated into their main line system, making the total approximate distance between Montreal and Port Moody, 2,904 miles.

The section of road, 120 miles, between Pembroke and Callander for the construction of which the Canada Central Railway was subsidized by the Government to the extent of \$12,000 a mile, is nearly completed, only a small amount of ballasting, filling, etc., remaining to be done. The road for a distance of 94 miles between Pembroke and Mattawa is under traffic, and the remainder is in use for the transport of materials and supplies for the construction of the line west from Callander.

Of the works in British Columbia, between Savona's Ferry and Port Moody, 215 miles, the subsection between Port Moody and Emory's Bar, 85½ miles, has been placed under contract, and the works, commenced in the spring of 1882, are being vigorously prosecuted. The contractors for the remaining distance have so far advanced as to have over 22 miles of track laid from Emory's Bar, east, comprising some of the heaviest work yet done on the railway.

The iron bridge superstructure to span the Fraser River near Lytton is now being manufactured.

# PUBLIC WORKS

## APPENDIX NO. XIV.

#### BRITISH COLUMBIA.

In compliance with a request preferred by the Provincial Government of British Columbia, that a survey should be made with a view to ascertain the feasibility and cost of a canal to connect Lake Okanagan with the waters of Lake Shuswap, an examination of the district in question has been ordered and is in progress.

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Savona's ween Portuced under g of 1882, ars for the two over 22 rising some

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#### BEAVER ROCK.

This important work was brought to a conclusion on the 22nd August, 1881, and after a careful survey had been made by which it was determined that there were no projecting points of rock within 12 feet 6 inches of low water, level spring tides. The barges, caisson and other plant were removed and stored. There is now a depth of 12 feet 6 inches of water at low water, spring tides, over the whole site of the tock.

### BULKHEAD AND REPAIRS TO MARINE HOSPITAL.

This work consisting of a bulkhead along the foreshore of Victoria Harbour in front of the Marine Hospital, with anding stage and steps, together with an extension of the regular, a new brick tank and sundry minor repairs was performed by Messrs. Smith and Clark, contractors of this blace, for the sum of \$1,163 in a satisfactory manner.

#### REPAIRS AND ALTERATIONS TO VICTORIA POST OFFICE.

The work done on this building has, probably, put it in a efficient and stable condition as practicable. This work onsisted in altering the internal arrangements to accompodate the Savings Bank and Telegraph Office, building new aults, water-closets and vestibules, and in lengthening the tairway, painting and kalsomining the inside walls, and renering, with Portland coment mortar, the rear and side walls of he main building and vaults, and paving the backyard. This rork was performed satisfactorily under contracts—for the reater part—by Messrs. Charles Hayward, and Smith & Clark, ontractors of this place, the expenditure amounting in the ggregate to \$4,279.25.

#### DREDGING AND REPAIRS TO DREDGE VESSELS.

Operations with the object of improving Victoria Haror by dredging were commenced on the 19th of January st, after the dredge and other vessels had been put in horough repair—under the direct superintendence of Mr. obert Dexter.

Acting on representations made by the Board of Trade f this City, that the harbor along the front of the wharves

had to some extent filled in, the Hon J. W. Trutch directed the Superintendent to dredge from a point south of the proposed site of the Custom House wharf to Johnson Street. for a width of 50 feet and to a depth giving 14 feet at low water spring tides. After dreding in this locality until the end of April, he became fully satisfied from personal observation and from the reports of the Superintendent, that the harbor had not filled in to any appreciable extent from tidal effects or from sewage or street scourings, but only from the result of carelessness of persons unloading coal. In consideration of this fact and of the high rate of the cost or the work, and that it was found impossible to obtain the desired depth of water throughout this portion of the harbor on account of rock cropping up in several places, causing frequent injury to the dredge and consequent expense, he decided to discontinue operations here and send the dredge to resume work on the spit off Shoal Point, at the entrance to the harbor which was accordingly done, on the 1st of May, and this work continued until the close of the fiscal year 1881-82.

On resuming operations at Shoal Point, the Superintendent was directed to turn his attention principally to cutting a channel to a depth of 14 feet, at ordinary low water spring tides, through the spit which extends about 450 fer from the point. Rock having been struck in several place in the line of this proposed channel before the required depth was reached, it was thought advisable to dredge out side, that is, to the northward, of these rocks, and inside the former site of the old Beacon or Buoy No. 2, thus affording to large vessels a better sweep when approaching "Dredge Rock."

A statement was prepared by Mr. F. C. Gamble, A sistaut Engineer, showing the work performed by the dred between the 19th January and 30th June and the cost thereof This statement shows (firstly) the total quantity of material dredged along the wharf front, to be about 11,308 cultivards of stiff blue clay, mud, sand and coal at an expenditure of \$4,988.88 or at a cost per cubic yard of about 42\frac{1}{4} commoved at Shoal Point from 1st May to 30th June to be 10,548 cubic yards at an expenditure of \$2,470.84, or at a coper cubic yard of about 23\frac{1}{2} cents, not including repair Since the 30th June, operations have been continued at Shoal Point with still more satisfactory results.

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## PILOTAGE MATTERS.

## APPENDIX XV,

		APPENDIX XV,		
Victoria &	Esquimalt-	-Dues collected from vessels.	6,667	24
66	• "	Certificate Fees	210	00
"	. "	Examination Fees	20	00
"	"	Survey Fees	30	00
= 66	"	District Expenses	899	99
"	"	Paid to Pilots	6,000	52
Tale and	New Westr.	-Dues collected from vessels.	5,204	
"	66	District Expenses	323	
66		Paid to Pilots	4,684	05
Vanaimo-	—Dues colle		9,975	
66			135.	
"	Examinati	on Fees	25.	00
66		xpenses	1,090	49
66	Paid to Pi	lots	8,955	
The	foregoing ar	e from Returns to the 31st De		
	0 0		,	
Victoria d	k Esquimalt-	-Dues collected from vessels. \$	9,477	98
"	• • •	British Vessels	2,578	85
"	"		6,899	
64	66	Certificate Fees	200	
"	۲.	Examination Fees	20	00
"	"	Survey Fees	20	00
"	66	District Expenses	1,138	43
"	"	Paid to Pilots		
o 31st er cent.	December, 1 compared w	.882, shewing an increase of ith last year, attributable main	about aly to	30 the

To 31st December, 1882, shewing an increase of about 30 or cent. compared with last year, attributable mainly to the acrease of shipping from China and Japan, but partly to the act that the Puget Sound Pilotage Act has been abolished, which enabled British Columbia pilots to pilot vessels from ape Flattery to Port Townsend.

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