

AL

Brit

Together v

OFFICE

FOURTEENTH

ANNUAL REPORT

OF THE

British Columbia

BOARD OF TRADE,

Together with Various Appendices, List of Members,  
Office Bearers, Bye-Laws, Etc.

OFFICE: BOARD OF TRADE BUILDING, VICTORIA, B. C.

JULY, 1893.

INCORPORATED OCTOBER 28th, 1878.

VICTORIA, B. C.  
The Colonist Presses.  
1893.

# INDEX.

	PAGE.	PAGE.	
List of Officers, 1891-4.....	3	Australian Trade.....	32
List of Past Officers from 1863.....	4	Resolution referred to on page 14.....	16
Membership Roll.....	5	Immigration.....	32
ANNUAL REPORT.			
Membership.....	11	Rate of Wages paid in the various trades in British Columbia.....	34
Obituary.....	12	Sealing Catch for Season 1892.....	45
Meetings.....	12	"    "    "    "    (American).....	46
Harbors and Navigation.....	14	Vessels Seized during Season 1892.....	46
Australian Route.....	14	Vessels Wrecked and Missing during Season 1892.....	47
Telegraph.....	15	Meteorological Register for the year 1892. Esquimalt Station.....	48
Railways.....	16	Statement of the Yield and Value of the Fisheries of B. C., 1892.....	51
Northern Mail Service.....	18	Capital invested in the Fisheries and Fishing Material of B. C., 1892.....	52
Salmon.....	18	British Columbia Salmon Pack, 1892.....	53
The Deep Sea Fisheries.....	20	Imports into British Columbia.....	54
Fur Seal Fisheries.....	20	Exports from British Columbia.....	58
Esquimalt Graving Dock.....	21	British Columbia Lumber Fleet, 1892.....	59
Mining.....	21	Number, Tonnage, Value of Vessels and Boats, and number of Men engaged in the Fisheries, &c., in B. C., 1892.....	60
Lumber.....	21	Shipping.....	62
Industries.....	23	Exports from B. C. for 22 years.....	66
Surveys.....	24	Imports into B. C. for 22 years.....	67
Agriculture.....	25	Customs Statistics.....	68
Quarantine.....	27	Imports into British Columbia for the year ending 30th June, 1893.....	69
Insolvency.....	28	Bye-Laws.....	70
Second Congress of Chambers of Com- merce of the Empire, 1892.....	28	Scale of Commercial Charges.....	74
Immigration.....	32	Rates on Storage of Merchandise.....	75
Banquet.....	32	Port Charges, Victoria and Esquimalt.....	76
Finance.....	32	Esquimalt Grav. Dock, Scale of Charges.....	78
Trade and Outlook.....	32		
Sec.-Treas. Account Current.....	35		
Financial Statement.....	36		
Audit Report.....	37		
APPENDICES.			
List of Additions to the Library, with names of Donors.....	38		

A. C. FLUME  
C. E. RENOUI  
F. ELWORTH

A. B. GI  
D. R. K  
H. F. H  
GUS. LE  
WM. TE  
A. L. BE

R. P. RITHET, J  
J. H. TODD,

ROBT. WARD, J.  
J

FRED. J. C

R. P. RITHET, J  
CA

A. L. BELYEA,  
A. I

## FINANCE.

FRED'K H. WORI  
A. J. C. GALLET  
H. F. HEISTERM

## OFFICERS.

1893-4.

A. C. FLUMERFELT, Esq.,	PRESIDENT
C. E. RENOUF, Esq.,	VICE-PRESIDENT
F. ELWORTHY, Esq.,	SECRETARY

### COUNCIL AND ARBITRATION BOARD.

A. B. GRAY, J. P.	W. H. ELLIS,
D. R. KER,	FRED'K H. WORLOCK,
H. F. HEISTERMAN,	E. G. PRIOR, M. P.,
GUS. LEISER,	H. E. CONNON,
WM. TEMPLEMAN,	T. S. FUTCHER,
A. L. BELVEA,	E. B. MARVIN.

### EX-OFFICIO MEMBERS OF COUNCIL.

R. P. RITHET, J. P.,	ROBERT WARD, J. P.,	M. T. JOHNSTON,
J. H. TODD,	THOMAS B. HALL,	THOMAS EARLE, M. P
	THOMAS R. SMITH.	

### STANDING COMMITTEES.

#### FISHERIES.

ROBT. WARD, J. P.,	M. T. JOHNSTON,	HON. J. H. TURNER,
J. H. TODD,	CAPT. J. G. COX.	

#### MANUFACTURES.

FRED. J. CLAXTON,	GUS. LEISER,	WM. TEMPLEMAN,
J. HUTCHESON,	D. R. KER.	

#### HARBORS AND NAVIGATION.

R. P. RITHET, J. P.,	THOS. R. SMITH.	H. E. CONNON,
CAPT. JOHN IRVING,	THOS. B. HALL.	

#### PUBLIC WORKS AND RAILWAYS.

A. L. BELVEA,	W. H. ELLIS,	JOS. HUNTER, M. P. P.
A. B. GRAY, J. P.	E. B. MARVIN.	

#### FINANCE.

FRED'K H. WORLOCK,  
A. J. C. GALLETTY,  
H. F. HEISTERMAN.

#### STATISTICS.

C. E. RENOUF,  
FRED. J. CLAXTON,  
ROBT. IRVING, JR.

#### MINING AND PROPERTY.

MAJOR C. T. DUPONT,  
H. CROFT,  
JOSHUA DAVIES.

PAGE

in page 14	12
the various trades	12
in 1892	13
(American)	15
in 1892	16
Missing during	17
for the year 1892	18
and Value of the	19
Fisheries and	20
D. C., 1892	21
Y Pack, 1892	22
umbia	23
umbia	24
r Fleet, 1892	25
e of Vessels and	26
Men engaged in	27
B. C., 1892	28
1 years	29
years	30
mbia for the year	31
ges	32
handise	33
id Esquimalt	34
sale of Charges	35

## OFFICERS OF THE BRITISH COLUMBIA CHAMBER OF COMMERCE

FROM 1863 TO DATE OF INCORPORATION, OCT. 28TH, 1878.

YEAR.	PRESIDENT.	VICE-PRESIDENT.	SECRETARY.
1863	R. Barnaby .....	Jules David .....	A. F. Main.
1864	C. W. Wallace .....	Jules David .....	A. F. Main.
1865	Jules David .....	James Lowe .....	A. F. Main.
1866	James Lowe .....	Henry Rhodes .....	A. F. Main.
1867	Henry Rhodes .....	Gustav Sutro .....	Robert Plummer.
1868	Henry Rhodes .....	Gustav Sutro .....	Robert Plummer.
1869	Henry Rhodes .....	Gustav Sutro .....	Robert Plummer.
1870	Henry Rhodes .....	Gustav Sutro .....	Robert Plummer.
1871	Henry Rhodes .....	Gustav Sutro .....	Robert Plummer.
1872	Henry Rhodes .....	E. Grancini .....	Robert Plummer.
1873	Henry Rhodes .....	T. L. Stahlschmidt .....	Robert Plummer.
1874	Henry Rhodes .....	T. L. Stahlschmidt .....	Robert Plummer.
1875	Henry Rhodes .....	T. L. Stahlschmidt .....	Robert Plummer.
1876	Henry Rhodes .....	T. L. Stahlschmidt .....	Robert Plummer.
1877	Henry Rhodes .....	T. L. Stahlschmidt .....	Robert Plummer.
1878	Henry Rhodes .....	T. L. Stahlschmidt .....	Robert Plummer.

NAME.  
Anderson, W. J.

Barnard, F. S., M  
Bullen, F. W., J.  
Burns, Gavin H.  
Byrnes, George.  
Baker, Hon. Col.  
Boggs, B.....  
Braden, John ...  
Bone, W. H.....  
Blackwood, E. E.  
Beeton, H. C....  
Bodwell, Ernest V  
Belyea, A. L.....  
Brodrick, Richard  
Brownlee, J. H..  
Bainbridge, W. H  
Behnsen, H. F. V  
Bennett, John ....

## OFFICERS OF THE BRITISH COLUMBIA BOARD OF TRADE

FROM DATE OF INCORPORATION, OCTOBER 28TH, 1878, TO JULY 7TH, 1893.

YEAR.	PRESIDENT.	VICE-PRESIDENT.	SECRETARY.
Oct. 28, 1878, to July 3, 1880.	R. P. Rithet, J. P. ....	William Charles .....	E. Crow Baker.
1880-1	R. P. Rithet, J. P. ....	William Charles .....	E. Crow Baker.
1881-2	R. P. Rithet, J. P. ....	William Charles .....	E. Crow Baker.
1882-3	R. P. Rithet, J. P. ....	Roderick Finlayson .....	E. Crow Baker.
1883-4	R. P. Rithet, J. P. ....	Roderick Finlayson .....	E. Crow Baker.
1884-5	R. P. Rithet, J. P. ....	Matthew T. Johnston..	E. Crow Baker.
1885-6	Jacob Hunter Todd....	Edgar Crow Baker .....	Wm. Monteith.
1886-7	Jacob Hunter Todd....	Thomas Earle .....	Wm. Monteith.
1887-8	Robert Ward, J. P. ....	T. R. Smith .....	Wm. Monteith.
1888-9	Robert Ward, J. P. ....	Thomas Earle .....	Wm. Monteith.
1889-0	Robert Ward, J. P. ....	Thomas B. Hall .....	Wm. Monteith.
1890-1	Robert Ward, J. P. ....	Thomas B. Hall .....	F. Elworthy.
1891-2	Thomas B. Hall .....	A. C. Flumerfelt .....	F. Elworthy.
1892-3	Thomas B. Hall .....	A. C. Flumerfelt .....	F. Elworthy.

Caton, J. A. T...  
Clarke, Capt. Wm  
Croasdaile, H. E..  
Cowan, M. H....  
Croft, Henry, M. I  
Crane, J. E.....  
Claxton, Fred J..  
Carmichael, H...  
Cox, Capt. J. G..  
Coigdarippe, J...  
Crease, Lindley ..  
Cowper, Jesse M..  
Cannon, H. E....

COMMERCE

1878.

SECRETARY.

A. F. Main.  
 A. F. Main.  
 A. F. Main.  
 A. F. Main.  
 Robert Plummer  
 Robert Plummer  
 Robert Plummer  
 Robert Plummer  
 Robert Plummer  
 Robert Plummer  
 Robert Plummer  
 Robert Plummer  
 Robert Plummer  
 Robert Plummer

TRADE

JULY 7th, 1893.

SECRETARY.

E. Crow Baker.  
 E. Crow Baker.  
 E. Crow Baker.  
 E. Crow Baker.  
 E. Crow Baker.  
 E. Crow Baker.  
 Wm. Monteith.  
 Wm. Monteith.  
 Wm. Monteith.  
 Wm. Monteith.  
 Wm. Monteith.  
 F. Elworthy.  
 F. Elworthy.  
 F. Elworthy.

MEMBERSHIP ROLL,

JULY 7th, 1893.

A

NAME.	FIRM.	BUSINESS.
Anderson, W. J.	McKillican & Anderson	Builders.

B

Barnard, F. S., M.P.	Victoria Transfer Company	President.
Bullen, F. W., J.P.		Accountant.
Burns, Gavin H.	B'k British North America.	Manager.
Byrnes, George.		Auctioneer and Com. Mer.
Baker, Hon. Col. James, M.P.P.		Capitalist.
Boggs, B.		Insurance and Gen. Agent.
Braden, John		Plumber and Gas Fitter.
Bone, W. H.	T. N. Hibben & Co.	Booksellers and Stationers.
Blackwood, E. E.	Northern Pacific R'y Co.	Agent.
Beeton, H. C.	(London, England)	Merchant.
Bodwell, Ernest V.	Bodwell & Irving	Barristers at-Law.
Belyea, A. L.	Belyea & Gregory	Barristers-at-Law.
Brodrick, Richard		Contractor.
Brownlee, J. H.		Insurance Agent.
Bainbridge, W. H.	W. H. Bainbridge & Co.	Financial Agents.
Behnsen, H. F. W.	Kurtz & Co.	Manager.
Bennett, John		General Agent.

C

Caton, J. A. T.	J. A. T. Caton & Co.	Merchants.
Clarke, Capt. Wm. R.		Auctioneer and Com. Mer.
Croasdaile, H. E., J.P.	H. E. Croasdaile & Co.	Financial and Ins. Agents.
Cowan, M. H.		Retired.
Croft, Henry, M.P.P.		Land Agent.
Crane, J. E.		Insurance and Gen. Agent.
Claxton, Fred J.	Dalby & Claxton	Land Agents.
Carmichael, H.	Brit. Col. Paper Mfg Co.	Secretary.
Cox, Capt. J. G.	E. B. Marvin & Co.	Ship Chandlers.
Coigdarippe, J.		Retired.
Crease, Lindley		Barrister-at-Law.
Cowper, Jesse M.		Ship Owner.
Cannon, H. E.	Northern Pacific S.S. Co.	Agent.

## D

NAME.	FIRM.	BUSINESS.
Davie, Hon. Theo., Q.C., M.P.P.		Premier of B. C.
Dunsmuir, James	Union Collieries	President.
Dunsmuir, Alexander	Esquimalt & Nanaimo R'y.	President.
Davies, Joshua	J. P. Davies & Co.	Auctioneers and Com. M.
Dupont, Major C. T.		Capitalist.
Dunlevy, P. C.		Merchant.
Davidge, F. C.	Davidge & Co.	Shipping Agents.

## E

Ellis, W. H.	Colonist P. & P. Co.	Manager.
Earle, Thos., M.P.P.		Merchant.
Eberts, D. M., M.P.P.	Eberts & Taylor	Barristers-at-Law.
Erb, Louis E.	Victoria Brewing and Ice Co., L'd.	Director.
Ewen, Alexander	Ewen & Co. (New Westminster.)	Canners.
Erskine, R.	Erskine, Wall & Co.	Grocers.
Elworthy, F.	Brit. Col. Board of Trade.	Secretary.

## F

Flumerfelt, A. C.	Ames Holden & Co. (L'd.)	Managing Director.
Foster, F. W.	(Clinton, B. C.)	Merchant.
Flint, A. St. G.	Flint & Williams.	Insurance and Gen. Agents.
Fairall, H. S.		Brewer.
Futcher, Thos. S.		Japanese Wares.
Forrester, J. L.	Canada Paint Co.	Manager.

## G

Grant, John, M.P.P.		Merchant.
Grant, Capt. Wm.		Snip Owner.
Gray, Alex. Blair	A. B. Gray & Co.	Merchants.
Goodacre, Lawrence	Queen's Market	Butcher.
Galletly, A. J. C.	Bank of Montreal (Victoria)	Manager.
Green, Chas.		Real Estate Agent.
Gregory, F. B.	Belyea & Gregory	Barristers-at-Law.
Gordon, J. B.	Bradstreets	Manager.
Gowen, C. N.	Victoria Brewing and Ice Co., L'd.	Director.

## H

Heisterman, H. F.	Heisterman & Co.	Financial and Ins. Agents.
Higgins, Hon. D. W., M.P.P., Vic. Elec. Tram and Light'g Co., L'd.		President.
Harris, D. R.	Loewenberg & Harris	Financial Brokers.
Hayward, Chas.		Contractor and Builder.
Hall, Thos. B.	Hall, Ross & Co.	Victoria Flour & Rice Mills.
Holland, Joshua		Insurance Agent.
Hutcheson, James	Hutcheson & Co.	Dry Goods.

## NAME.

Hunter, Joseph, J.  
 Haywood, Wm. C.  
 Helmcken, Hon.  
 Hall, R. H., M.I.  
 Helmcken, H. D.  
 Hall, Richard.  
 Henderson, T. M.

Irving, Capt. John  
 Irving, P. Æ  
 Irving, Robert  
 Irving, Robt., Sen

Johnson, E. M.  
 Johnston, Matthew  
 Jackson, Robt. E.  
 Jones, A. W., Cap  
 Jamison, Robert.  
 Jensen, William  
 Jones, C. F.

Ker, D. R.  
 Keefer, G. A.

Langley, A. J., J.I.  
 Loewen, Joseph  
 Leiser, Simon  
 Lubbe, T.  
 Leiser, Gustave  
 Luxton, A. P.

Marvin, Edward B.  
 Mason, Henry S.  
 Miller, Monroe  
 Monteith, Wm.  
 Mara, J. A., M.P.  
 Munn, D. J.  
 Macauley, W. J.  
 McQuade, E. A.  
 McAlister, John

## MEMBERSHIP ROLL.

7

NAME.	FIRM.	BUSINESS.
Hunter, Joseph, M.P.P.	Esquimalt & Nanaimo R'y.	General Superintendent.
Haywood, Wm. C.		Land Agent.
Helmcken, Hon. J. S.		Physician.
Hall, R. H., M.P.P.	Hudson's Bay Co.	In charge.
Helmcken, H. Dallas	Drake, Jackson & Helmcken	Barristers-at-Law.
Hall, Richard	Hall & Goepel	General Agents.
Henderson, T. M.	Langley & Co.	Druggists.

## I

Irving, Capt. John	Can. Pacific Navigation Co.	Manager.
Irving, P. Æ	Bodwell & Irving	Barristers-at-Law.
Irving, Robert		Land Agent.
Irving, Robt., Sen.		Capitalist.

## J

Johnson, E. M.		Financial Agent.
Johnston, Matthew T.	Findlay, Durham & Broc	Merchants.
Jackson, Robt. E.	Drake, Jackson & Helmcken	Barristers-at-Law.
Jones, A. W., Capt.	Jones & Bridgman	Insurance Agents.
Jamison, Robert		Books, Stationery, Pianos.
Jensen, William	Hotel Dallas	Proprietor.
Jones, C. F.	Dun, Wiman & Co. (Victoria.)	Agent.

## K

Ker, D. R.	Brackman & Ker Milling Co., L'd.	Man. Director.
Keefer, G. A.	Keefer & Smith	Civil Engineers.

## L

Langley, A. J., J.P.	Langley & Co.	Druggists.
Loewen, Joseph	Victoria Brewing and Ice Co., L'd.	Director.
Leiser, Simon		Wholesale Grocer.
Lubbe, T.		Furs and Skins.
Leiser, Gustave	Lenz & Leiser	Wholesale Dry Goods.
Luxton, A. P.		Barrister-at-Law.

## M

Marvin, Edward B.	E. B. Marvin & Co.	Ship Chandlers.
Mason, Henry S.	Brit. Col. Land and Investment Co., Ltd.	Director.
Miller, Monroe		Printer and Bookbinder.
Monteith, Wm.		Insurance Agent.
Mara, J. A., M.P.	(Kamloops)	Merchant.
Munn, D. J.	(Fraser River)	Cannery Proprietor.
Macauley, W. J.	Victoria Lumber & Mfg Co. (L'd.)	Vice-President.
McQuade, E. A.	P. McQuade & Sons	Ship Chandlers.
McAlister, John	Harrison & McAlister	Wine and Spirit Merchants.



NAME.	FIRM.	BUSINESS.
McLellan, A. J.		Cannery Proprietor.
Munsie, W.	Carne & Munsie	Grocers.
Milne, G. L., M.P.P.	Milne & Watt	Physicians and Surgeons.
Mallette, Chas. E.		Land Agent.
Milligan, Thos. S.		Insurance Agent.
McLennan, Robt. P.	McLennan & McFeely	Cornice Manufacturers.
Mitchell, James		Manufacturers' Agent.
McCandless, A. G.	Gilmore & McCandless	Clothiers.
Maegurn, Foster		Insurance Agent.
Mason, C. Dubois		Barrister at-Law.
McMicking, R. B., J.P.		Electrician.
Muir, A. Maxwell		Architect.
Morley, C.		Mineral Water Manfr.
Morris, Walter	Okell & Morris	Fruit Preservers.

## N

Nicholles, Major John	Nicholles & Renouf	Hardware and Ag'l Imps.
Northey, L. H.	Sayward Saw Mill	Managing Owner.

## P

Pooley, Hon. C. E., Q.C., M.P.P.		Barrister-at-Law.
Prior, Lt.-Col. E. G., M.P., E. G.	Prior & Co. (L'd)	Hardware and Implements.
Pendray, Wm. J.	Pendray & Co.	Soap Manufacturers.
Pearson, Ed., J.P.	Clark & Pearson	Hardware.
Pemberton, J. D.	J. D. Pemberton & Son.	Financial Agents.
Pither, Luke	Pither & Leiser	Wine Merchants.
Penny, John L.		Ship Owner.
Patton, P. T.	Victoria Hotel	Proprietor.
Pearson, T. B.	T. B. Pearson & Co.	Wholesale Clothing.

## R

Rolins, S. M.	Vancouver Coal Co., (Nanaimo.)	Superintendent.
Redon, L.	Redon & Hartnagel	Hotel Proprietors.
Rithet, R. P., J.P.	K. P. Rithet & Co. (L'd)	Merchants & Shipping Agts.
Richards, F. G., Jun.		Insurance Agent.
Redfern, Chas. E.		Manufacturing Jeweller.
Renouf, C. E.	Nicholles & Renouf	Hardware and Ag'l Imps.
Redmond, W. H.	Ames Holden Co., (L'd)	Wholesale Boots and Shoes.
Ritter, Robert	Kitter & Seward	Ship Owners.
Robertson, J. R.		Financial Agent.

## S

Spring, Chas.		Ship Owner.
Strouss, Morris	C. Strouss & Co.	Wholesale Dry Goods.
Saunders, Henry		Grocer.

## NAME.

Sayward, Wm. I.
Shotbolt, Thos.
Sears, Joseph
Smith, Thos. R.
Sehl, Jacob
Spencer, C.
Snowden, N. P.
Swinerton, R. H.
Sargison, A. G.
Scott, H. J.
Sieward, H. F.

Turner, Hon. J. H.
Tye, Thomas H.
Todd, Jacob H.
Templeman, Wm
Teague, John, Sr
Tugwell, Thomas

Van Volkenburgh

Williams, Robert
Ward, Wm. C.
Ward, Robt., J. P.
Wilson, Chas
Wilson, Wm
Weiler, John
Warren, Jas. D.
Williams, B.
Wilson, W. Ridgw
Worlock, Fred'k I
Wootton, E. E.
Walker, Walter
Webber, Lionel H

MEMO.—All mem  
Victoria, B. C

## MEMBERSHIP ROLL.

9

BUSINESS.	NAME.	FIRM.	BUSINESS.
Proprietor.	Sayward, Wm. P.		Capitalist.
	Shotbolt, Thos., J.P.		Druggist.
is and Surgeon.	Sears, Joseph		Contractor.
ent.	Smith, Thos. R.	Robt. Ward & Co., L'd.	Merchants and Shippers.
Agent.	Sehl, Jacob	Sehl, Hastie & Erskine	Furniture Co., Ltd.
Manufacturers.	Spencer, C.	David Spencer	Dry Goods.
urers' Agent.	Snowden, N. P.	Loewenberg, Harris & Co.	Financial Agents.
	Swinerton, R. H.		Land Agent.
Agent.	Sargison, A. G.	Colonist P. & P. Co.	Secretary.
at-Law.	Scott, H. J.	Hamilton Powder Works.	Manager.
n.	Sieward, H. F.	Sieward & Ritter	Ship Owners.

## T

Water Manfr.	Turner, Hon. J. H., M.P.P., Turner, Beeton & Co.		Merchants.
ervers.	Tye, Thomas H.	Mathews, Richards & Tye	Hardware, Iron and Steel.
	Todd, Jacob H.	J. H. Todd & Son	Wholesale Grocers.
and Ag'l Imps.	Templeman, Wm.	Times Printing Co.	Managing Editor.
Owner.	Teague, John, Sen.		Architect.
	Tugwell, Thomas	Colonial Hotel	Proprietor.

## V

at-Law.	Van Volkenburgh, B.		Retired.
---------	---------------------	--	----------

## W

Agents.	Williams, Robert T.		Blank Book Manufacturer.
hants.	Ward, Wm. C.	Bank of British Columbia.	Supt. of B. C. Branches.
r.	Ward, Robt., J. P.	Robert Ward & Co. (L'd).	Merchants and Shippers.
	Wilson, Chas.	(New Westminster)	Barrister-at-Law.
	Wilson, Wm.	W. & J. Wilson	Clothiers.
Clothing.	Weiler, John	Retired	Late Furniture Manufac'r.
	Warren, Jas. D., Capt.		General Agent.
	Williams, B.	Flint & Williams	Land Agents.
intendent.	Wilson, W. Ridgway		Architect.
ctors.	Worlock, Fred'k H.	Green, Worlock & Co.	Bankers.
Shipping Agts.	Wootton, E. E.	McPhillips, Wootton & Barnard,	Barristers-at-Law.
gent.	Walker, Walter		Coal Merchant.
ng Jeweller.	Webber, Lionel H.		Financial Agent.

MEMO.—All members of the Board, unless otherwise herein shown, reside at Victoria, B. C.

FOI

## British

(Jt

*To the Member*

GENTLEMEN  
Vice-President  
append hereto  
which is submit

Membership.

New members a

From which hav  
Resignation  
Deaths—Hc  
M.  
A.

Leaving the pres

FOURTEENTH ANNUAL REPORT

OF THE

British Columbia Board of Trade,

(July 9th, 1892, to July 7th, 1893.)

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

GENTLEMEN,—Your Committee consisting of the President, Vice-President and Secretary, appointed by the Council, beg to append hereto the Fourteenth Annual Report of the Board, which is submitted for the consideration of Members.

<b>Membership.</b>	At the date of the last Annual Report the number of active members stood at.....	153
	New members admitted during the year.....	21
	Together.....	174
	From which have to be deducted—	
	Resignations—A. J. Bechtel.....	1
	Deaths—Hon. Hugh Nelson	}
	M. W. Waitt	
	A. J. Laidlaw	
		4
	Leaving the present number of active members at.....	170

The following named new members were elected during the period under review, viz :

NAME.	FIRM.	BUSINESS.
W. H. Redmond.....	Ames Holden Co., Lt'd.	Wholesale Boots and Shoes.
P. T. Patton.....	Victoria Hotel.....	Proprietor.
F. B. Gregory.....	Belyea & Gregory.....	Barristers-at-Law.
W. H. Bainbridge.....	W. H. Bainbridge & Co.	Financial Agents.
L. H. Northey.....	Sayward Saw Mill.....	Managing Owner.
Robert Ritter.....	Ritter & Seward.....	Ship Owners.
J. R. Robertson.....	.....	Financial Agent.
J. B. Gordon.....	Bradstreets.....	Manager.
W. J. Anderson.....	McKillican & Anderson.....	Builders.
Walter Morris.....	Okell & Morris.....	Fruit Preservers.
Robert Irving, Sr.....	.....	Capitalist.
H. F. W. Behnsen.....	Kurtz & Co.....	Manager.
H. E. Connon.....	Northern Pacific S. S. Co.	Agent.
H. F. Seward.....	Seward & Ritter.....	Ship Owners.
T. B. Pearson.....	T. B. Pearson & Co.....	Wholesale Clothing.
Richard Hall.....	Hall & Goepel.....	General Agents.
Lionel H. Webber.....	.....	Financial Agent.
C. N. Gowen.....	Victoria Brewing and Ice Co., Lt'd.	Director.
John Bennett.....	.....	General Agent.
T. M. Henderson.....	Langley & Co.....	Druggists.
J. L. Forrester.....	Canada Paint Co.....	Manager.

### Obituary.

Since the previous report, death has removed from the Board three members, namely: Hon. Hugh Nelson, Ex-Lieut. Governor of the Province, who was a member for fourteen years; J. A. Laidlaw, who was associated with the Board since 1882, and M. W. Waitt, who became a member in 1879. Resolutions of condolence were forwarded to the relatives of the deceased.

### Meetings.

Since the previous Annual Report, four Quarterly General, and two Special General Meetings of the Board were held. The meetings of the Council were not so numerous as during the previous twelve months, owing to much business having been dealt with by the Standing Committees. The active interest of previous years has been sustained, and an increase thereof is confidently expected.

### Harbors and Navigation.

Although continued dredging has been in progress during the past year, and the improvements mentioned in last report considerably added to, there are still rock obstructions in the inner harbor

to which accommodation of the trade of the

The mag past under co Liability, is known as the for the berth the coast. I afforded by p by a breakwa to in last year large tract of for the erectio

All attempt cred, have unf mains fast on B the most effect she should if pous though w practicable con of the breakwa

Pilotage a factory state, a Pilotage Board urged. Such a and secure a m of note that Bri by pilotage reg ports on Puget therefore an imp

The urgent Coast, so long Dominion Gover the grounding of unsuspected and

to which attention should be at once given in order that the accommodation may be all that is required to meet the growing trade of the port.

The magnificent and commodious ocean dock for some time past under construction by Messrs. R. P. Rithet & Co., Limited Liability, is nearing completion, and what is commonly known as the outer wharf now affords ample accommodation for the berthing of the largest vessels engaged in the trade of the coast. It is to be regretted that the splendid facilities afforded by private enterprise, have not yet been supplemented by a breakwater from Holland Point to Brotchie Ledge, referred to in last year's report. Adjoining the new ocean dock, a large tract of land has been reclaimed and rendered suitable for the erection of warehouses and other buildings.

All attempts to raise the S. S. "San Pedro," which foundered, have unfortunately, proved unsuccessful, and she still remains fast on Brotchie Ledge. The ship as she now lies is probably the most effective beacon that could be placed over the ledge, but she should if possible be removed without delay, and this dangerous though well-known rock properly marked, and as soon as practicable connected with the land at Holland Point by means of the breakwater already mentioned.

Pilotage arrangements still remain in a most unsatisfactory state, and the immediate consolidation of the several Pilotage Boards into one central authority cannot be too strongly urged. Such a consolidation would afford more direct control and secure a more efficient and economic service. It is worthy of note that British Columbia shipping is constantly handicapped by pilotage regulations, in contrast to the facilities offered by ports on Puget Sound, where pilotage is not compulsory, and therefore an important item of ships disbursements is avoided.

The urgent necessity of a better survey of the Northern Coast, so long and persistently brought to the notice of the Dominion Government by the Board, was fully demonstrated by the grounding of H. M. S. "Warspite," on a rock altogether unsuspected and unmarked on any chart. It is to be hoped

that the Dominion Government will take immediate steps having in view the avoidance of such disasters.

**Australian  
Route.**

On June 8th, ultimo, the S. S. "Miowera," the pioneer of a direct steamship service between Canada and Australia, reached Victoria from Sydney, N. S. W., after a voyage of 22 days.

This Steamship Company receives from the Canadian Government a subsidy of £25,000 per annum; also, a subsidy from New South Wales of £10,000 per annum. In view of the large trade that it is possible to develop, every encouragement should be given to make this steamship service a success.

The new line offers inducements to mail service and to travellers between Great Britain and Australia, for instead of a voyage via the Suez Canal to Sydney, averaging 42 days, the route via Canada can be covered in several days less time, and besides gives an agreeable break in the journey, with change of climate and scenery that will be much appreciated.

For four years ending 30th June, 1892, the exports and imports between Canada and Australia have averaged only \$754,023.00 per annum, principally salmon and lumber. Although many of the imports and exports between Australia and Canada have been made via New York and San Francisco, U.S., the latter port has had the credit therefor, instead of the Dominion of Canada. Direct shipping opportunities will in future obviate this.

The new direct steamship service will develop other branches of trade, which, if further encouraged by the removal of some tariff barriers, may assume great proportions. A resolution of the Council has been forwarded to the Dominion Government urging the importance of immediately dealing with this matter; copies were also forwarded to other Boards of Trade throughout the Dominion, and some replies have been received promising co-operation. A copy of the resolution will be found in the Appendices.

Mr. F. W. Ward (representing the owners) who arrived on the S. S. "Miowera," has kindly promised to furnish particulars

of some of the necessary to add to follow the re

This in Council, and a thoroughly under the au vince, to asc of commerce vice the Prov lend their ass advantage of, in the benefits trade route be

**Telegraph.**

of the Board charges, it ma this Institutio widespread di: unanimous des to connect with alternative line from the numb Townsend and points in Easte

For the fe Clover Point, B by the Domini shortly after bei Telegraph Com. The Board com desire that the a Puget Sound Te shipping and w of such commun chase of a mode

of some of the trade openings with Australia. It is only necessary to add that the greatest success to this new trade route will follow the removal, on both sides, of tariff barriers.

This important matter is commended to the incoming Council, and your Committee would suggest the advisability of a thoroughly competent delegate visiting the Australian Colonies under the auspices of the several Boards of Trade of the Province, to ascertain from personal observation, what branches of commerce can immediately be developed, and to which service the Provincial Government, if appealed to, would no doubt lend their assistance. The present opportunity should be taken advantage of, as this Province must inevitably participate largely in the benefits accruing from the successful operation of this new trade route between Canada and Australia.

#### Telegraph.

The Vancouver Island telegraph services continues unsatisfactory, and the repeated complaints of the Board having been answered by a request for specific charges, it may be well to here state that it is not a function of this Institution to deal with the individual cases. There is a widespread dissatisfaction with the existing service; also an unanimous desire to have an alternative line, via Puget Sound, to connect with the United States telegraph system. That the alternative line should be an independent one may be judged from the number of important messages that are mailed to Port Townsend and Seattle, and from there dispatched by wire to points in Eastern Canada.

For the few years subsequent to 1884, a cable between Clover Point, B. C., and Dungeness, Washington, was operated by the Dominion Government, but it was never reliable, and shortly after being transferred to the Canadian Pacific Railway Telegraph Company it was declared useless, and discontinued. The Board communicated to the Dominion Government their desire that the alternative telegraph line should connect with the Puget Sound Telegraph Company's system, to admit of regular shipping and weather advices from Cape Flattery; at time of such communication private capital was available for the purchase of a modern cable, which would have been laid but for the



Dominion Government's refusal to grant permission to connect with Vancouver Island; it is to be hoped that telegraph communication along the coast will shortly be established.

On May 27th last, Mr. Hosmer, Manager of the C. P. R. Company's Telegraph, in an interview with the Council of the Board, stated that his Company are now contemplating the laying of a cable to Japan. This cable is yearly becoming more necessary, in consequence of the growth of our trade with the Orient. It is hoped that the necessity of laying a cable to Australia also will receive due prominence.

These matters are commended to the incoming Council.

#### Railways.

Within the past five years twenty-nine charters for railways have been granted, but up to date only three of this number have been completed, viz.: The Shuswap and Okanagan, the Columbia and Kootenay, and the Westminster Southern, the latter constructed in 1890 on a charter granted in 1888, forming a connection with the American system at Blaine, Wash., and now operated by the Great Northern.

Six railway lines are now under course of construction, viz.: The Nelson and Fort Sheppard, running from Nelson in the Kootenay District to the American boundary, and connecting with the American systems; the Revelstoke & Arrow Lake R. R., and the Nakusp & Slocan R. R., the former from Revelstoke on the C. P. R. south to the head of Arrow Lake, and the latter from Nakusp on the southern end of the same lake to a point in the heart of the Slocan mining region, the two lines to be connected by a ferry capable of carrying a train of cars; the Kaslo and Slocan, from Kaslo on Kootenay Lake to a point in the Slocan mining region; the B. C. Southern from the Crow's Nest Coal Mines south to a point on the boundary; the Victoria & Sidney, running from Victoria to Sidney in Saanich farming district; the Burrard Inlet & Fraser R. R., running from Vancouver to a connection with the Seattle, Lake Shore & Eastern at the boundary near Mission City, and crossing the Fraser by

bridge at Mission City, and crossing the Fraser by a

These services are provided by the Kootenay Districts through

Of the present system, the Central, now run from Victoria to the Boun other convenient Districts, form a part of the Mainland by the Dominion Bute Inlet.

Of the other R. R., running to coal mines way, running side of the Fraser, having received government. The Crow's Nest give that road present line by excessive grades lines that would hands, cannot the holders of avarice shewn leges place the investments. A retarded, and the railway charter expenditure of time, upon ever

This matter

bridge at New Westminster. The last named line is under control of the Northern Pacific.

These several lines will aid very largely in the operation of the Kootenay mines, and in the development of agricultural districts through which several of them pass.

Of the projected lines, the chief is the Canadian Western Central, now known as the British Pacific. This is intended to run from Victoria north to the upper end of the Island, and East to the Boundary of the Province at the Yellowhead or some other convenient Pass, opening up the Chilcotin and Cariboo Districts, famous for their pastoral lands and their gold mines. A part of the Island surveys have been made, the intention on the Mainland portion being to take generally the route surveyed by the Dominion Government intended for the C.P.R. route via Bute Inlet.

Of the other numerous charters, those of the Nicola Valley R. R., running from Spence's Bridge on the C. P. R. fifty miles to coal mines in the Nicola country; and the Chilliwack Railway, running from the Fraser Delta to Chilliwack on the south side of the Fraser River, will probably soon be constructed, both having received guarantees of interest from the Provincial Government. The C. P. R. is surveying a line for a route through Crow's Nest Pass to Nelson on Kootenay Lake. This will give that road an easier route through the mountains, the present line by the Kicking Horse and Roger's Passes having excessive grades and being subject to snow avalanches. Some lines that would be constructed if the charters were in proper hands, cannot now be proceeded with, the financial inability of the holders of the charters rendering it impossible, and the avarice shewn in the exorbitant prices they ask for their privileges place the enterprises out of reach of capitalists seeking such investments. Meantime, the development of the country is thus retarded, and the time has arrived when every applicant for a railway charter should be obliged to give bonds to secure the expenditure of a certain sum of money, within a reasonable time, upon every concession received.

This matter is commended to the incoming Council.

**Northern Mail Service.**

Postal arrangements between Victoria and the North, continue to be very unsatisfactory. The mails are made up and forwarded at uncertain intervals, causing inconvenience and loss to traders and others interested in the various industries of the coast.

Inasmuch as the unsatisfactory condition of the postal and passenger service is due to the absence of an adequate mail subsidy, and in view of the large amount of capital invested in, and the growing importance of the Northern trade, it is imperative that strong representations should be made to the authorities at Ottawa, with the view of obtaining the required service.

**Salmon.**

The total quantity of canned salmon packed at the different establishments in the Province during 1892, reached 228,470 cases. From past experience it was predicted that the Fraser River canneries would yield but a small pack, and this was demonstrated by the results, showing 80,215 cases only; Skeena River contributing 89,780 cases; Rivers Inlet, 15,126 cases; Naas River, 25,434 cases, and various outside canning establishments 17,915 cases.

Shipments were made to:

England—	
Liverpool .....	101,447
London .....	61,864
	163,311
Eastern Canada .....	59,350
Australia .....	1,498
Local and Sundries .....	4,311
	228,470 cases.

Fair prices for export were generally maintained, chiefly owing to the short supply, and as indicated in the Board's last Annual Report, through the arrangement entered into with the extensive canning establishments in Alaska Territory to restrict the output in the latter section to 400,000 cases. Although the quality of Alaska fish does not rank with the high regularity of British Columbia salmon, it is, however, on account of its comparatively cheaper character, a very strong competitor in the

markets of t  
pointed out t  
to the salmon  
facility for fo  
The suggestio  
been practical  
of boats havi

The regu  
regard to the  
as the fisherie  
and it seems t  
force in the la  
doubt, during  
injury accrues  
it is understoo  
lations on the F  
from some of  
under the con  
health regulati  
the Dominion.  
the cannery pro  
regulation is a  
best, is prosecu  
from time to ti  
by manufacturi  
sufficient enterp  
of such an ind  
free of cost, b  
bonus to any or

It is unders  
munication with  
question as to w  
not be legally ve  
ment. In any c  
direct guidance  
be vested in a B  
tinue the difficu  
Ottawa.

markets of the United Kingdom. The Board has frequently pointed out that under these, and other circumstances pertaining to the salmon canning industry of the Province, every reasonable facility for fostering it should be encouraged by the Government. The suggestions regarding the system of issuing licenses has been practically acted upon by the Government, the limitations of boats having been abolished.

The regulations issued by the Dominion Government with regard to the disposition of offal, have been suspended in so far as the fisheries to the north of the Fraser River are concerned, and it seems unreasonable therefore that they should be put in force in the latter section, seeing that it has been proved beyond doubt, during the experience of many years, that no possible injury accrues to the salmon ascending the river, and although it is understood that the alleged grounds for enforcing the regulations on the Fraser River are owing to a few isolated complaints from some of the settlers, this should be a question coming under the control of the Provincial Government, under their health regulations, and not in any way affecting the interests of the Dominion. The heavy and unnecessary expenses to which the cannery proprietors would be subjected in carrying out this regulation is an additional tax upon an industry, which, at the best, is prosecuted under great difficulties. It has been asserted from time to time that the offal itself can be profitably dealt with by manufacturing into fish guano and oil, but so far, no one with sufficient enterprise has ventured to undertake the establishment of such an industry, although offal could not only be obtained free of cost, but the canners would be willing to give a cash bonus to any one willing to relieve them of it.

It is understood that the Provincial Government is in communication with the Government of the Dominion, regarding the question as to whether the inland fisheries of the Province should not be legally vested in and controlled by the Provincial Government. In any case, it is more apparent, year by year, that the direct guidance and control of so important an industry should be vested in a Board of Local Commissioners, rather than continue the difficulties of regulation at so great a distance as Ottawa.

53,311  
59,350  
1,498  
4,311

8,470 cases.  
ined, chiefly  
Board's last  
to with the  
y to restrict  
lthough the  
egularity of  
of its com-  
itor in the

E.

n Victoria and  
unsatisfactory  
rded at uncer-  
to traders and  
coast.

the postal and  
adequate mail  
al invested in,  
e, it is impera-  
the authorities  
d service.

almon packed  
the Province  
experience it  
ild yield but a  
ults, showing  
9,780 cases;  
ses, and vari-

### The Deep Sea Fisheries.

The deep sea fisheries of our coast are already known to be of great value, and it is to be regretted that until reciprocal tariff relations with our neighbors to the south can be brought about by the Governments of the United States and Canada, no extensive market is available for the absorption of so large and valuable a resource of our Province.

The inauguration of the Australian steamship service, however, ought to develop a larger fish trade with the Province, in view of the direct opportunities for shipment now afforded.

### Fur Seal Fisheries.

This industry, of so much interest and value to the Province and Port of Victoria particularly, has been prosecuted under much difficulty, owing to the continuance of the *modus vivendi* by the Imperial Government, thus driving our sealers to points outside the proscribed limits, pending the International Arbitration now in progress in Paris, the sealing fleet of 1893 being now distributed between the north-west coast of America and the north-east coast of Japan.

The catch of seals in 1892 by our local vessels reached 46,362 skins, and in the appendices will be found a list of the sealing fleet for 1893, and other interesting matter kindly furnished by Mr. A. R. Milne, Collector of Customs, Victoria. The prices realized for last season's catch were fair, and, but for the hampered conditions under which the business is conducted, would have resulted far more profitably to the large number of hands engaged in its pursuit. It is to be sincerely hoped that ere another season approaches, the deliberations of the Arbitrators in what is now commonly known as the "Behring Sea Question," will have reached a satisfactory conclusion, and that our sealers will not only be unmolested in the future prosecution of their industry, but that ample restitution will be made for the numerous seizures and confiscations in the past on the part of the Government of the United States.

The Imperial Government in the meantime has advanced \$100,234, by way of compensation for disbursements incurred and losses sustained by our sealers through insufficient notification to owners and masters of renewal of *modus vivendi* in 1891.

The se  
last year re  
will be rec  
Russia has  
or to any  
understand  
whereby th  
Komandero  
coast, inde  
applied for  
of her abar  
referred to.

### Esquimalt Craving Dock

by H. M. S.  
agreement w  
July, 1902, it  
be provided  
and passeng  
was occupied

### Mining.

prospecting i  
These Distric  
bearing porti  
rivers are ope  
able during se  
tion of the se  
have been gra  
Large sums of  
trails, and on  
Three Forks, i

Some shij  
which the cost  
to Kootenay L  
been \$40.00 p  
Tacoma the fre

The seizure of four of our sealing vessels in Russian waters last year resulted in heavy losses, and it is hoped that the sealers will be recompensed therefor, in view of the announcement that Russia has since abandoned her claim to exclusive jurisdiction, or to any rights beyond the ordinary territorial limits. An understanding with the British and Russian Governments, whereby the former concedes a thirty mile zone round the Komanderoski and Robin Islands and ten miles off the Russian coast, independent of the Islands referred to, Russia having applied for these concessions, would appear to be an indication of her abandonment of claims to exclusive privileges already referred to.

**Esquimalt**  
**Graving Dock.**

The utility, to merchant vessels of the Graving Dock at Esquimalt has lately been lessened by the circumstance of its having been occupied by H. M. S. "Warspite" for three months. As the Admiralty agreement with the Dominion Government does not expire until July, 1902, it is certain that other docking accommodation must be provided for the yearly increasing requirements of freight and passenger ships. During the past twelve months, the dock was occupied 263 days by 10 vessels, aggregating 21,850 tons.

**Mining.**

The Kootenay Districts continue to give every indication of great mineral wealth, and prospecting is active. 1,838 claims were recorded during 1892. These Districts have an advantage over the northern mineral-bearing portion of the Province, inasmuch as the lakes and rivers are open at all seasons, and several of the latter are navigable during some months of the year; but it is to the construction of the several short lines of railway—charters for which have been granted—that we must look for cheap transportation. Large sums of money have been spent by private individuals on trails, and on a wagon road to connect Kootenay Lake with Three Forks, to tap several mines there.

Some shipments of ore have been made to Tacoma, on which the cost of transportation by pack train from the mines to Kootenay Lake—a distance of between 20 and 30 miles, has been \$40.00 per ton. From the latter point to the smelter at Tacoma the freight rate was \$8.00 per ton.

In addition to these freight outlays, the ore was subject to United States duty of 1½c. per lb. on lead contained therein, and which runs about 60¢; thus making a total expense for freight and duties of about \$66.00 per ton, exclusive of the cost of mining and smelting.

Notwithstanding these excessive charges, the profits of these ventures were satisfactory, and other shipments will follow. One mine is being worked with steam drills and a concentrator. With this exception, no mining on a practical basis has yet been attempted. Such enterprises require large capital, consequently prospectors are obliged to recoup themselves by the sale of their claims, and of the claims recorded during 1892, about 50 were transferred, whilst many others have been bonded for various sums, aggregating hundreds of thousands of dollars.

The lead and silver bearing ores are at the present occupying the attention of the majority of the prospectors, but copper ore and large deposits of iron have been found.

Gold, in placer, hydraulic and quartz workings, has been discovered on the Salmon River and its tributaries, and promises rich results.

The number of prospectors and capitalists is yearly increasing, and they are closely followed by traders in all lines of merchandise. Much capital is being invested in smelting, reclaiming lands and in the lumber business. Two of the leading banks doing business in the Province, found it desirable to establish branches in the West Kootenay District in 1892.

The development of Kootenay Districts is steady and undoubtedly solid. The extent, variety and richness of the minerals found there, and the natural advantages, an abundance of timber on the spot, and the proximity of vast fields of superior coal, must result in successful development. When a few mines have proved remunerative, then, and then only, may we expect a large influx of the capital required to construct the railways, and to transform these districts into what they are destined to be—the richest mining camps on the American continent.

### Lumber.

1,750,000 f  
\$325,424.00  
which will f

Three f  
twenty-two  
An average  
timate of th

### Industries.

manufacturi  
tures have b  
indications c  
will cause ou

Fruit car  
is making a l  
planted with  
cause this ind

Paint wo  
year. Altho  
has equalled t  
at an early da  
at these work

Chemical  
the Board's p  
portions. Th  
are now on th

Highly sa  
fully that the n  
cement exists l  
this article and  
United Kingdo  
dustry, but as i  
in view of the  
their thoroughf

**Lumber.**

There are within the Province, fifty-three lumber mills, with aggregate capacity for cutting 1,750,000 feet of lumber per day; 40,678,256 feet, valued at \$325,424.00, were exported seaward during 1892, particulars of which will be found in the Appendices.

Three hundred and eighty-six thousand, one hundred and twenty-two acres of timber lands are leased by the various mills. An average of 20,000 feet per acre is considered a very low estimate of the timber contained in these limits.

**Industries.**

The depression which has been generally felt during the period under review has influenced the manufacturing industries throughout the Province. Manufactures have been limited to strictly current requirements, but indications of a healthier tone in other centres of commerce will cause our industries to renew greater activity.

Fruit canning and preserving, although only in its infancy, is making a healthy growth, and the large acreage set apart and planted with improved fruits, well adapted to our climate, will cause this industry to attain larger proportions in the near future.

Paint works were established at Victoria during the current year. Although the output is comparatively small, the trade has equalled the expectations of the projectors. It is hoped that at an early date lead from British Columbia mines will be used at these works.

Chemical works also have been established at Victoria since the Board's previous report, and bid fair to assume large proportions. The products, from the raw material of the Province, are now on the market.

Highly satisfactory tests have been made which demonstrate fully that the material for the manufacture of excellent Portland cement exists here in large quantities. The limited demand for this article and the low rates of freight now prevailing from the United Kingdom may retard the successful operation of this industry, but as it forms the basis of modern street paving, and in view of the fact that some of our cities contemplate paving their thoroughfares, a demand will probably be created for this



article which will warrant the establishment of extensive cement works.

The Pottery and Fire Clay Works industry is reported satisfactory. The imports of these articles have been greatly reduced during the current year, and as the entire material used in these works is obtained in the Province, they are specially beneficial.

#### Surveys.

Much additional information has been gained from the surveys made by thirteen parties engaged in the Province during 1892. The work of the previous years is shown in the large increase of pre-emption records; and it is satisfactory to note that the number of Certificates of Improvement issued in 1892 exceed those of any previous year.

The area included in the deeds—Crown Grants—issued last year covered 309,878 acres, equal to nearly one-third of the total acreage deeded in the previous ten years. This is partly accounted for by the withdrawal of Crown lands from sale in February, 1892, and granting until September following to complete purchase made prior to that date.

During the recent session of the Legislature, \$50,000.00 was voted for carrying on surveys during the current year, and several parties of surveyors are now at work in different portions of the Province laying out lands suitable for settlement. It is expected that a large area of first-class agricultural land will be immediately available in the Chilcotin and Chaco valleys; also large tracts of excellent grazing lands at the north end of Vancouver Island. On the numerous islands between Vancouver Island and the Mainland there are many acres of good agricultural land within easy reach of the cities, information on which may be expected at an early date.

Another party of surveyors are in the Osoyoos District, which is said to contain a large area of good grazing land, and is also believed to be rich in both economic and precious minerals. Exploratory surveys are being carried on in the valley of the Squamish River, and in the valley of the Kle-na-Klene River. A charter has been granted for a railway to run along the Squamish River, en route from Vancouver into the Chilcotin country,

and as soon  
in pre-empti  
on Howe S

The mo  
will be in t  
topographic  
covering the  
photographs  
outline, incl  
it is possible  
amination of  
produced to  
sive. This c  
Province, an  
sequence of t  
increasing m  
that portion

During 1  
Province wer  
information t  
tion by intenc

Five thou  
received by th

#### Agriculture.

Mountains." there are wit  
sufficient to s  
contains. Th  
the difficulties  
that could be r  
year being less  
the imports of  
1890 and 189  
respectively.  
amounted to c  
\$14,648.33. I

and as soon as the result of the surveys is known a large increase in pre-emptions is expected. There is already a good settlement on Howe Sound, which is the outlet of the Squamish River.

The most important of all the surveys to be made this year will be in the Kootenay Districts, and is known as the Phototopographical Survey. It consists of a number of photographs covering the same ground from different points of view. These photographs are afterwards arranged to show so accurately the outline, including the elevation, of the country embraced, that it is possible to plan engineering works without a further examination of the ground. The "Birds'-eye view" can be reproduced to any scale, and has the advantage of being inexpensive. This class of work has not been attempted before in this Province, and the Kootenay Districts have been selected in consequence of the great demand for such information by the yearly increasing number of prospectors and others seeking to develop that portion of the Province.

During 1892, 9,000 maps shewing different portions of the Province were prepared for gratuitous distribution, and all information that is on file in the Land Office is free on application by intending settlers.

Five thousand three hundred and twenty-one letters were received by the Lands and Works Department during 1892.

#### Agriculture.

Until within the past few years, the impression prevailed that British Columbia is a "Sea of Mountains." It is therefore a revelation to many to learn that there are within the Province grazing and agricultural lands sufficient to sustain a population many times greater than it now contains. That more of these lands are not utilized results from the difficulties in transporting to the cities the crops and cattle that could be raised thereon. But these difficulties are year by year being lessened, and one result is shewn in the falling off in the imports of wheat flour. For the years ending 30th June, 1890 and 1891, the imports were 35,065 and 31,692 bbls. respectively. For the year ending 30th June, 1892, the imports amounted to only 19,530 bbls., on which the duty paid was \$14,648.33. During the latter period there was also imported

18,447 bushels of wheat, duty paid \$3,440.49, and bran valued at \$18,447.00, on which the duty paid amounted to \$6,800.30; altogether \$24,889.12 on wheat and its products.

The Shuswap and Okanagan Railway has opened up a portion of the Province very suitable for wheat growing, the average yield being 30 bushels per acre of the finest grade flour wheat, and if the available lands in this district were only brought under cultivation all the Provincial requirements could be supplied, and also leave a surplus for a large export trade.

The duty on sheep imported for the year ending 30th June, 1892, was \$29,306.40; on horned cattle, \$9,043.30; on butter, \$9,260.00; and on bacon and lard together \$14,338.66. These imports into British Columbia are largely increased by the receipts from the Eastern Provinces,—a tabulated statement of which will be found in the Appendices.

British Columbia offers inducements to the small farmer rather than to the capitalist who seeks a large and unbroken tract of land suitable for cultivation; where one of the former could make a selection, hundreds of the latter could find suitable homesteads. A British subject, or an alien purposing to become a British subject, can pre-empt 160 acres of land at \$1.00 per acre, but land suitable for farming within easy reach of the cities would have to be purchased from present holders at \$10.00 and upwards per acre, according to location and richness of the soil. The opening up of the lands near the cities would be a great benefit to the Province, and the small farms, if properly worked, would give highly satisfactory results to the owners. The markets for fresh dairy produce, poultry, fruit and vegetables, etc., that could be raised thereon will not be overstocked for some years to come.

In the meantime British Columbia will be opened up by railways, and it is quite safe to predict that it will not then import, as it is now doing, agricultural products that could be raised in the Province aggregating in value \$20.00 per capita of the entire population. The Province now pays the Dominion Government for duties on agricultural products nearly \$200,000 per annum.

The D  
marked adv  
since it wa  
test the res  
fruit culture

System  
Modern aba  
the inauguri  
fully operate

The est  
vince would  
bandry with  
We hope the  
able to provi

#### Quarantine.

gent quaranti  
the quarantin  
experience of  
demonstrated  
of the lax req  
ances, small-p  
in completely

The Boar  
Dominion Gov  
plied with, but  
Provincial Gov  
in their report  
to the China-J

In Januar  
that the quarar  
quate in every  
to the Domin  
with a powerfu  
been fitted out  
antine works a

The Dominion Experimental Farm at Agassiz has been of marked advantage to the Province; although only three years since it was established, 887 varieties of fruits are now under test the result of which will greatly encourage and stimulate fruit culture in the Province.

Systematic stock raising on small holdings is hoped for. Modern abattoirs at central points in the cattle districts, and the inauguration of a system of cold storage could be successfully operated with great benefit to both producer and consumer.

The establishment of an Agricultural College in this Province would be a very great benefit in teaching young men husbandry with a view to obtain maximum results on small areas. We hope the Provincial Government may at no distant date be able to provide for such an establishment.

#### Quarantine.

In the previous Report of the Board, attention was directed to the necessity for more stringent quarantine rules and regulations, and the urgency of placing the quarantine station at Albert Head in an efficient state. The experience of July last, and the following three months, amply demonstrated that the warning was well timed. In consequence of the lax regulations and want of modern disinfecting appliances, small-pox was allowed to enter the Province, and resulted in completely paralyzing all business for some months.

The Board's request that a Commission be appointed by the Dominion Government, to enquire into this matter, was not complied with, but in December last, a Commission appointed by the Provincial Government took evidence at each of the cities, and in their report traced the origin of the disease in British Columbia to the China-Japan mailships.

In January last it was brought to the notice of the Board that the quarantine station at Albert Head was totally inadequate in every respect; the circumstances were communicated to the Dominion Government. A small steamer, provided with a powerful di-oxide blast for disinfecting vessels, has been fitted out and placed in commission. Extensive quarantine works are also being carried out at Williams' Head,

which is found to be more convenient for a quarantine station than Albert Head. A Dominion Government appropriation of \$100,000 has been set aside for quarantine purposes, and the works are now under construction.

### Insolvency.

Acting upon the recommendation contained in the Board's previous Report, a Special Committee was appointed to draft a form of procedure in cases of insolvent debtors. Their suggestions (which were approved by the several Boards of Trade throughout the Province) following the lines of procedure obtaining in Manitoba, were embodied in a report, which was adopted by your Council, and a copy is appended hereto. The Committee also interviewed the Premier of the Province, which resulted in a Bill being introduced into the Legislature, but which did not become law. The opinion now prevails that only the Dominion Government can enact a measure which shall be effective. Many petitions have been presented to the House of Commons at various times, urging that a suitable Insolvency Law, effective throughout the Dominion, should be enacted, and why the almost unanimous wishes of the Boards of Trade throughout the Dominion should be disregarded, is hard to conceive.

Ultimate success in obtaining an Insolvency Law can only be secured by unremitting efforts, and the incoming Councils are requested to continue to agitate till an Insolvent Act is placed on the Dominion statute books.

### Second Congress of Chambers of Commerce of the Empire, 1892.

The proceedings of the Congress held in London last year, at which a delegate from this Board attended (referred to at length in last Annual Report) have since been followed up by the London Chamber of Commerce, under whose auspices the Congress was initiated.

BOARDS OF LABOR, CONCILIATION AND ARBITRATION.—Two Bills have been introduced into the British House of Commons, one by Sir John Lubbock, M.P., and another by the Right Hon. A. J. Mundella, M.P. (President of the London Board of Trade), on behalf of Her Majesty's Government, and it is satisfactory to report also, that in our own Province during the last session

of Legislatu  
" Bureau of  
" tion and of  
" putes," wa

BILLS O  
majority reso

" That in d  
owners and unde  
satisfaction and  
Chambers of Co  
with a view to ha

The Cou  
gratified to be  
preliminary co  
made with ne  
ested parties,  
In the first in:  
Section of the  
sentatives of t  
conferences, i  
connection wi  
specific alterat  
Australasian C  
sary to recapit  
their report, '  
have been sor  
out been cond  
of the General  
eliminate from  
the interests  
which they w  
policies in cust

Steps are  
similar confere  
ing other mar  
favorable issue  
appeal for legi:

of Legislature, an "Act to provide for the establishment of a Bureau of Labor Statistics, and also of Councils of Conciliation and of Arbitration, for the settlement of industrial disputes," was passed, and has become law.

**BILLS OF LADING REFORM.**—The Congress by a large majority resolved :

"That in default of a conference being secured between merchants, ship-owners and underwriters, for the purpose of settling Bills of Lading reform to the satisfaction and concurrence of all concerned, steps be at once taken by the Chambers of Commerce of the Empire to approach the Imperial Board of Trade with a view to having the question determined by Act of Parliament."

The Council of the London Chamber of Commerce are gratified to be able to report that, after somewhat prolonged preliminary correspondence, a practical commencement has been made with negotiations, between the Chamber and other interested parties, for the settlement of satisfactory Bills of Lading. In the first instance a sub-committee of the Australasian Trade Section of the London Chamber was appointed to meet representatives of the General Shipowner's Society, and, after several conferences, agreement was come to on a variety of points in connection with Australasian Bills of Lading. Inasmuch as the specific alterations agreed to have been already notified to the Australasian Chambers of Commerce, it is not thought necessary to recapitulate them here. The sub-committee in closing their report, "desire to record that, although the negotiations have been somewhat protracted in character, they have throughout been conducted in a fair and friendly spirit by the delegates of the General Shipowner's Society, who have evinced a wish to eliminate from the Bills of Lading those expressions by which the interests of the merchants were prejudiced, and against which they were unable to protect themselves by insurance policies in customary manner."

Steps are in progress at the present time for bringing about similar conferences for the discussion of Bills of Lading affecting other markets, and the Council are hopeful that an equally favorable issue will eventually be reached, thus obviating an appeal for legislative interference.

COMMERCIAL EDUCATION.—The Congress unanimously carried the following resolution :

"That this Congress, having before it the scheme for Junior and Higher Commercial Education promoted by the London Chamber of Commerce, and believing that systematic education of those destined for a commercial career is essential as a means of meeting foreign competition both in the Mother Country and her Colonies and possessions, as well as for providing efficient British clerks and assistants in commercial houses,

Resolves,—

(*a.*) "That it be a recommendation from this Congress to the participating Associations to take all possible steps to secure the adoption in their respective localities of a course of commercial education best suited to local requirements ;

(*b.*) "That, in order to encourage both schoolmasters and pupils, members of these Associations should, as far as possible, give a preference, in employing youths, to those possessing commercial certificates ;

(*c.*) "That these recommendations be forwarded by the London Chamber of Commerce, in the name of the Congress, to the whole of the supporting Associations, together with documents relative to that Chamber's scheme, for their information and guidance."

The London Chamber of Commerce has addressed this Board as follows :

"The step to be taken by the Council is clearly defined in paragraph (*c*) in keeping with which they beg, formally, to bring the question under the notice of your Association. Under separate cover are forwarded you copies of the schemes for Junior and Senior Commercial Education, adopted by the London Chamber, and the Council will be pleased to afford any further information you may require."

In the opinion of this Board, the time has arrived when this matter ought to be brought to the notice of the Education Department of the Province. The large sums annually appropriated for educational purposes, warrant some special attention to commercial education in our public schools, and enable our youth to more fully qualify for a commercial career.

ABOLITION OF THE LIGHT DUES.—The Congress agreed to the following resolution :

"Whereas a tonnage tax is generally prevail ;

"Whereas retaliatory tax is imposed upon shippers being the owners

"Whereas the coast line, suffers (trade) being comp the dues in Britis

"Therefore Majesty's Govern ing the lighthouse charge therefor, at tion by foreign co

The Coun skilful prepara mer, of the brought this re Board of Trad etc., through w evident that fu eration of this would be adde Colonial Associ tive Governmen for conveying c Government.

The other taken up by the portance of thes organizations from of ; and it is con suggest, consid the interests of t to place them be called together.

"Whereas the system of maintaining the lighthouse service of a country by a tonnage tax on shipping entering its ports is inequitable and does not now generally prevail; and

"Whereas the continuance of this system in Great Britain has provoked a retaliatory tax on the shipping of this country by the United States, which is not imposed upon ships from countries enjoying a free lighthouse service, British shipowners being thereby placed at a disadvantage with their German competitors; and

"Whereas Canada, which maintains a free lighthouse service on its extensive coast line, suffers by reason of Canadian shipowners (when engaged in American trade) being compelled to pay, in addition to their share of the Canadian taxation, the dues in British ports and the retaliatory tax in the United States;

"Therefore resolved—That this Congress take steps, by a Memorial to Her Majesty's Government towards procuring such change in the system of maintaining the lighthouse service of Great Britain as will relieve shipping from any direct charge therefor, and the shipping of the Empire from liability to retaliatory taxation by foreign countries."

The Council of the London Chamber by Memorial, for the skilful preparation of which they are indebted to Mr. B. Plummer, of the Newcastle-upon-Tyne Chamber of Commerce, brought this resolution under the notice of the President of the Board of Trade, reviewing in much detail the phase of enquiry, etc., through which the question has gone in the past. It being evident that further pressure is necessary to ensure the consideration of this question, the Council venture to think that force would be added to the recommendation of the Congress, if Colonial Association would bring the subject before their respective Governments, in the hope that they may find an opportunity for conveying opinions, favorable to a change, to the Imperial Government.

The other questions dealt with by the Congress have been taken up by the London Chamber in different ways. The importance of these deliberations on the part of commercial organizations from all parts of the Empire should not be lost sight of; and it is competent on the part of this Board at any time to suggest, consider and discuss such subjects as might pertain to the interests of this Province and the Empire generally, in order to place them before the next Congress when it shall be again called together.



**Immigration.** The Board is indebted to Mr. J. Jessop, Immigration Agent, for some interesting information relative to the movements of new settlers in the Province. The report referred to will be found in the Appendices.

**Banquet.** On May 4th last, the Board held a banquet to celebrate the opening of the Board of Trade building. In response to invitations thereto, all the principal cities of the Province and of Puget Sound sent representatives. Amongst other proceedings, congratulatory references to the Board's handsome new quarters were made by the visitors, and a most pleasant reunion was held, which tended to cement a bond of sympathy amongst the commercial interests of the North Pacific.

**Finance.** The Report of the Audit Committee, submitted herewith, shews the total assets of the Board to be \$7,592.10; \$6,800.00 of which is represented by 68 shares of stock of the Board of Trade Building Association. The net gain during the past twelve months was \$1,082.52, a result which your Committee feel will be accepted as highly satisfactory and indicative of the Board's prosperity.

**Trade and Outlook.** During the twelve months under review, the trade of the Province suffered very severely from an outbreak of small-pox, originating with passengers and merchandise brought by the China-Japan mailships, and causing in July last, several cases to develop at Victoria. The exaggerated reports which were disseminated, resulted in a strict quarantine of that city, which lasted six weeks. Business there was paralyzed, whilst the other cities of the Province, and also those on Puget Sound felt the depression.

This unfortunate circumstance, together with the general stagnation which prevailed in the American and Australian markets for lumber and coal, have caused a falling off in exports with a corresponding shrinkage in duties collected during the year ending 30th June ultimo. The collections at Victoria amounted to \$878,291.14, or about 15% less than the previous twelve months, which were the best on record.

This te  
attention to  
raising cattl  
products rec

There is  
trade, the ex  
ever exporte

The salr  
of any previo  
by the shippi  
with Australi

The impe  
other Provinc  
\$57.52 per ca

The injur  
ferred to in th  
again to depr  
to be diverted  
speculations i  
points also, no  
State of Was  
would do well  
questionable tc

The urgen  
Customs Hous  
ion Governmen  
service. It is t  
be voted in the  
worthy of the th

The Board  
efforts of Mr. T  
for Victoria, in

The chief pu  
the construction  
ered a necessity

This temporary depression of our foreign trade should cause attention to be directed to other branches of industry, such as raising cattle and sheep, growing grain and other agricultural products required for home consumption.

There is already a very marked improvement in the coal trade, the exports in June being 90,495 tons, the largest quantity ever exported in any one month.

The salmon pack of this season is expected to exceed that of any previous year, and the profits therefrom will be augmented by the shipping facilities afforded by the direct steamship service with Australia.

The imports into British Columbia, exclusive of imports from other Provinces of the Dominion, were, according to last census, \$57.52 per capita, and the exports \$67.45 per capita.

The injurious tendency to speculate in real estate was referred to in the Board's Report for 1891, and we regret to have again to deprecate the fact that large sums of money continue to be diverted from savings and small capital and applied in speculations in real estate all along the coast and in interior points also, not only in British Columbia but in the neighboring State of Washington, U. S. A. The press of the Province would do well to strongly discourage the undue speculation in questionable townsites.

The urgent need for modern buildings for Post Office and Customs House at Victoria has been recognized by the Dominion Government, and \$100,000.00 has been appropriated for this service. It is to be expected that still larger appropriations will be voted in the near future for construction of public buildings worthy of the third revenue-producing city of the Dominion.

The Board desires to testify its appreciation of the untiring efforts of Mr. Thomas Earle and Col. E. G. Prior, the members for Victoria, in this connection.

The chief public work now under way in the Province is the construction of new Parliament Buildings at Victoria, rendered a necessity by the increasing business of the Province and

the decay of the Colonial buildings erected in 1862. These buildings are estimated to cost when complete \$600,000.00.

For sound investments and legitimate undertakings generally, money is in ample supply at Victoria, and while credit is perhaps dealt with more conservatively than heretofore, it should prove to traders and others the advantages to be gained by regular and systematic collections and settlements, which many have been prone to overlook in the past.

Our Provincial Government securities still rank high in the world's financial centre, and our municipal debentures have commanded good prices throughout the year.

The usual statistical information has been brought down to date and will be found in the Appendices, and the Standing Committees have embodied much additional information in their reports, which are submitted herewith.

A lively and increasing interest in the business of the Board is shewn by the substantial increase of members within the past twelve months. The Council have been fully occupied with the business of the Institution, and their labors will doubtless prove beneficial to the Province. The new premises occupied by the Board are most commodious and cheerful, and it is hoped that members will avail themselves of the opportunity now offered to make the Board Room a frequent resort, a privilege which should be esteemed, and, if used, would greatly increase the Board's usefulness.

All of which is respectfully submitted.

Signed on behalf of the members of the British Columbia Board of Trade.

THOS. B. HALL, *President.*

A. C. FLUMERFELT, *Vice-President.*

F. ELWORTHY, *Secretary.*

VICTORIA, B. C., July 7th, 1893.

D.R. F. ELWORTHY, in Account Current with THE BRITISH COLUMBIA BOARD OF TRADE.

C.R.

1892. July 1893. To Cash balance as per last account.....\$ 5 47  
June 30 By Deposits Bank of British Columbia.....

2. These build-  
000.00.

rtakings gener-  
1 while credit is  
tofore, it should  
o be gained by  
nts, which many

rank high in the  
itures have com-

rought down to  
d the Standing  
ormation in their

ess of the Board  
within the past  
occupied with the  
doubtless prove  
occupied by the  
it is hoped that  
ity now offered  
rivililege which  
ly increase the

itish Columbia

'ident.  
Vice-President.  
'ary.

**F. ELWORTHY, in Account Current with THE BRITISH COLUMBIA BOARD OF TRADE,**

C.R.

D.R.

1882. July 1	To Cash balance as per last account.....\$	5 47	1883. June 30	By Deposits Bank of British Columbia Association, shares of stock	\$ 2975 80
1883. June 30	Quarterly Dues collected to date .....	1605 00	Office Rent .....	1570 00	
	Entrance Fees collected to date .....	630 00	Annual Report .....	302 50	
	Rent of Office, etc .....	211 50	S. S. "Victoria," Address, Clerk, etc. ....	600 00	
	Annual Reports, sundry receipts .....	402 50	Bonus to Secretary .....	255 45	
	Sundry Receipts, sundry stock, etc .....	245 00	Newspapers .....	230 00	
	Furniture account, sale of stock .....	245 00	Printing Office .....	42 00	
	Withdrawals from Bank of British Columbia ..	3840 08	Printing Old Building .....	22 60	
			Furniture .....	25 00	
			S. S. "Mowera," Address .....	20 00	
			Map of the Province .....	30 50	
			Stationery .....	15 00	
			Postage and Messengers .....	14 75	
			Telegrams .....	41 85	
			Standings .....	20 30	
			Rest of P. O. Box .....	\$ 5 00	
			Coal and Oil .....	7 10	
			Insurance on Books, Furniture, etc ..	11 25	
			General Freight .....	14 25	
			Framing Pictures .....	6 00	
			Imperial Institute, members' fee .....	4 05	
			Expenses in moving to new office .....	12 05	
			Cash Balance to next year .....	62 25	
				1 87	
				\$7974 35	

Examined and found correct.  
H. E. CONNOR,  
MATTHEW T. JOHNSTON, } Auditors.  
Victoria, B. C., June 30th, 1883.

F. ELWORTHY,  
Secretary-Treasurer.

## BRITISH COLUMBIA BOARD OF TRADE

## STATEMENT

SHOWING FINANCIAL POSITION AS ON 30<sup>TH</sup> JUNE, 1893.

## ASSETS.

June 30th, 1893.	
CASH in Bank of British Columbia .....	\$ 151 30
" Savings Bank .....	3 23
" hand as per account current .....	1 87
	\$ 156 40
FUNDS INVESTED:	
British Columbia Board of Trade Building Ass'n, 68 shares of Capital Stock @ \$100 (par value) .....	\$6,800 00
DUES NOT COLLECTED, good .....	237 00
FURNITURE in Board Room as per last account .....	\$ 256 70
" added this year .....	203 03
	\$459 73
Less 10% allowance for depreciation, say .....	\$46 03
" value of stove sold .....	15 00
	61 03
	398 70
Total Assets, June 30th, 1893 .....	\$7,592 10
" " 30th, 1892 .....	6,509 58
Net gain for the year .....	\$1,082 52

## LIABILITIES.

Nil.

F. ELWORTHY,  
*Secretary-Treasurer.*H. E. CONNOR, }  
MATTHEW T. JOHNSTON, } *Auditors.*

VICTORIA, B. C., June 30th, 1893.

*To the Pres  
Trade.*GENTLE  
Board to ex  
to report th  
books and s

The ass

Cash  
Cash  
CashFunds in  
British  
Buil  
at S  
Dues r  
Furnit

Total a

Showin  
The Lia

## TRADE

## AUDIT REPORT.

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

GENTLEMEN,—We, the undersigned, appointed by your Board to examine the accounts of the Secretary-Treasurer, beg to report that we have examined the books, accounts, bank books and securities, and we found the same true and correct.

The assets of the Board are as follows :

Cash in Bank of British Columbia	...	\$151 30	
Cash in Savings Bank	.....	3 23	
Cash as per account current	.....	1 87	
			\$ 156 40

Funds Invested :

British Columbia Board of Trade		
Building Ass'n, 68 shares of Stock		
at \$100.00, par value	.....	6,800 00
Dues not collected, good	.....	237 00
Furniture	.....	398 70

Total assets, June 30th, 1892	.....	\$7,592 10	
			6,509 58

Showing a gain of	.....	\$1,082 52
The Liabilities are nil.		

MATTHEW T. JOHNSTON, ) *Audit*  
H. E. CONNOR, ) *Committee*

1893.

151 30	
3 23	
1 87	
-----	\$ 156 40
	\$6,800 00
	237 00
256 70	
203 03	
-----	\$459 73
61 03	
-----	398 70
	\$7,592 10
	6,509 58
-----	\$1,082 52

WORTHY,  
*Secretary-Treasurer.*

## APPENDICES.

### Additions to the Library with the Names of the Donors, June 30th, 1893.

Chamber of Commerce, Hobart,	Report, 1893.	
“ “	San Francisco, “	1893.
“ “	Durban, Natal, “	1892.
“ “	Wellington, “	1892.
Corporation	Victoria, “	1892.
“ “	New Westminster, Financial Statement,	1892.
Provincial Government,	Chief Com'r of Lands and Works,	Report, 1892
“ “	Minister of Mines,	“ 1892
“ “	Crown Land Surveys,	“ 1892
“ “	Registrar of Births, Deaths and Marriages,	“ 1892
“ “	Asylum for the Insane,	“ 1892
“ “	Public Accounts,	“ 1892
“ “	Public Schools,	“ 1892
“ “	Department of Agriculture,	“ 1892.
H. C. Beeton, London	Board of Trade Journal, July, 1892 to June, 1893.	
“ “	London Chamber of Commerce Journal, July 1892, to June, 1893.	
Dominion Government, by request of Thos. Earle, M.P. :		
“	Trade and Navigation Report,	1892.
“	Fisheries Statements,	1892.
“	Criminal Statistics,	1891.
“	Superintendent of Insurance,	1891.
“	Agriculture and Colonization,	1892.
“	Dept. of Railways and Canals,	1892.
“	Militia and Defence,	1892.
“	Steamboat Inspection,	1892.
“	Experimental Farms,	1892.
“	Inland Revenue, I, II and III,	1892.
“	Postmaster-General,	1892.
“	Minister of Public Works,	1892.
“	Minister of Justice,	1892.
“	Secretary of State,	1892.
“	Commissioner of N. W. Mounted Police,	1892.
“	Civil Service Lists,	1892.
“	Public Accounts,	1892.
“	Railway Statistics,	1892.

Dominion Go

“

“

“

“

“

“

“

“

“

“

“

“

“

“

“

“

Col. E. G. Pr

“

“

“

Imperial Instit

“

“

*To the President*

GENTLEMEN  
have the honor  
to acknowledge the  
receipt of your  
valuable contribution  
to the Canadian  
Steamship Society.

The major  
road between C  
means, for one t  
caution in calcul  
success. I may  
still more hopef  
coast of your co

I have alre  
any endeavor w  
Canada of the  
interests of Aust  
rival mail routes





Canadian route is entitled to this distinction. It also happens that swiftness need not be sacrificed to safety. A fast ship on the Atlantic and a special train on your trans-continental line could deliver a London mail at Vancouver in ten days, and a rapid but possible service on the Pacific could convey the mail from Vancouver to Sydney in fifteen or sixteen days. Speed for speed, this would beat the Suez route by several days. The service now established between Sydney and Vancouver is, I trust, only the beginning of things. Should the principal mail come this way, it would involve the arrival of one ship in your waters and the departure of another ship from your waters, each of 6,000 or 7,000 tons, and splendidly appointed in all respects, every week.

The chief mail route would certainly become the chief travellers' route. So large and important a mail would be carried by the finest and fastest ships, and the majority of people, whether bent on business or pleasure, prefer to go with the mail flag. Apart from this consideration, I think it is demonstrable that the Canadian route is the healthiest, pleasiest and most instructive in existence. It really only requires to be known to be appreciated. Australians will be tempted, in the summer months at least, to linger among the charms of British Columbia; and those of them who may desire to obtain glimpses of life in the western part of the United States will be able to do so at a moderate cost of time and money by visiting such centres of activity as Seattle, Tacoma and Portland. Of the trip across your continent, I have yet to get my personal experience; but it does not require personal experience to assure anybody that a loitering journey through the grand natural scenery and English-speaking communities of North America contrasts wonderfully with a voyage through the Red Sea and Indian Ocean.

The possibilities of commerce between the two countries are not easily measurable at this early stage of the attempt to create a larger trade. Trade which is intended to be permanent, which is not reckless speculation, is a very cautious thing. It must have plenty of light. It must see its way clearly. And the obtaining and diffusion of this necessary knowledge takes time. But I think some reasonable encouragement may be gathered from the experience of Australasia. The term Australasia includes seven self-governing colonies, which are as independent of each other as each is of the Dominion of Canada. There are seven tariffs, and most of these are intended to afford Provincial protection, as well as protection against what is called the outside world. Yet, despite the operation of these seven hostile tariffs, and what is of even more importance, despite the similarity of the seven colonies in many of their natural conditions and resources, there is an enormous intercolonial or interprovincial exchange of commodities. It is more economical to exchange, notwithstanding the artificial restrictions placed on exchange, than to aim at self-containment. So, too, there is a great exchange, facilitated numerous transcontinental lines, between the Atlantic and Pacific provinces and states of North America. Is not all this suggestive of an exchange of commodities between the English-speaking America in the northern hemisphere and the English-speaking Australasian in the southern hemisphere? Here you have, as the basis of exchange, reversed seasons, different climates and varying natural wealth. And the tropical waters between the two

countries are so many products

It may be is now almost, this direction. by the Hawaii. Oregon are on bring them into for the prompt Portland, at Va that Victoria be time of the tran can supply all tl Coast, and this communication l

It is not eas merce as betwe and Oregon at ease. Much th city which adm australian colonies these two import prudent not to fr exceedingly hard enterprise take h with it. Direct, Australia, an ope business. Numer try, and some of y tunities exist will share of the coloni fruit, and butter, t canned meats, an with us than with ing to Australia Parliaments are re those special recip

I have purpos cerning which it imparts value to sta you that a month o encouraging light. North American m peculiarly adapted t fic. They have evi

countries are studded with islands of great fertility, and capable of supplying many products which are now imported from more distant territories.

It may be possible for Canada to secure a share of that Hawaiian trade which is now almost a monopoly for California. Something is now being attempted in this direction. But if British Columbia is handicapped out of much of this trade by the Hawaiian treaty with the United States, the States of Washington and Oregon are on equal terms with California, and the new line is pretty sure to bring them into the competition. It will not, I understand, be difficult to arrange for the prompt transshipment of goods for or from the Puget Sound cities or Portland, at Vancouver or Victoria. Speaking only for myself, I should prefer that Victoria be made the port of transshipment, as it would mean a saving in time of the transportation of perishable produce. I think it is doubtful if Hawaii can supply all the fruit for which a market may be developed on the Pacific Coast, and this doubt strengthens the case for bringing Fiji into the new line of communication between Canada and Australia.

It is not easy, if indeed it is possible, to separate the possibilities of commerce as between British Columbia and Australia, and the States of Washington and Oregon and Australia. Much the same tariff difficulties exist in each case. Much the same opportunities exist in each case. A tariff for reciprocity which admitted Canadian Lumber and fish into some or all of the Australian colonies free of duty or on favored terms would, no doubt, give these two important lines of trade altogether to Canada. But it would be imprudent not to frankly recognize that special exchanges are things which it is exceedingly hard to bring into existence. Anyhow, it cannot be a mistake to let enterprise take hold of the existing situation and do the best that can be done with it. Direct, rapid, and regular communication between British Columbia and Australia, an open road with reasonable tolls, cannot hurt and may greatly help business. Numerous connections will be formed, Australians will visit this country, and some of your people will visit Australia. Whatever commercial opportunities exist will certainly be discovered. You will probably secure a larger share of the colonial market for lumber and fish; and if we are able to send you fruit, and butter, and raw sugar, and frozen mutton, and taredo-proof piles, and canned meats, and other commodities which are cheaper and more plentiful with us than with you, the fact that you are importing from us as well as exporting to Australia will necessarily come under consideration when Australian Parliaments are revising their tariffs, and it may ultimately help to bring about those special reciprocal relations to which you have publicly pledged your faith.

I have purposely refrained from entering into many matters of detail, concerning which it is not possible now to speak with that definiteness which imparts value to statement and discussion. But, in a general way, I can assure you that a month of inquiry has placed the new service's prospects in a most encouraging light. I may be especially permitted to add that the more I see of North American manufactures the more I am convinced that many of them are peculiarly adapted to the necessities of the British communities in the South Pacific. They have evidently been developed under the pressure of similar conditions.

Australia must always be a great exporter of raw material, and for many years become a great importer of manufactured goods. I venture to think she might advantageously spend more than she does in North America, and to hope that Canada will not allow the United States to surpass her in the competition for Australian business.

In conclusion, will you let me briefly, but most gratefully acknowledge the outflow of generous and patriotic feeling with which British Columbia has assisted to inaugurate the Canadian-Australian service. I am sure it will be as heartily reciprocated in the South.

I have the honor to be, gentlemen,

Your most obedient servant,

F. W. WARD.

### Resolution Referred to on Page 14.

*Resolved*,—“That in view of the inauguration of a direct Steamship Service between Australia and Canada, in the opinion of this Board it is desirable in every way to promote and foster our trade relations with the Australasian Colonies, and that the Dominion Government be moved to take into consideration with the respective Governments of Australasian Colonies, the Customs Tariffs now in force on both sides, and so arrange such alterations thereto as will encourage the development of reciprocal trade between the Dominion of Canada and Australasia.”

### Immigration.

As it had become pretty generally known among Anglo-Saxon speaking communities, and through Continental Europe last fall and winter that almost every line of business on the Pacific Coast, including British Columbia, was considerably overdone, the tide of immigration this spring and summer, became correspondingly slackened. No encouragement could be held out to mechanics and laboring men to come to this Province with the expectation that immediate work would be secured; while in all mercantile and kindred avocations the supply so far exceeds the demand, that getting employment would necessarily prove a question of time. Under these circumstances, a great influx of people to British Columbia cities would have proved more or less disastrous, by increasing the army of the unemployed.

This stat  
“booming” v  
in proportion  
reaction now  
was not so int  
not so depress  
Indications ar  
a more prosp

Labour,  
and until thi  
numerous. I  
investment in  
before long w  
and idle men,

The depo  
deterrent effec  
in connection  
ment lands, b  
the Rockies, r  
awaited them  
these drawbac  
gress, by a gr  
districts, and t  
country.

San Juan  
which Govern  
favorable cond  
months, and n  
is pre-empted.  
parts of the c  
of communicat

A charmir  
agricultural p  
done by mean  
Island and the  
In the mean(t  
tions are liab  
advantage of a  
of participating  
perity that is e  
lotte Islands.  
produce will be

There has  
letters from to

This state of affairs has undoubtedly been brought about by injudicious "booming" up to the past year or two, from Southern California north; and just in proportion to this fictitious inflation of real estate and other values, so is the reaction now upon every section of the Coast. Fortunately this booming business was not so intensified in this Province as south of the line, and hence times are not so depressed here after all, as in the Sound cities, Oregon and California. Indications are apparent now that the worst is over in British Columbia, and that a more prosperous era is at hand.

Labour, skilled and unskilled, is still coming in very much faster than capital, and until this order is reversed, the unemployed must continue more or less numerous. Indications are unmistakable, however, that eastern capital is seeking investment in the various undeveloped resources of British Columbia, so that before long we may expect that the labour market will lose its present stringency, and idle men, unless determined to remain so, the exception and not the rule.

The depression complained of in the cities ought not to have exercised such deterrent effect on agricultural immigration as it appears to have done; yet this, in connection with the fact that it is not easy to get desirable locations on Government lands, has induced many farmers and farm labourers to seek homes east of the Rockies, rather than face these and other difficulties which they supposed awaited them on or near the Pacific Coast of this Province. Notwithstanding these drawbacks, the farming interests of British Columbia have made much progress, by a greater area of land being brought under cultivation in the older districts, and the large number of pre-emptions recorded in various parts of the country.

San Juan valley need only be referred to as an instance of the rapidity with which Government land is taken up as soon as it becomes available, and under favorable conditions. This valley has only been open for settlement a little over two months, and now nearly all the desirable land, severable thousand acres in extent, is pre-empted. Many such settlements can and will be established in various parts of the country as soon as Government surveys have been made, and means of communication provided.

A charming climate and grand scenery are important factors in attracting an agricultural population to the Pacific Province; but a great deal has yet to be done by means of surveys and road-making into the interior portions of Vancouver Island and the Mainland before much satisfactory pre-empting can be accomplished. In the meantime, agricultural immigrants should understand that if greater privations are liable to be encountered now than hereafter, they have the compensating advantage of a greater range of choice in the matter of location, and the prospect of participating in the wave of mining, lumbering, fishing and manufacturing prosperity that is even now manifesting itself from Eastern Kootenay to Queen Charlotte Islands. Nor need they be under any apprehension that the price of farm produce will be lowered, or that the demand will be less for many years to come.

There has been but little decrease during the past year in the number of letters from nearly every quarter of the globe, asking for information about the

Province; or some section of it. A smaller percentage came direct to the Immigration Office, in consequence of the general impression abroad that the agency had been abolished a year ago; but the Governmental Departments, the City Post Master and other public institutions now get more such enquiries than formerly. All of these, or nearly so, are sent over to this office for reply.

A good supply of maps of several sections, and a new map of the whole Province, has been furnished by the Lands and Works Department, for distribution among those seeking information. These are doing good service, as evidenced by numerous replies of those to whom they have been forwarded.

### Rate of Wages paid in the Various Trades in British Columbia.

	Per Day.	Working Hours.
Bricklayers .....	\$5 00	9 hours
Stone Masons .....	5 00	9 "
Stone Cutters .....	4 50	8 "
Plasterers .....	4 50 to \$5 00	9 "
Hoil Carriers .....	2 25 to 2 50	9 "
Carpenters and Joiners .....	3 00 to 3 25	9 "
Tinsmiths and Cornice Workers .....	3 00	9 "
Plumbers .....	3 00 to \$4 00	9 "
Ship Carpenters and Caulkers, new work .....	4 50	9 "
" " old work .....	5 00	9 "
Cabinet Makers and Upholsterers .....	3 00	10 "
Painters .....	3 00 to \$3 25	9 "
Tailors .....	Average wages \$2 50—mostly piece work	
Tailoresses .....	" " 1 50	" "
Bakers—with board .....	\$65 to \$ 75 per month	
Butchers .....	75 to 100	" "
Printers .....	Piece work, 40c. and 45c. per 1,000 ems; time work, \$21 per week	
Wagon Makers .....	\$3 00 to \$3 50 per day, 9½ hours	
Pattern Makers .....	3 00 to 3 50	" 10 "
Machinists, Boiler Makers and Blacksmiths .....	3 00 to 3 25	" 10 "

## VESSELS

Annie E. Paint.
Ainoko .....
Aurora .....
Annie C. Moore .....
Ariel .....
" Ariel .....
Arietis .....
Agnes McDonald .....
Beatrice .....
Beatrice (Vancouver) .....
Borsalis .....
Brenda .....
Beatrice (Vancouver) .....
Carlotta G. Cox .....
C. H. Tupper .....
" Carmelite .....
C. D. Rand .....
Cape Beale .....
Dora Sieward .....
E. B. Marwin .....
Enterprise .....
Favorite .....
Fawn .....
Geneva .....
" Henrietta .....
Katharine .....
Kate .....
" Lottie .....
" Laura .....
Labrador .....
Libbie .....
" Maria .....
" Maggie Mac .....
Minnie .....
Mascot .....
Maud S. .....
Mary Taylor .....
May Belle .....
Mischief (steamer) .....
Mary Ellen .....
Merrmaid .....
" Mountain Chief .....
Ocean Belle .....
Oscar and Hattie .....
Otto .....
Pioneer .....
Penelope .....
" Rosie Olsen .....
Sea Lion .....
Sapphire .....
Sadie Turpel .....
Teresa .....
Thistle (steamer) .....
Triumph .....
Umbrina .....
Viva .....
Venture .....
Vancouver Belle .....
Victoria .....
W. P. Sayward .....
Walter A. Earle .....
" Winifred .....
Wanderer .....
Walter L. Rich .....
Willie McGowan .....
Walter P. Hall .....

\* Seized. † Wreck

## Sealing Catch for Sason 1892.

VESSEL.	Tons.	Boats.	Canses s.	NO OF MEN.		CATCH.			Total.
				Whites	Indians	Coast.	Sand Point.	Asia.	
Annie E. Paint.....	82	5	..	20	..	186	412	421	1019
Ainoko.....	75	2	12	6	24	21	719	..	740
Aurora.....	41	1	10	4	20	7	371	..	378
Annie C. Moore.....	113	6	..	23	..	164	379	447	990
Ariel.....	91	2	14	7	23	..	268	..	468
Ariel.....	74	7	..	24	..	..	..	..	..
Arietis.....	86	7	..	24	..	..	418	738	1156
Agnes McDonald.....	107	7	..	24	..	..	591	373	964
Beatrice.....	66	1	10	5	20	115	455	..	570
Beatrice (Vancouver).....	49	5	..	15	..	..	678	..	678
Borealis.....	37	1	10	5	20	21	486	..	507
Brenda.....	100	7	..	26	..	..	409	512	921
Beatrice (Vanc).....	49	5	..	15	..	..	678	..	678
Carlotta G. Cox.....	76	6	..	23	..	436	1853	666	2737
C. H. Tupper.....	92	6	..	24	..	308	997	542	1847
Carmolite.....	99	6	..	23	..	174	795	..	879
C. D. Rand.....	51	2	6	12	28	28	..	..	28
Cape Beale.....	12	..	6	..	12	27	..	..	27
Dora Seward.....	91	8	..	25	..	..	224	673	897
E. B. Marvin.....	117	6	..	22	..	181	1432	430	2043
Enterprise.....	69	7	..	21	..	..	507	..	507
Favorite.....	80	2	12	6	24	..	450	202	652
Fawn.....	59	3	10	6	20	..	480	..	480
Geneva.....	91	7	..	26	..	270	420	600	1290
Henrietta.....	31	2	5	4	10	44	108	..	152
Katharina.....	81	2	14	4	28	27	406	..	433
Kate.....	58	2	12	5	21	..	270	..	270
Lottie.....	19	2	2	4	4	..	..	..	..
Laura.....	19	1	8	4	16	..	..	..	..
Labrador.....	25	4	..	11	..	50	225	..	275
Libbie.....	93	7	..	23	..	..	39	..	39
Maria.....	94	6	..	21	..	..	..	..	..
Magrie Mac.....	71	6	..	23	..	..	..	..	..
Minnie.....	49	2	10	4	20	..	500	..	500
Mascot.....	49	4	..	17	..	107	220	119	446
Maud S.....	97	6	..	24	..	185	769	748	1702
Mary Taylor.....	42	4	..	18	..	135	807	..	942
May Belle.....	58	2	10	5	20	149	145	230	524
Mischief (steamer).....	48	2	14	5	28	..	935	..	935
Mary Ellen.....	63	3	14	5	28	35	597	394	846
Mermaid.....	71	6	..	19	..	..	954	238	1192
Mountain Chief.....	23	1	6	4	14	..	137	..	137
Ocean Belle.....	81	6	..	20	..	128	687	646	1461
Oscar and Hattie.....	81	6	..	21	..	25	186	261	472
Otto.....	86	2	8	7	16	..	261	..	263
Pioneer.....	66	5	..	20	..	100	329	..	427
Penelope.....	79	5	..	21	..	345	..	362	1707
Rosie Olsen.....	39	1	10	6	20	..	..	..	..
Sea Lion.....	59	5	..	19	..	472	626	833	1931
Sapphire.....	124	2	16	7	32	..	970	..	970
Sadie Turpel.....	56	6	..	22	..	..	451	244	695
Teresa.....	93	6	..	21	..	83	306	176	565
Thistle (steamer).....	117	6	..	21	..	79	..	4	83
Triumph.....	98	2	10	7	32	..	284	257	541
Umbra.....	98	6	..	23	..	143	797	623	1473
Viva.....	92	6	..	25	..	193	1555	..	1748
Venture.....	48	2	8	4	16	5	160	..	165
Vancouver Belle.....	73	8	..	20	..	..	..	..	..
Victoria.....	93	6	..	22	..	23	..	558	581
W. P. Sayward.....	89	5	..	19	..	186	..	990	1086
Walter A. Earle.....	68	6	..	22	..	100	1225	541	1866
Winifred.....	13	2	6	6	12	..	100	..	100
Wanderer.....	25	1	5	3	10	..	137	..	137
Walter L. Rich.....	76	5	..	19	..	..	182	204	386
Willie McDowan.....	115	7	..	23	..	..	93	..	93
Walter P. Hall.....	99	7	..	20	..	..	416	..	416
	4456	281	250	961	511	6822	24665	14805	46362

\* Seized. † Wrecked.

e direct to the Immi-  
ad that the agency  
ments, the City Post  
juries than formerly  
y.

r map of the whole  
artment, for distribu-  
service, as evidenced  
led.

s in British

Working Hours.

..... 9 hours  
..... 9 "  
..... 8 "  
00... 9 "  
50... 9 "  
25... 9 "  
..... 9 "  
00... 9 "  
..... 9 "  
..... 10 "  
25... 9 "  
mostly piece work  
" " "

o \$ 75 per month  
o 100 "  
ork, \$21 per week  
per day, 9½ hours  
" 10 "  
" 10 "



U. Coast.	Asia.	Total.
..	744	744
468	..	468
400	480	880
..	..	..
1100	..	1100
4058	1224	5282

.....	46,362
.....	3,381
..	6,832
..	24,605
..	34,805
..	46,362
..	3,381
..	49,743

28th, 1892, 40 miles from Zabiaka." Had 207 seal skins on board. Seized on August 20th, by Russian Cruiser "Albatross" in the Behring Sea with 137 seal skins on board. Seized near Victoria, B. C.; arrived at Sitka, Alaska, July 24th, 1892, with 377 seal skins on board. B. C., in charge of

8. WILLIE MCGOWAN, of North Sidney, Nova Scotia, Schooner. Seized on July 18th, 1892, about 40 miles from Copper Island, by Zabiaka. Had 86 seal skins on board.
9. VANCOUVER BELLE, of Vancouver, B. C., Schooner. Seized near Copper Island.
10. WINIFRED, of Victoria, B. C., Schooner. Seized on July 20th, 1892, with 46 seal skins. Sent to Sitka under charge of transferring cargo in Alaskan waters.

Vessels Wrecked and Missing during Season 1892.

1. Canadian Schooner LOTTIE, wrecked off Columbia Bar; crew lost; washed on shore.
2. Canadian Schooner LAURA, wrecked at Nootka Sound, Vancouver Island, B. C., 25th January, 1892.
3. Canadian Schooner MAGGIE MAC, missing, not seen since March, 1892.



Meteorological Register for the Year 1892, Esquimalt Chief Station, British Columbia.

Latitude 48° 25' North; Longitude 123° 26' 32" West. Elevation above the sea, 28 feet. Barometer reduced to sea level.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Year.
BAROMETER.													
Mean height reduced, 1892.....	30.11	30.03	29.97	29.98	29.99	30.01	30.07	30.04	29.97	30.03	29.99	30.10	30.01
Highest.....	30.45	30.35	30.31	30.59	30.50	30.24	30.45	30.39	30.31	30.42	30.47	30.58	
Lowest.....	29.40	29.59	29.41	29.27	29.61	29.79	29.84	29.75	29.26	29.60	29.00	29.16	
Range.....	1.05	0.76	0.90	1.33	0.89	0.45	0.61	0.64	1.05	0.82	1.47	1.42	
TEMPERATURE OF THE AIR.													
Highest, 1892.....	55.0	59.9	61.9	65.6	69.9	74.0	74.2	75.7	70.2	61.1	53.1	51.4	
Date.....	25th	28th	15th	20th	19th	28th	27th	20th	3rd	3rd	3rd	31st	
Lowest, 1892.....	28.9	29.0	31.5	30.0	27.9	42.5	45.7	47.2	40.5	35.2	30.3	18.7	
Date.....	5th	6th	2nd	7th	3rd	9th	20th	27th	29th	16th	25th	21st	
Mean Highest, 1892.....	44.0	47.5	51.6	53.2	60.3	63.8	65.2	69.2	62.9	55.0	45.8	42.9	
Mean Lowest, 1892.....	34.0	35.4	40.3	39.8	45.0	45.6	50.4	51.1	48.0	44.3	38.4	35.2	
Monthly Mean, 1892.....	39.5	41.1	45.5	46.4	52.4	55.5	57.0	58.8	54.5	48.8	43.9	39.2	48.5
Average Highest.....	54.7	54.0	60.7	63.9	69.4	73.1	81.4	76.6	70.3	63.4	55.3	54.8	
Average Lowest.....	29.7	26.0	25.7	31.0	37.2	41.0	44.8	46.8	40.7	30.5	31.5	26.4	
Average Mean Highest.....	45.0	43.1	49.6	53.9	60.9	63.4	68.1	68.9	62.5	55.2	48.6	45.0	
Average Mean Lowest.....	30.3	32.4	37.6	40.4	44.9	47.2	50.8	51.2	47.4	44.0	40.2	36.7	
Mean Daily Range, 1892.....	9.0	12.1	11.3	13.4	15.3	15.2	14.8	18.1	15.0	10.7	7.4	7.7	
Greatest Daily Range, 1892.....	17.6	20.1	21.5	28.8	29.5	23.1	24.0	24.5	25.7	21.3	11.9	13.5	
DEW POINT.													
Mean Temperature, 1892.....	28.3	40.0	44.1	44.0	50.1	50.1	51.4	53.8	51.4	47.3	41.4	37.7	45.0
HUMIDITY.													
Mean Relative, 1892.....	94	95	94	91	92	82	82	84	90	93	93	92	91
CLOUDS.													
Average extent.....	76	68	67	69	48	54	40	34	51	69	78	80	
1892.....	70	67	72	64	55	46	49	36	60	69	84	80	
SUNSHINE.													
Sun above Horizon, Latitude 48°.....	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.	hrs.
Hours Registered.....	273.0	306.5	371.0	412.6	472.5	480.3	483.4	441.8	375.5	328.6	272.2	226.0	
	57.6	84.0	104.0	122.0	134.0	134.0	134.0	134.0	134.0	134.0	134.0	134.0	

Mean Daily Range, 1892.....	9.6	12.1	11.3	13.4	15.3	15.2	14.8	18.1	15.0	10.7	7.4	7.7	
Greatest Daily Range, 1892.....	17.6	20.1	21.5	28.8	29.5	23.1	24.0	24.5	25.7	21.3	11.9	13.5	
DEW POINT.													
Mean Temperature, 1892.....	28.3	40.0	44.1	44.0	50.1	50.1	51.4	53.8	51.4	47.3	41.4	37.7	45.0
HUMIDITY.													
Mean Relative, 1892.....	94	95	94	91	92	82	82	84	99	93	92	91	

CLOUDS.

Average extent, 1892.....	76	68	67	69	48	54	40	34	51	69	78	80
	70	67	72	64	55	46	49	36	60	69	84	80
SUNSHINE.												
Sun above Horizon, Latitude 48°	273.0	296.5	371.0	412.6	472.5	480.3	483.4	441.8	375.5	328.6	275.5	256.0
Hours Registered.....	57.6	87.9	112.7	157.3	197.7	230.9	236.4	276.9	156.4	111.2	37.7	33.5
Number of days completely clouded	13	8	10	3	7	2	3	1	8	5	17	17
Maximum daily amount in hours.....	7.3	9.0	9.8	11.8	11.9	12.7	12.3	12.2	10.9	9.7	7.8	6.6

PRECIPITATION.

Rainfall in inches, average.....	4.00	1.20	3.17	2.62	1.37	0.93	0.44	0.77	2.00	2.96	6.39	8.41	36.66
" " " " 1892.....	4.58	0.83	3.05	2.53	1.95	0.60	0.87	0.72	4.09	1.56	10.25	4.54	35.54
Number of Days Rain fell, 1892.....	17	19	21	16	11	9	7	11	16	28	23	197	190
Average.....	18	16	20	20	14	12	6	6	12	19	23	24	190
Snowfall in inches, average.....	..	5.1	0.6	..	..	..	..	..	..	..	0.3	1.5	7.5
" " " " 1892.....	..	..	..	..	..	..	..	..	..	..	..	..	..
Number of Days Snow fell, 1892.....	3	6	3	1	..	..	..	..	..	..	2	4	4.3
Average.....	1	..	..	..	..	..	..	..	..	..	..	1	3
Total Precipitation Rain and Snow.....	4.58	0.80	3.05	2.53	1.95	0.60	0.87	0.72	4.09	1.56	10.34	4.88	35.97

APPENDICES.

E. BAYNES REED, Observer.

Meteorological Register for the Year 1892, Esquimalt Chief Station, British Columbia.

WIND, 1892.

	DIRECTION OF THE WIND FROM							VELOCITY OF WINDS.			Date and Direction.		
	N.	N.E.	E.	S.E.	S.	S.W.	W.	Catm.	Total No. of Hours.	Mean Miles per Hour.		Highest Days Velocity.	Date and Direction.
January.....	85	4	15	7	22	6	13	1	33	186	7.8	21.0	31 N. E.
February.....	62	12	9	5	35	7	15	1	28	174	7.6	20.7	12 S. W.
March.....	23	11	17	11	51	10	12	0	51	186	7.2	23.7	24 S. W.
April.....	38	0	0	1	38	45	16	11	31	186	9.0	18.7	10 S. W.
May.....	38	0	1	7	93	8	9	1	32	186	8.6	20.2	29 S.
June.....	6	0	1	1	100	7	15	2	48	186	7.8	21.3	1 S.
July.....	2	0	4	7	110	6	12	0	45	186	8.2	16.0	5 S.
August.....	6	0	1	2	68	20	9	1	79	186	4.4	8.5	30 S. W.
September.....	14	4	9	10	21	5	2	0	115	186	2.7	14.3	20 S. E.
October.....	20	10	9	17	28	6	30	2	64	186	5.0	14.7	30 S. W.
November.....	29	7	19	11	35	23	14	7	35	186	8.3	20.7	14 S. W.
December.....	65	23	10	10	11	17	12	0	42	186	8.4	33.5	21 N. E.
TOTAL.....	386	71	95	89	609	167	159	26	600	2196			

E. BAYNES REED, Observer.

Compa

- Salmon, in 1-lb. ..
- .. fresh... ..
- .. salted... ..
- .. smoked
- Sturgeon, fresh
- Halibut, fresh...
- Herring, fresh...
- Herring, smoked
- Herring, salted
- Oolachons, fresh
- Oolachons, smoked
- Oolachons, salted
- Trout, fresh...
- Fish, assorted and
- Smelts, fresh....
- Rock Cod.....
- Tooshqua.....
- Skill, salted....
- Fur-seal skins...
- Hair-seal skins...
- Sea-otter skins...
- Oysters.....
- Clams.....
- Crabs.....
- Abalones.....
- Isinglass.....
- Shrimps and praw
- Estimate of fish c
- in the above c
- Fish oil.....
- Guano, made from

Fur-seal skins, cau  
in Victoria, B.

Comparative Statement of the Yield and Value of the Fisheries of British Columbia,

FOR THE YEAR 1892.

19th, S. W.  
28th, S. W.

39

47

44 S. W.  
21 N. E.

400 /  
33.5

8.4

186

600

12

17

11

10

10

23

71

386

TOTAL

186 600 12 17 11 10 10 23 71 386  
2196 2196 26 26 600 600 159 159 609 609 95 95 386

E. BAYNES REED, Observer.

KINDS OF FISH.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, in 1-lb. cans	11,488,592	0 14		1,378,631	04
" fresh	Lbs. 2,935,500	0 10		293,550	00
" salted	Brels. 2,348	12 00		28,176	00
" smoked	Lbs. 1,355,500	0 20		27,100	00
Sturgeon, fresh	Lbs. 520,500	0 05		26,025	00
Halibut, fresh	Lbs. 1,357,500	0 05		67,875	00
Herring, fresh	Lbs. 460,000	0 05		23,000	00
Herring, smoked	Lbs. 21,000	0 12		2,520	00
Horling, salted	Brels. 145	4 50		652	50
Oolachons, fresh	Lbs. 175,500	0 05		8,775	00
Oolachons, smoked	Lbs. 21,800	0 15		3,270	00
Oolachons, salted	Brels. 875	8 00		7,000	00
Trout, fresh	Lbs. 68,050	0 10		6,805	00
Fish, assorted and mixed	Lbs. 430,200	0 05		21,510	00
Smelts, fresh	Lbs. 156,600	0 05		7,830	00
Rock Cod	Lbs. 173,500	0 05		8,675	00
Tooshqua	Lbs. 416,300	0 05		20,815	00
Skill, salted	Brels. 95	12 00		1,140	00
Fur-seal skins	No. 46,362	13 00		602,706	00
Hair-seal skins	No. 6,700	1 00		6,700	00
Sea-otter skins	No. 14	150 00		2,100	00
Oysters	Sacks. 2,000	2 00		4,000	00
Clams	Sacks. 5,500	1 75		9,625	00
Mussels	Sacks. 300	1 75		525	00
Crabs	No. 600,000	0 05		30,000	00
Abalones	Lbs. 3,000	0 20		600	00
Isinglass	Lbs. 1,500	0 30		450	00
Shrimps and prawns	Lbs.			5,000	00
Estimate of fish consumed in the province, and not included in the above enumeration				125,000	00
Fish oil	Galls. 289,554			120,046	20
Guano, made from offal	Tons. 15	25 00		375	00
				2,849,481	64
Fur-seal skins, caught by United States vessels and landed in Victoria, B. C.	Skins. 3,381			43,953	00

### Capital Invested in the Fisheries and Fishing Material of British Columbia,

DURING THE SEASON OF 1892.

MATERIAL.	VALUE.	TOTAL.
	\$	\$
143 vessels, 5,254 tons.....	656,150	
1,766 boats.....	91,395	
278,468 fathoms of gill net.....	210,662	
15,300 do seines.....	15,300	
Trawl lines.....	13,875	987,352
38 salmon canneries, complete.....	760,000	
12 oil factories.....	38,000	
2 freezing establishments.....	18,000	
6 salting stations.....	3,000	819,000
Season 1891.....		1,806,352
Increase, 1892.....		1,679,352
<hr/>		
Sailors and seal hunters—		
Whites.....	991	
Indians.....	511	
Fishermen and cannery.....	1,472	
	6,928	8,170
250 canoes, employed by sealing vessels.....		\$15,000

Briti

FRASER RIVER—  
Ewen & Co.  
Bon Accord F  
Anglo-British  
British Colum  
Victoria Cann  
Richmond Can  
Beaver Cann  
Terra Nova C

SKEENA RIVER—  
British Colum  
Inverness Can  
Balmoral Cann  
Victoria Cann  
Skeena Packi  
Anglo-British  
Co.  
Royal Canada

NAAS RIVER—  
A. J. McLenn  
British Colum  
Victoria Cann

RIVERS ISLET—  
British Colum  
Wannuck Pacl

LOWE ISLET—  
Lowe Inlet Pa

GARDINER'S ISL  
Price's Packin

ALERT BAY—  
Alert Bay Can

Total pack d  
Total pack d  
Total pack d

## British Columbia Salmon Pack, Season 1892.

U.S.	TOTAL	
	\$	
56,150		
91,395		
10,662		
15,300		
13,875	987,357	
0,000		
8,000		
8,000		
3,000	819,000	
	1,806,357	
	1,679,520	
	126,837	
31		
11	1,472	
6,988		
	8,170	
	\$15,000	

FRASER RIVER—	CASES,
Ewen & Co .....	7,800
Bon Accord Fishery Co .....	7,990
Anglo-British Columbia Packing Co .....	31,917
British Columbia Canning Co .....	1,738
Victoria Canning Co .....	14,313
Richmond Canning Co .....	3,483
Beaver Canning Co .....	9,039
Terra Nova Canning Co .....	3,945

SKEENA RIVER—	CASES,
British Columbia Canning Co .....	11,680
Inverness Canning Co .....	11,181
Balmoral Canning Co .....	11,255
Victoria Canning Co .....	10,766
Skeena Packing Co .....	11,073
Anglo-British Columbia Canning Co .....	22,500
Royal Canadian Packing Co .....	11,375

NAAS RIVER—	CASES,
A. J. McLennan .....	11,000
British Columbia Canning Co .....	7,022
Victoria Canning Co .....	7,412

RIVERS INLET—	CASES,
British Columbia Canning Co .....	10,248
Wannuck Packing Co .....	4,878

LOWE INLET—	CASES,
Low Inlet Packing Co .....	8,161

GARDINER'S INLET—	CASES,
Price's Packing Co .....	6,156

ALERT BAY—	CASES,
Alert Bay Canning Co .....	3,598

Total pack 1892 .....	228,470
Total pack 1891 .....	314,893
Total pack 1890 .....	499,494

FRASER RIVER CANNERIES	CASES,
Alert Bay .....	86,215
River's Inlet .....	3,598
Skeena River .....	15,126
Gardiner's Inlet .....	86,780
Low Inlet .....	6,156
Naas River .....	8,161
Naas River .....	25,434
Total .....	228,470

SHIPPED PER GLENGARRY TO LIVERPOOL—	CASES,
" " Martha Fisher .....	37,352
" " Chile .....	34,000
" " Frederick to London .....	30,003
" " River Ganges .....	34,493
" " River Ganges .....	29,491
Total .....	165,339

## THE ANNUAL PACK.

(Since the beginning of the industry.)

1876 .....	9,847
1877 .....	67,387
1878 .....	113,601
1879 .....	61,003
1880 .....	61,849
1881 .....	177,276
1882 .....	225,061
1883 .....	196,292
1884 .....	141,242
1885 .....	168,517
1886 .....	161,494
1887 .....	204,081
1888 .....	184,940
1889 .....	414,294
1890 .....	409,494
1891 .....	314,893
1892 .....	228,470



Beef and Mutton,	8,580	592 74
Mutton,	51,240	323 88
Pork,	with	186 00
Poultry,	2,080	034 19
Canned and other,	168,000	11,399 14
	310,250	

APPENDICES.

	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Tallow,	5,971	310 08	50,027	5,027	2,225	599 27							
GRAINS, SEEDS, &C., BREADSTUFFS AND PRODUCTS OF—													
Other Countries,	11,285	3,318 85	222,370	284,008	2,594 60	9,880	2,594 60						
Biscuit,	77 41	30,328	1,047	33,600	75 75	1,047	75 75						
Buckwheat meal,	2,582	259 34	703	661	319 03	2,090	319 03						
Corn meal,	6,486	901 39	399,288	180,259	1,066 43	12,914	1,066 43						
Oatmeal,	396	34 75	105	68	52 25	544	52 25						
Rye flour,	121,857	22,765 10	20,502	31,602	92,793	34,001	92,793						
Wheat flour,	156,720	8,268 60	55,870	39,180	397,285	34,001	397,285						
and meal of all kinds,	41,343	8,268 60	4,798,000	16,915	31,187	15,412	31,187						
Bran and mill feed,	26,004	3,369 40	1,502	1	926	926	225 35						
Other breadstuffs,	16,915	3,369 40	5,760	5,400	3,994	3,994	1,017 17						
Barley,	3	1 15	5,760	4,061	9,407	9,407	4,29 71						
Provinces,	2,160	744 08	6,810	9,458	4,383	4,383	1 10						
Countries,	3,236	291 49	11	3,886	19	19	350 80						
Beans,	2,537	357 00	21,054	3,569	9,000	9,000	350 80						
Indian Corn,	10,062	357 00	224,672	47,430	78,635	78,635	40 00						
Buckwheat,	620	38 62	434	387	168	168	16 85						
Oats,	8	60	168	6	168	168	16 85						
Peas,	31,044	4,682 78	28,184	46,379	22,730	22,730	3,440 49						
Rye,	4,913	5 68	59,933	5,797	47,940	47,940	10 23						
Wheat,	120	5 68	162	57	177	177	10 23						
Flaxseed,	8,029	976 25	964	57	228	228	11,399 14						
Beet, carrot, turnip, &c.,	8,029	976 25	964	57	228	228	11,399 14						
Other,	10,665	1,862 31	91,975	90,479	6,353	6,353	1,826 51						
FRUITS AND VEGETABLES.													
Apples, dried,	28,960	240,000	19,200	362,000	19,200	19,200	1,405 60						
" and other, dried,	5,681	516 11	150,148	56,636	8,961	8,961	1,405 60						
Plums and Prunes,	2,668	957 64	600,354	30,779	4,449	4,449	1,611 45						
Almonds, filberts and walnuts,	13,830	1,195 28	7,701	2,089	26,126	26,126	3,080 32						
Apples, green,	143	1,624	1,624	143	6,496	6,496	556 05						
Small fruits,	523	185 01	18,565	6,264	1,923	1,923	387 54						
Cherries,	8,150	465 05	38,754	46,435	8,369	8,369	387 54						





Pear,	2,751	391	113 45	2,707	302	81 21
Plum,	1,675	248	50 25	4,128	662	123 84
Quince,	5,295	781	158 26	11,933	1,649	358 00
Other,	65	11	1 64	101	31	4 95
Not specified,	22	7,000	519 49	36	4,919	986 84
Oils,	3,263	1,532	396 49	1,381	768	141 60
Lard,	339	221	49 29	532	249	49 86
Neatsfoot,						

## APPENDICES.

Lanswell,	168,823	11,079	2,333 39	397,172	\$ 20,951	4 225 68
"	138,000	9,800		184,000	12,880	
Other Countries,	306,297	71,939	12,329 72	245,970	51,372	9,260 00
Provinces,	1,118,000	279,500		1,432,000	358,000	
Cheese,	33,250	5,096	795 37	37,470	6,013	1,146 67
Provinces,	210,000	21,000		350,000	35,000	
Countries, cases,	Omitted.			1,136	6,816	2,360 59
Provinces,	Omitted.			7,120	35,000	
MISCELLANEOUS.						
Chicory,	15,995	887	371 25	23,761	917	670 76
Cider,	3,089	2,110	285 09	2,361	1,673	234 05
Hay,	46	531	166 20	827	7,797	1,541 40
Hops,	11,775	3,343	687 14	18,888	4,275	1,133 34
Honey,	18,298	2,545	547 56	24,386	3,186	731 63
Malt,	36,139	32,015	5,421 10	28,953	24,212	4,207 98
"	9,600	8,400		16,040	14,935	
Mustard,	7,170	1,843	793 25	16,756	4,689	910 35
Eggs,	197,254	30,292	Free.	115,391	17,995	Free.
"	182,448	27,397		545,904	84,615	
Oatcake and Meal,	2,995	4,277	Free.	5,297	7,111	Free.
Pickles,	Omitted.			15,629	16,108	3,915 13
"						
Add to above the following animals imported from other countries for breeding purposes, and therefore entered duty free.						
N. B.—These were included amongst the general imports in the year ending June, 1891.						
Horses,				10	19,472	
Cattle,				16	870	
Sheep,				14	400	
Fowls,					476	
		\$1,799,758	\$178,410 29		\$2,483,549	176,158 92

The foregoing Table of Imports is taken from the Second Report of the Department of Agriculture of this Province.

## Exports

From British Columbia to countries outside of Canada, of products of Agriculture and its branches for the two years ending 30th June, 1892.

	Year ending 30th June, 1891.		Year ending 30th June, 1892.	
	Quantity.	Value.	Quantity.	Value.
<b>LIVE STOCK.</b>				
Horses..... (head)	31	4,230	24	8,781
Horned Cattle..... "	5	705	10	531
Swine..... "			13	115
<b>MEATS, ETC.</b>				
Poultry.....		597		97
Hides, horns and skins (not fur).....		70,248		72,279
Bacon..... (lbs.)	64	10	493	55
Beef..... "	1,648	183		
Hams..... "			425	58
Mutton..... "	104	13		
Pork..... "			360	33
Sheep pelts..... (Nos.)	20,102	11,055	43,596	18,566
Wool..... (lbs.)	37,390	3,739		
<b>GRAIN, SEEDS, ETC., BREADSTUFFS AND PRODUCTS OF.</b>				
Barley..... (cwt.)	205	82	1	2
Barley..... (bush.)			1,687	648
Beans..... "	4	10		
Oats..... "	145	105	271	183
Peas, split..... "	900	720		
Wheat..... "			6,501	7,801
Flour..... (bbls.)	4	21	2,450	19,097
Biscuits and bread..... (lbs.)	550	1,945		
Oatmeal..... (bbls.)	2	15		1
All other meal..... "	10	32		
<b>FRUITS AND VEGETABLES.</b>				
Apples, green..... (bbls.)	25	85	61	205
Fruits, canned..... (lbs.)		25		3,181
Other fruit..... "		45		3
Potatoes..... (bush.)	37	18	5	3
All other Vegetables.....		795		
<b>DAIRY PRODUCTS.</b>				
Butter..... (lbs.)	3,188	802	5,050	1,472
Cheese..... "	6,214	973	440	53
HAY..... (tons.)	254	2,701	62	580
TREES AND BUSHES.....		166		81
		\$99,269		\$125,791

The foregoing Table of Exports is taken from the Second Report of the Department of Agriculture of this Province.

## FLAG.

Br ship... Athls
Nor ship... Morni
Am bark... Hesper
Br ship... Anger
Nor bark... Czar.
Nor bark... Agnes
Nor ship... Kathi
Chil bark... India
Br bark... Glenb
Br ship... Britisl
Am schr... W. H.
Am schr... Repor
Br bark... Rivers
Br bark... Missle
Br bark... Craige
Br barktn Tobog
Br bark... Thern
Nor bark... Pritzo
Br ship... Burma
Br ship... Crown
Nor bark... Craus
Br ship... Earl G
Chil bark... Antoni
Ger bark... Palawz
Chil bark... Leonor
Chil bark... Guinev
Am bakt... Robert
Chil ship... Hindos
Br bark... Zebina
Chil ship... Atacaz
Br ship... City of
Br bark... Ninevel
Am schr... Robert
Am ship... George
Chil bark... Lake I
Br bark... Scamm
Am schr... Alice C
Nor ship... Mornin
Br bark... Columb
Am schr... Lyman
Nor bark... Benj. B
Br bark... Fernbr
Br bark... Grasm
Am ship... Edward
Nor bark... Fortuna
Brship... Abeona

## B. C. Lumber Fleet, 1892.

FLAG.	NAME.	TNS.	SAILED.	FROM.	FOR.	CARGO Ft.	ARRIVED.
Br ship.	Athlon	1371	Jan. 5	Vancouver	Adelaide	1495188	March 18
Nor ship.	Morning Light	1316	Jan. 22	"	Melbourne	1001171	March 25
Am bark.	Hesper	664	Feb. 20	"	Shanghai	754924	April 23
Br ship.	Angerona	1215	Feb. 26	"	Valparaiso	814937	May 23
Nor bark.	Czar	1344	March 4	"	Adelaide	1046611	June 7
Nor bark.	Agnes	844	Feb. 20	Chemainus	Antofagasta	602599	June 11
Nor ship.	Kathinka	1463	March 12	Vancouver	Melbourne	1228925	May 28
Chil bark.	India	953	Feb. 22	"	Valparaiso	803291	May 10
Br bark.	Glenbervie	800	March 24	"	Iquiqui	634810	June 8
Br ship.	British India	1199	March 31	"	Valparaiso	86,866	June 11
Am schr.	W. H. Talbot	776	March 14	"	Tientsin	1024876	May 28
Am schr.	Reporter	333	March 3	Chemainus	San Pedro	416386	March
Br bark.	Riversdale	1453	April 25	Vancouver	Sydney	1107181	June 28
Br bark.	Mistletoe	821	April 21	"	Wilmington	70275	Aug. 31
Br bark.	Craigend	2218	April 18	"	Iquiqui-Callao	1808000	July 11
Br barktn	Toboggan	676	May 20	"	Wilmington	632828	Sept. 11
Br bark.	Thermopylae	918	June 2	"	Yokohama	328576	July 22
Nor bark.	Fritzee	1087	May 29	Chemainus	Melbourne	983124	Aug. 9
Br ship.	Burmah	1647	June 2	Moodyville	Valparaiso	1286159	Aug. 23
Br ship.	Crown of Denmark	2029	June 24	Vancouver	Melbourne	1859728	Sept. 23
Nor bark.	Ursus Minor	605	June 1	New West	Sydney	481214	Aug. 3
Br ship.	Earl Granville	1149	June 16	Cowichan	London	853037	Nov. 5
Chil bark.	Antionietta	993	June 27	Chemainus	Valparaiso	896358	Dec.
Ger bark.	Palawan	907	July 8	Vancouver	Iquiqui	688831	Sept. 27
Chil bark.	Leonor	831	July 8	Moodyville	Antofagasta	657375	Oct. 13
Chil bark.	Guinevere	960	Aug. 6	Chemainus	Valparaiso	792622	Oct. 28
Am bktn.	Robert Sudden	585	Aug. 3	Vancouver	"	771140	Nov. 26
Chil ship.	Hindustan	1543	Aug. 7	Moodyville	"	1212386	Oct. 28
Br bark.	Zebina Gowdy	1087	Sept. 5	Vancouver	Wilmington	853218	Jan. 1
Chil ship.	Atacama	1235	Sept. 24	Moodyville	Valparaiso	994491	Nov. 1
Br ship.	City of Quebec	708	Sept. 6	Vancouver	Adelaide	517409	Nov. 30
Br bark.	Nineveh	1174	Sept. 3	"	Sydney	951930	Nov. 8
Am schr.	Robert Serles	579	Sept. 8	"	Port Pirie	815321	Nov. 23
Am ship.	George Skolfield	1276	Sept. 20	"	Valparaiso f.o.	913126	Dec. 21
Chil bark.	Lake Leman	1035	Sept. 22	Moodyville	"	763839	Dec. 18
Br bark.	Scammell Bros.	1218	Oct. 15	Vancouver	Philadelphia	997554	Dec. 18
Am schr.	Alice Cook	732	Oct. 5	"	Sydney	919800	Feb. 19
Nor ship.	Morning Light	1310	Nov. 3	"	Liverpool	939193	April 1
Br bark.	Columbus	694	Nov. 16	"	Adelaide	395220	Feb. 3 pr
Am schr.	Lyman D. Foster	730	Nov. 5	Moodyville	Sydney	892828	Jan. 13
Nor bark.	Benj. Banks	1118	Dec. 20	Vancouver	Halifax	786085	"
Br bark.	Fernbank	1338	Nov. 25	Moodyville	Iquiqui	500300	Feb. 11
Br bark.	Grasmere	1246	Dec. 25	Vancouver	Valparaiso f.o.	941688	March 23
Am ship.	Edward O'Brien	1725	Dec. 10	Vancouver	London	1257995	"
Nor bark.	Fortuna	1334	Dec. 17	Moodyville	Valparaiso f.o.	1265729	March 5
Br ship.	Abeona	979	Dec. 29	Vancouver	Port Pirie	775140	"

Products of Agriculture,  
me, 1892.

Year ending 30th  
June, 1892.

Quantity. Value.

24 8,781

10 531

13 115

97

72,279

493 55

425 58

360 33

43,590 18,590

1 2

1,687 618

271 184

9,501 7,801

2,450 1,697

61 205

3,181

3

5 3

5,050 1,472

440 53

62 589

81

\$125,791

of the Department of



West Coast of Queen Charlotte Islands.....	6	300	45	300	450	2,500	250	350	1800	50	1000	2000	.....
Cape Scott to Comox.....	4	300	45	300	450	2,500	250	350	1800	50	1000	2000	.....
Fraser River to Skeena.....	4	300	45	300	450	2,500	250	350	1800	50	1000	2000	.....
Fraser River to Skeena.....	4	300	45	300	450	2,500	250	350	1800	50	1000	2000	.....
Victoria to Cape Beale.....	51	503	10150	150	45	3000	90	1040	780	4100	8000	4000	.....
Cape Beale to Cape Scott.....	2	40	1000	6	16	1100	43	500	375	1000	1000	5500	.....
Totals.....	77	778	14330	214	548	63765	666	87840	21060	3270	15300	54875	214875

Canadian fur-seal fleet.....  
 Estimate of hair-seal skins not included above.....

RETURNS SHOWING THE NUMBER, TONNAGE AND VALUE OF VESSELS AND BOATS, & C.—PROVINCE OF BRITISH COLUMBIA—Continued.

LOCALITY.	KINDS OF FISH AND FISH PRODUCTS.												VALUE.				
	Habitat, lbs.	Herring, lbs.	Herring, salted, lbs.	Herring, smoked, lbs.	Olachons, fresh, lbs.	Olachons, smoked, lbs.	Trout, lbs.	Assorted or mixed fish, lbs.	Smelt, lbs.	Rock Cod, lbs.	Tooshqua, lbs.	Skill, barrels.		Fur-seal skins, No.	Hair-seal skins, No.	Sea Otter skins, No.	Fish Oil gallons.
Fraser R. and South to Am. Boundary.....	21000	50000	.....	.....	45	32500	15000	10500	8000	11600	4500	2700	.....	.....	.....	860	\$710752 14
Fraser River to Howe Sound.....	40500	224000	.....	.....	125	8000	800	25000	36000	100000	25000	25000	.....	.....	.....	10000	122858 00
Howe Sound to Rivers Inlet.....	5000	.....	.....	.....	125	2000	800	1100	1240	.....	960	.....	.....	.....	.....	3000	30000 126 109 00
Rivers Inlet to Skeena.....	5000	.....	.....	.....	125	2000	800	750	.....	.....	.....	.....	.....	.....	.....	14000	648826 00
Skeena River to Alouette Bay.....	2000	.....	.....	.....	550	6000	2000	700	.....	.....	.....	.....	.....	.....	.....	150	10500 172086 00
East Coast of Queen Charlotte Islands.....	6000	10000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10000	35442 50
West Coast of Queen Charlotte Islands.....	6000	10000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10000	234420 00
Cape Scott to Comox.....	60000	150000	20	12000	50	60000	4000	15000	25000	15000	93000	100000	.....	.....	.....	30000	130750 00
Comox to Victoria.....	20000	20000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25000	18800 00
Victoria to Cape Beale.....	6000	4000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	85000	441010 00
Cape Beale to Cape Scott.....	1357500	260000	145	21000	875	175500	21800	68350	430200	156600	171800	416000 95	.....	.....	.....	37000 14	258900 2095126 44
Totals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46362	.....	.....	30000	602706 00
Canadian fur-seal fleet.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3100 00
Est. for hair-seal skins not included above.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14150 00
Oysters, 2000 sacks at \$2 per sack, \$4000; clams, 5000 sacks at \$1.75 per sack, \$8,750; mussels, 300 sacks at \$1.75 per sack, \$525; Shrimps and prawns, \$5000; crabs, 600000 at 5c. each, \$30,000; abalones, 1000 lbs. at 50c., \$500; lingcods, 1500 at 30c., \$450.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36050 00
Oil manufactured from salmon offal on Fraser River, estimated value per gallon 30c.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000 00
Estimated value of fish caught by the Fraser River, 15 tons, estimated value \$25 per ton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	375 00
Estimate of various kinds of fish consumed in the interior of the province but not included in the above.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	125000 00
Grand Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46362	.....	.....	459954	2810483 04
Fur-seal skins caught by United States vessels and landed in Victoria, B. C.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	431953 00

## SHIPPING.

The Board is indebted to the courtesy and kindness of Mr. A. R. Milne, Collector of Customs, for the following Shipping information:

### PORT OF VICTORIA, B. C.

STATEMENT of Vessels, British and Foreign, employed in the coasting trade of the Dominion of Canada, arrived at or departed from this Port, during the fiscal year ending 30th June, 1893:

	<i>Vessels Arrived.</i>			<i>Vessels Departed.</i>		
	No. Vessels.	Tonnage.	No. Crew.	No. Vessels.	Tonnage.	No. Crew.
<b>BRITISH STEAMERS.</b>						
Screw .....	971	413930	18891	967	401104	18554
Paddle .....	212	181712	12324	212	184045	12308
Sternwheel .....	57	39102	1710	57	39102	1710
	1240	634744	32925	1236	624251	32632
<b>BRITISH SAILING VESSELS.</b>						
Ships .....				3	3885	73
Barques .....	1	1246	21	8	7059	173
Schooners .....	58	930	161	62	1529	173
Sloops .....	102	616	267	99	489	270
Barges, etc .....	81	6182		84	6712	
	242	8974	449	256	19674	680
Grand Total .....	1482	643718	33374	1492	643925	33321
<b>FOREIGN STEAMERS.</b>						
Screw .....	8	9815	491	11	9665	489
<b>FOREIGN SAILING VESSELS.</b>						
Ships .....				2	3175	33
Barques .....	1	1036	14	7	8079	112
Grand Total .....	9	10851	505	20	20919	634
<b>RECAPITULATION.</b>						
British .....	1482	643718	33374	1492	643925	33321
Foreign .....	9	10851	505	20	20919	634
	1491	654569	33879	1512	664844	33955

ANNUAL  
built and regi

STEAMERS:  
Screw.....  
Sternwheel...

Total  
SAILING VE  
Schooners....  
Sloops and Bar

Total  
Grand

STATEMEN  
(for sea) at this

Countries  
Clear

BRITISH:  
United Kingdom  
United States...  
Other Countries.

Total...

CANADIAN:  
United States...

FOREIGN:  
United States....  
Other Countries...

Total...

BRITISH:  
United States....  
China and Other C  
To Sea Fisheries..

Total...

## PORT OF VICTORIA, B. C.

ANNUAL RETURN, showing the description, number and tonnage of vessels built and registered at this Port during the fiscal year ending 30th June, 1893:

<i>Class of Vessel.</i>	<i>Built.</i>		<i>Registered</i>	
	<i>No.</i>	<i>Tonnage.</i>	<i>No.</i>	<i>Tonnage.</i>
<b>STEAMERS:</b>				
Screw.....	9	655	1	497
Sternwheel.....	2	123	..	..
Total Steamers.....	11	778	1	497
<b>SAILING VESSELS:</b>				
Schooners.....	1	18	4	200
Sloops and Barges, etc.....	4	185	..	..
Total Sailing Vessels.....	5	203	4	200
Grand Total.....	16	981	5	697

of Mr. A. R. Milne  
:

in the coasting trade of  
Port, during the fiscal

*Vessels Departed.*

<i>Is.</i>	<i>Tonnage.</i>	<i>No. Crew</i>
7	401104	18554
2	184045	12368
7	39102	1710
5	624251	32632
3	3885	73
3	7059	173
2	1529	173
7	489	270
4	6712	..
1	19674	680
643925	33321	
9665	489	
3175	33	
8079	112	
20919	634	
643925	33321	
20919	634	
664844	33955	

## PORT OF VICTORIA, B. C.

STATEMENT of Vessels, British, Canadian and Foreign, entered outwards (for sea) at this Port during the year ending 30th June, 1893:

*With Cargoes.*

<i>Countries to which Cleared.</i>	<i>No. of Vessels.</i>	<i>QUANTITY OF FREIGHT.</i>			<i>Crew No.</i>
		<i>Tons Register.</i>	<i>Tons Weight.</i>	<i>Tons Meas'm't.</i>	
<b>BRITISH:</b>					
United Kingdom.....	4	2943	..	3157	64
United States.....	2	2863	298	..	83
Other Countries.....	13	21661	820	6117	789
Total.....	19	27467	1118	9274	936
<b>CANADIAN:</b>					
United States.....	11	1621	476	19	123
<b>FOREIGN:</b>					
United States.....	351	344882	2396	9139	21248
Other Countries.....	1	499	..	950	12
Total.....	352	345381	2396	10089	21260
<i>In Ballast.</i>					
<b>BRITISH:</b>					
United States.....	16	24999	..	..	824
China and Other Countries.....	3	4259	..	..	135
To Sea Fisheries.....	2	140	..	..	11
Total.....	21	29398	..	..	970



Countries to which Cleared.	No. of Vessels.	QUANTITY OF FREIGHT.			Crew No.
		Tons Register.	Tons Weight.	Tons Meas'm't.	
<b>CANADIAN :</b>					
United States .....	74	5370	.....	.....	504
To Sea Fisheries.....	59	4767	.....	.....	932
China, via Japan.....	1	948	.....	.....	20
Total.....	134	11085	.....	.....	1540
<b>FOREIGN :</b>					
United States.....	227	202266	.....	.....	10142
Chili.....	1	1036	.....	.....	15
To Sea Fisheries.....	4	193	.....	.....	55
Total.....	232	203495	.....	.....	10212
<b>RECAPITULATION.</b>					
<i>With Cargo.</i>					
British .....	19	27467	1118	9274	936
Canadian .....	11	1621	476	19	127
Foreign.....	352	345381	2396	10089	21260
Total.....	382	374469	3990	19382	22323
<i>In Ballast.</i>					
British .....	21	29398	.....	.....	970
Canadian .....	134	11085	.....	.....	1540
Foreign.....	232	203495	.....	.....	10212
Total.....	387	243978	.....	.....	12728
Grand Total.....	769	618447	3990	19382	35051

## PORT OF VICTORIA, B. C.

STATEMENT of Vessels, British, Canadian and Foreign, entered inwards (from sea) at this Port, during the year ending 30th June, 1893 :

Whence Arrived.	No. of Vessels.	Tons Register.	QUANTITY OF FREIGHT.			Crew No.	No. of Vessels.	Tons Register.	No. of Crew.
			Tons Freight.	Tons Meas't.	Tons Meas't.				
<b>BRITISH :</b>									
United Kingdom..	11	11190	10998	2422	214	12	1895	617	
Sea Fisheries.....	2	141	15	.....	11	..	.....	.....	
China.....	18	30265	1343	4791	1094	1	393	12	
Other Countries...	..	.....	.....	.....	.....	8	26972	233	
Total.....	31	41596	22356	7213	1319	21	29260	862	

Whence Arrive  
CANADIAN  
United Kingd  
China.....  
From S. Fische  
Other Countrie

Total ..

FOREIGN :  
United Kingdo  
Chili.....  
Other Countrie  
From S. Fisher

Total...

Grand Tot

British.....  
Canadian.....  
Foreign.....

Total ...

Grand Total

STATEMENT  
which arrived at  
ending 30th Jun  
Not including ves

Under what Fla

British.....  
United States....  
German.....  
Danish.....  
Chilian.....  
Hawaiian.....

FREIGHT.	Tons	Crew
ns	Meas'm't.	No.
.....	.....	594
.....	.....	932
.....	.....	20
.....	.....	1544
.....	10142	.....
.....	.....	15
.....	.....	55
.....	10212	.....
8	9274	930
5	19	127
5	10089	21260
2	19382	22323
.....	.....	970
.....	.....	1540
.....	.....	10212
.....	.....	12728
1	19382	35051

*With Cargoes.**In Ballast.*

Whence Arrived.	QUANTITY FREIGHT.				Crew No.	No. of Vessels.		
	No. of Vessels.	Tons Register.	Tons Freight.	Tons Meas'm't.		No. of Vessels.	Tons Register.	No.
CANADIAN :								
United Kingdom...	41	2510	397	216	230	42	6547	395
China.....	1	948	1050	126	22	.....	.....	.....
From S. Fisheries ..	57	4180	330	.....	925	.....	.....	.....
Other Countries .....	.....	.....	.....	.....	.....	2	2942	41
Total .....	99	7638	1777	342	1177	44	9489	436
FOREIGN :								
United Kingdom...	450	384923	3976	18144	24020	145	147449	8131
Chili.....	1	906	.....	2	15	.....	.....	.....
Other Countries .....	.....	.....	.....	.....	.....	6	7595	110
From S. Fisheries ..	4	229	16	.....	61	.....	.....	.....
Total .....	455	386058	3992	18146	24096	151	155044	8241
Grand Total..	585	435292	18125	25701	26592	216	193793	9539

## RECAPITULATION.

	<i>With Cargoes.</i>				<i>In Ballast.</i>			
	No.	Tons.	Tons.	Tons.	No.	Tons.	No.	
British.....	31	41596	12356	7213	1319	21	29260	862
Canadian .....	99	7638	1777	342	1177	44	9489	436
Foreign.....	585	386058	3992	18146	24096	151	155044	8241
Total .....	455	435292	18125	25701	26592	216	193793	9539
Grand Total..	801	629085	18125	25701	36131	.....	.....	.....

## PORT OF VICTORIA, B. C.

STATEMENT exhibiting the number of Vessels, with their tonnage and crews, which arrived at and departed from this Port (seaward) during the fiscal year ending 30th June, 1893, distinguishing the countries to which they belong. Not including vessels trading between Ports within the Dominion :

30, entered inwards  
93 :

*In Ballast.*

No. of Vessels.	Tons Register.	No. Crew.
12	1895	617
1	393	12
8	26972	233
21	29260	862

Under what Flag.	<i>Arrived.</i>			<i>Departed.</i>		
	No.	Tons.	Crew. No.	No.	Tons.	Crew. No.
British.....	195	87983	3794	185	69571	3579
United States.....	599	531167	32202	584	548876	31472
German.....	2	2527	41	.....	.....	.....
Danish.....	3	3934	54	.....	.....	.....
Chilian .....	1	906	15	.....	.....	.....
Hawaiian .....	1	2568	25	.....	.....	.....
Total .....	801	629085	36131	769	618447	35051

## RECAPITULATION.

Under what Flag.	Arrived.			Departed.		
	No.	Tons.	Crew. No.	No.	Tons.	Crew. No.
British Steamers . . . . .	109	59565	2420	106	49637	2400
British Sailing Vessels . . .	86	28418	1374	79	19934	1170
Total British . . . . .	195	87983	3794	185	69571	3570
Foreign Steamers . . . . .	566	524723	31946	557	546655	31305
Foreign Sailing Vessels . .	40	16379	391	27	2221	167
Total foreign . . . . .	606	541102	32337	584	548876	31472
Total British & Foreign . .	801	629085	36131	769	618447	35051

## Exports the Produce of Canada, from the Province of British Columbia, for 22 Years ending June 30th, 1893:

Year.	The Mine.	Fisheries.	Forest.	Animals and their Produce.	Agric'l Products.	Miscellaneous.	Total.
1872	\$1,389,585	\$ 37,797	\$214,377	\$214,700	\$ 142	\$ 1,540	\$1,858,051
1873	1,224,362	43,361	211,026	259,292	2,885	1,197	1,744,123
1874	1,351,145	114,118	260,116	320,625	5,296	443	2,051,743
1875	1,929,294	133,986	292,468	411,810	9,727	.....	2,777,285
1876	2,032,139	71,138	273,430	329,027	3,080	68	2,769,889
1877	1,708,848	105,603	287,042	230,893	3,083	1,500	2,346,969
1878	1,759,171	423,840	327,360	257,314	462	.....	2,768,147
1879	1,530,812	633,493	273,366	.....	2,505	57	2,708,818
1880	1,664,626	317,410	258,804	339,218	3,843	100	2,584,100
1881	1,317,979	400,984	172,647	359,474	248	22	2,231,554
1882	1,437,072	976,903	362,875	300,429	946	2,616	3,080,811
1883	1,309,646	1,332,385	407,624	287,394	6,791	443	3,345,263
1884	1,441,052	899,371	458,365	271,796	1,745	1,413	3,100,493
1885	1,739,512	727,672	262,071	414,364	2,324	5,948	3,172,391
1886	1,720,335	643,052	194,488	329,248	1,907	2,811	2,861,813
1887	1,832,827	910,559	235,913	380,126	10,265	1,911	3,371,600
1888	1,889,805	1,164,019	441,957	318,839	27,631	85,826	3,928,077
1889	2,377,952	993,623	449,026	397,685	14,831	102,089	4,334,309
1890	2,375,770	2,374,717	325,881	346,159	9,823	113,271	5,545,621
1891	2,930,229	2,274,686	374,096	294,646	5,016	20,434	6,257,138
1892	2,979,470	2,351,083	425,278	390,854	25,018	31,976	6,574,989
1893	2,898,947	1,501,831	454,994	310,621	30,173	446,231	5,642,797

## Imports

To 30th June, 18  
From Canada  
To 30th June, 18  
From Canada  
To 30th June, 18  
From Canada  
To 30th June, 18

## Inland Re

Spirits . . . . .  
Malt, ex W. House  
Manufactured Tobacco  
Raw Leaf Tobacco  
Cigars, ex W. House

Total Receipts . . . . .

To 30th June, 18  
To 30th June, 18  
To 30th June, 18

**Imports into the Province of British Columbia for 22  
Years ending 30th June, 1893.**

*Departed.*

No.	Tons.	Crew. No.
6	49637	2400
79	19934	1179
185	69571	3579
557	540655	31305
27	2221	107
184	548876	31472
769	618447	35051

	GOODS ENTERED FOR HOME CONSUMPTION.				
	Value of Total Imports.	Dutiable Goods.	Free Goods.	Total.	Duty Collected.
To 30th June, 1872.....	\$1,790,352	\$1,600,361	\$ 166,797	\$1,767,068	\$342,400 40
From Canada.....	22,215	.....	22,215	22,215	.....
To 30th June, 1873.....	2,191,011	1,859,112	597,364	2,076,476	302,147 68
From Canada.....	75,604	.....	75,604	75,604	.....
To 30th June, 1874.....	2,085,360	1,676,792	371,544	2,048,336	339,494 47
From Canada.....	66,104	.....	66,104	66,104	.....
To 30th June, 1875.....	2,343,552	1,924,482	366,111	2,490,593	413,921 50
From Canada.....	.....	.....	.....	117,054	.....

**Inland Revenue, Canada, Divisions No. 37 and 38.**

ENTERED FOR CONSUMPTION, JULY 1ST, 1892,  
TO JUNE 30TH, 1893.

Province of British  
Columbia, 1893:

Miscellaneous.	Total.
\$ 1,540	\$1,858,051
1,197	1,744,123
443	2,051,743
.....	2,777,085
68	2,799,083
1,500	2,346,060
.....	2,768,147
57	2,708,818
100	2,584,001
22	2,231,554
2,616	3,080,811
443	3,345,293
1,413	3,100,493
5,948	3,172,391
2,811	2,891,813
1,911	3,371,001
85,846	3,048,077
102,089	4,334,099
113,271	5,545,021
20,434	6,257,138
31,976	6,574,089
446,231	5,642,797

	No. 37, Victoria, B. C.	No. 38, Vancouver, B. C.
Spirits..... Proof Gallons	46,376 38	34,972 79
Malt, ex W. House..... Lbs.	1,439 284	575,581
Manufactured Tobacco..... "	136,986	100,023
Kaw Leaf..... "	7,542	7,156
Cigars, ex W. House..... No.	360,306	90,000
Total Receipts.....	\$148,463 55	\$98,537 81

To 30th June, 1892.....	6,495,889	4,423,414	1,803,005	.....
To 30th June, 1893.....	4,934,066	3,662,673	1,255,495	4,918,168



**Imports into the Province of British Columbia for 22  
Years ending 30th June, 1893.**

<i>Departed.</i>			GOODS ENTERED FOR HOME CONSUMPTION.				
No.	Tons.	Crews. No.	Value of Total Imports.	Dutiable Goods.	Free Goods.	Total.	Duty Collected.
06	49637	2400	To 30th June, 1872.....\$1,790,452	\$1,600,301	\$ 166,707	\$1,767,068	\$342,400 40
79	19934	1179	From Canada.....22,215	.....	22,215	22,215	
85	69571	3579	To 30th June, 1873.....2,191,011	1,560,112	507,394	2,076,476	392,147 65
57	546655	31395	From Canada.....75,604	.....	75,604	75,604	
27	2221	197	To 30th June, 1874.....2,085,560	1,676,792	371,544	2,048,336	336,494 47
84	548876	31472	From Canada.....66,104	.....	66,104	66,104	
			To 30th June, 1875.....2,543,552	1,924,482	596,111	2,490,593	413,921 50
			From Canada.....117,054	.....	117,054	117,054	
			To 30th June, 1876.....2,997,597	2,237,072	707,909	2,944,078	488,381 52
			From Canada.....129,735	.....	129,735	129,735	
			To 30th June, 1877.....2,220,668	1,820,301	346,318	2,166,799	401,520 21
			From Canada.....163,143	.....	163,142	163,142	
			To 30th June, 1878.....2,244,593	1,995,201	307,026	2,273,127	426,125 14
			From Canada.....144,754	.....	144,754	144,754	
			To 30th June, 1879.....2,449,781	1,997,125	326,326	2,317,454	484,794 94
			From Canada.....184,951	.....	184,951	184,951	
			To 30th June, 1880.....1,683,394	1,614,165	122,451	2,457,116	459,175 43
			From Canada.....208,072	.....	208,072	208,072	
			To 30th June, 1881.....2,489,643	2,214,153	242,991	1,736,616	389,403 62
			From Canada.....387,111	.....	387,111	387,111	
			To 30th June, 1882.....2,899,223	2,472,174	404,287	2,875,461	678,104 53
			From Canada.....449,768	.....	449,768	449,768	
			To 30th June, 1883.....3,937,536	3,331,021	539,833	3,866,856	907,655 54
			From Canada.....624,207	.....	624,207	624,207	
			To 30th June, 1884.....4,142,286	3,337,642	702,693	4,040,335	884,076 21
			From Canada.....789,287	.....	789,287	789,287	
			To 30th June, 1885.....4,089,492	3,458,529	594,923	4,023,452	966,143 64
			From Canada.....927,054	.....	927,054	927,054	
			To 30th June, 1886.....3,953,299	2,951,379	1,060,347	4,011,726	880,226 65
			To 30th June, 1887.....3,547,852	3,065,791	560,348	3,626,139	883,421 53
			To 30th June, 1888.....3,509,951	2,974,941	729,266	3,401,207	861,465 14
			To 30th June, 1889.....3,761,127	2,902,646	807,140	3,809,786	974,675 69
			To 30th June, 1890.....4,379,272	3,357,111	1,020,375	4,287,486	1,075,215 20
			To 30th June, 1891.....5,478,883	4,261,207	1,074,983	5,336,190	1,346,059 44
			To 30th June, 1892.....6,495,589	4,423,414	1,863,005	6,226,419	1,412,878 00
			To 30th June, 1893.....4,934,066	3,662,673	1,255,495	4,918,168	1,367,250 32
1,413	3,199,491						
5,948	3,172,391						
2,811	2,891,811						
1,911	3,371,601						
85,826	3,928,977						
102,089	4,334,399						
113,271	5,545,921						
20,434	6,257,158						
31,976	6,574,089						
446,231	5,642,797						

## CUSTOMS STATISTICS.

Exports from the Province of British Columbia for the Fiscal Year ending 30th June, 1893.

PORT OF	The	The	The	Animals	Agricul-	Miscellaneous	TOTAL,
	Mine.	Fisheries.	Forest.	and their Produce.	tural Products		1893.
Victoria .....	\$ 276376	\$ 1249745	\$ 26045	\$ 286172	\$ 20446	\$ 195321	\$ 2054105
Nanaimo .....	2550136	2	31134	2581	43	2120	2586016
Vancouver .....	11964	33396	383304	21816	7756	237666	695842
New Westminster .....	60471	218688	14511	52	1928	11184	366834
Total .....	2898947	1501831	454994	310621	30173	446231	5642797

The Board is indebted to the kindness and courtesy of the Collectors of Customs at Victoria, Nanaimo, Vancouver and New Westminster, for the above Customs Statistics.

Imports into the Province of British Columbia for the Year ending 30th June, 1893.

Total.....	2898947	1501831	454994	310621	30173	446231	5642797
------------	---------	---------	--------	--------	-------	--------	---------

The Board is indebted to the kindness and courtesy of the Collectors of Customs at Victoria, Nanaimo, Vancouver and New Westminster, for the above Customs Statistics.

### Imports into the Province of British Columbia for the Year ending 30th June, 1893.

	TOTAL IMPORTS.		Leaf Tobacco.	Duty Received.	Chinese.	Minor Revenues.	TOTAL, 1893.
	Dutiable.	Free Goods.					
PORT OF	\$	\$	\$	\$	\$	\$	\$
Victoria .....	2321707	861026	15898	788676 07	78318 50	7957 43	874952 00
Nanaimo .....	159157	18077	.....	49343 15	3 50	4738 12	54084 77
Vancouver .....	864434	316388	.....	280323 33	35547 00	5128 07	317998 40
New Westminster .....	317375	60004	.....	102178 77	358 00	17678 38	120215 15
Total.....	3662673	1255495	15898	1220521 32	111227 00	35502 00	1367250 32

## APPENDICES.

The Board is indebted to the kindness and courtesy of the Collectors of Customs at Victoria, Nanaimo, Vancouver and New Westminster, for the above Customs Statistics.





## AUDIT.

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

## MOTIONS.

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

(b) Unless with the consent of two-thirds of the meeting, no subjects shall be introduced for discussion at any General Meeting of which notice has not been given in writing, either at a previous meeting or to the Secretary ten days prior to the holding of such General Meeting, and the subject for discussion shall be stated by the Secretary in his notice of the meeting.

(c) No member shall speak twice on the same subject, except by permission or by way of explanation.

(d) A member may call for a division on any motion, should any doubt exist as to the ruling of the President or chairman of the meeting.

## ALTERATION OF BYE-LAWS.

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

## ENTRANCE FEE AND SUBSCRIPTIONS.

VIII. (a) After the Annual General Meeting to be held in July, 1891, any person desirous of joining the Board of Trade, shall pay an entrance fee of Thirty Dollars (\$30.00,) in addition to his annual subscription.

(b) The annual subscription of members shall be Twelve Dollars, payable by quarterly instalments of Three Dollars, the first instalment thereof payable in advance to the Secretary, at the office of the Council of the Board of Trade.

(c) Managers or Agents of all Incorporated Financial, Commercial or Manufacturing Institutions in the Province, who are members in good standing of this Board, and who are desirous of leaving the Province or resigning their respective positions, may by and with the consent of said Board, transfer their certificates of membership to their respective successors in office, which successor on being duly proposed and elected as a member of the Board, shall be entitled while holding such office to all the rights and privileges of its predecessor without the usual fee of \$30.00 for membership.

OF TRADE

93.

British Columbia  
3 p.m. The Regular  
the same hour on the  
er, each year, and at  
l the day of meeting,  
ing shall be held the

in person shall  
orum not be formed  
urned for one week,  
the President, Vice-

ime to time by the  
until such time as a  
Council.

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

(e) A list of delinquent members (if any) if called for by any member, shall be read at each Quarterly General Meeting, and their names duly entered on the minutes of said meeting.

## ARBITRATION.

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

(2) In case of arbitration, the Arbitrators shall be selected from the "Board of Arbitration," as follows:—Each party shall choose one Arbitrator, and the third Arbitrator shall be drawn by lot from the remainder of said Board by the Secretary of the Board, in the presence of the parties, unless a third shall have been agreed upon or chosen by the Arbitrators within three days after the submission of the parties.

(3) The decision of the majority of the Arbitrators shall be final and binding on both parties.

(4) The fee for each Arbitrator shall be as follows:

(a) For every meeting where the cause is proceeded with, but an enlargement or postponement is made at the request of either party, for each Arbitrator, not less than ..... \$ 5 00  
Nor more than ..... 10 00

(b) For each day's sitting to consist of not less than five hours, for each Arbitrator ..... 15 00

(c) For every sitting not extending to five hours (fractional parts of hours being excluded) where the arbitration is actually proceeded with, for each hour occupied in such proceedings, for each Arbitrator, at the rate of ..... 3 00

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

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

X. (1) who has not p

(2) Office

(3) Past I  
be ex-officio m

XI. Will  
written contra  
member, shall,  
Board, be take  
had an opportu  
is guilty of mi  
Quarterly Meet  
ingly; or shoul  
member, it sha  
next General M  
be carried by at  
the event of the  
recoverable und  
City of Victoria  
moved from the

XII. (a) .  
thereafter at the  
dent or Vice-Pre  
consider and req

(b) Each C  
Secretary of the  
the records and

(c) The Sta

Fi

M.

H:

St:

Mi

Pu

Fi

VOTING AND EX-OFFICIO MEMBERS OF COUNCIL.

X. (1) At all meetings of the Board, no member shall be entitled to vote who has not paid all dues payable by him.

(2) Officers, Council and Arbitration Board shall be elected by ballot.

(3) Past Presidents and Vice-Presidents in office one year and upwards, shall be ex-officio members of the Council until retiring from the Board.

EXPULSION OF MEMBERS.

XI. Wilful violation of the Constitution or Bye-laws, breach of verbal or written contract, or other dishonorable conduct in business on the part of any member, shall, when reported in writing to the Council by any member of the Board, be taken into consideration; and if, after the party charged therewith has had an opportunity of defending himself, the Council shall be of opinion that he is guilty of misconduct, it shall suspend him from membership until the next Quarterly Meeting when the question shall be submitted and dealt with accordingly; or should the Council consider the case one calling for expulsion of the member, it shall pass a resolution to that effect, and submit the question to the next General Meeting of the Board; a vote to expel shall be by ballot, and must be carried by at least two-thirds of all the members present at such meeting. In the event of the expulsion of a member, all fees due by him to the Board shall be recoverable under the Statute. The names of members who may have left the City of Victoria or the Province under dishonorable circumstances, may be removed from the "Roll of Members" by the Council.

STANDING COMMITTEES.

XII. (a) At the first Council Meeting after the passing of this Bye-Law, and thereafter at the first Council Meeting following each annual election, the President or Vice-President shall have power to appoint Standing Committees, who shall consider and report to the Council upon any subjects submitted for their action.

(b) Each Committee shall appoint its own chairman, and shall notify the Secretary of the Board accordingly, and such notification shall be entered upon the records and read to the Board at its next regular meeting.

(c) The Standing Committees shall be as follows:

Fisheries	.....	to consist of five.
Manufactures	.....	" five.
Harbors and Navigation	.....	" five.
Statistics	.....	" three.
Mining and Property	.....	" three.
Public Works and Railways	.....	" five.
Finance	.....	" three.

## SCALE OF COMMERCIAL CHARGES

ADOPTED BY THE

BRITISH COLUMBIA BOARD OF TRADE.

JULY, 1891.

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

1. On the purchase of stocks, bonds and all kinds of securities, including the drawing of bills for payment of the same. . . . . 2½ per cent.
2. On sale of stocks, bonds and all kinds of securities, including remittances in bills and guarantee. . . . . 2½ "
3. On purchase and sale of specie, gold dust and bullion. . . . . 1 "
4. On sale of bills of exchange with endorsement. . . . . 3½ "
5. On sale of bills of exchange without endorsement. . . . . 1 "
6. For endorsing bills of exchange when desired. . . . . 2½ "
7. On sale of produce, etc., from California, Oregon, Washington State, Sandwich Island Ports, and other Pacific Coast Ports, with guarantee. . . . . 7½ "
8. On sale of merchandise from other Ports, with guarantee. . . . . 10 "
9. On goods received on consignment and afterwards withdrawn. . . . . 3½ "
10. On purchase and shipment of merchandise, with funds on hand, on cost and charges. . . . . 5 "
11. On purchase and shipment of merchandise, without funds, on cost and charges. . . . . 7½ "
12. For collecting and remitting delayed or litigated accounts. . . . . 10 "
13. For collecting freight by vessels from foreign ports, on amount collected. . . . . 5 "
14. For collecting general claims. . . . . 5 "
15. For collecting general average, on the first \$20,000, or any smaller amount. . . . . 5 "
16. For collecting general average, on any excess over \$20,000. . . . . 2½ "
17. On purchase or sale of vessels. . . . . 5 "
18. For "Port Agency" to vessels with cargo or passengers from foreign ports, as under:
 

On vessels under 200 tons register. . . . .	\$ 50 00
"    of 200 to 300 tons register. . . . .	100 00
"    of 300 to 500 " . . . . .	150 00
"    over 500 tons . . . . .	200 00
19. For disbursements of vessels by consignees with funds on hand. . . . . 2½ "

20. For disburs
21. For proc
22. For charter to be memor
23. On giving l on am
24. For landing invoice
25. For receivin
26. For advanci
27. For effecting
28. The foregin every c
29. Vessels to pe deliveri
30. The receipt receipt
31. Guarantee or
32. Acting as Tru
33. On investmen N. B —Auct
34. Land agents f
35. Interest on a accounts c

RA

On measurem heavy goods 50 cen paid if more. The weight. Any fract

(a) Concerning no express stipulatio liverable on shore.

(b) Freight on captain or consignee

(c) After delive deficiency, or other c once left the city.

**CHARGES**

**RATE.**

all be collectable :  
 cities, in-  
 me....2½ per cent.  
 including  
 .....2½ "  
 .....1 "  
 .....3½ "  
 .....4 "  
 .....2½ "  
 shington  
 fic Coast  
 .....7½ "  
 itee....10 "  
 drawn...3½ "  
 on hand,  
 .....5 "  
 funds, on  
 .....7½ "  
 mts....10 "  
 amount  
 .....5 "  
 .....5 "  
 , or any  
 .....5 "  
 3,000...2½ "  
 .....5 "  
 gers from  
 \$ 50 00  
 . 100 00  
 . 150 00  
 . 200 00  
 on hand.2½ "

**SCALE OF COMMERCIAL CHARGES.**

20. For disbursements of vessels by consignees without funds on hand. 5 per cent.
21. For procuring freight or passengers ..... 5 "
22. For chartering vessels, on amount of freight, actual or estimated, to be considered as due when the "charter parties," or memorandum of their conditions, etc., are signed..... 5 "
23. On giving bonds for vessels under attachment in litigated cases, on amount of the liability ..... 2½ "
24. For landing and re-shipping goods from vessels in distress on invoice value, or in its absence on market value..... 5 "
25. For receiving and forwarding goods on invoice amount ..... 2½ "
26. For advancing on freight to be earned..... 5 "
27. For effecting marine insurance on the amount insured..... ½ "
28. The foregoing commissions to be exclusive of brokerage, and every charge actually incurred.
29. Vessels to pay clerk hire and the labor on wharf, sorting and delivering cargo.
30. The receipt of Bills of Lading to be considered equivalent to receipt of the goods.
31. Guarantee or security for contracts or liabilities..... 5 "
32. Acting as Trustee on assignments..... 5 "
33. On investments made on mortgage or otherwise ..... 1 "  
 N. B.—Auctioneers' commission and brokerage to be charged when incurred.
34. Land agents for commission on sale and purchase of real estate. 5 per cent.
35. Interest on advances for duty, freight and lighterage, and on accounts current, per annum . . . 1 per cent. over current bank overdraft rates.

**RATES ON STORAGE OF MERCHANDISE.**

**STORAGE PER MONTH.**

On measurement goods 50 cents per ton of forty cubic feet (40 c. ft.) On heavy goods 50 cents per ton of 2240 lbs. Or in either case the amount actually paid if more. The consignee to have the option of charging by measurement or weight. Any fraction of a month to be charged as a month.

**REGULATIONS.**

(a) Concerning the delivery of merchandise, payment of freight, etc. : When no express stipulation exists per bill of lading, goods are to be considered as deliverable on shore.

(b) Freight on all goods to be paid, or secured to the satisfaction of the captain or consignee of the vessel, prior to the delivery of the goods.

(c) After delivery to the purchaser of goods sold, no claims for damage, deficiency, or other cause, shall be admissible after goods sold and delivered have once left the city.

(f) When foreign bills of lading expressly stipulate that the freight shall be paid in a specific coin, then the same must be procured if required, or its equivalent given, the rate to be determined by the current value at the time at the banks.

## WHARVES.

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

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

The foregoing Bye-Laws, Rules and Regulations, were submitted to the members present at the Annual General Meeting of the British Columbia Board of Trade, held July 3rd, 1891.

Approved, July 7th, 1893.

## PORT CHARGES.

## PORTS OF ESQUIMALT AND VICTORIA, BRITISH COLUMBIA.

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

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

Vessels entering into or clearing from undermentioned Ports :

Victoria and Esquimalt Harbors (under sail).....	\$3 00 per foot.
" " " (under steam or in tow).....	2 00 "
" " " (steamers).....	1 50 "

Half of said rates when vessel is spoken and services declined.

\$10.00 for removal in either harbor.

Foreign Tugs pay half pilotage outwards, whether spoken or not.

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

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

Vessels now free.

Regular have a special

On t " "

So that the Steamers is no

Towage fr Cape Flattery,

Towage fr Inlet or Nanai

For V

" "

" "

" "

" "

" "

" "

Over

One Whist

Two "

Three "

Four "

Ships to su

BALLAST—(Shi

FRESH WATER

" "

WHARFAGE FR

HOSPITAL DUE

medical at

Hospital, V

STEVEDORE CH

For stowing

For dischar

Ballast to be also to the harbo

Vessels registered in Canada of not more than 120 tons register tonnage are now free.

Regular line ocean steamers, using the outer wharf of Victoria Harbor only, have a special round trip rate as follows:—

On the inward voyage.....	\$1 00 per foot.
“ outward “ .....	0 50 “

So that the maximum pilotage of the Empresses, Australian and San Francisco Steamers is now reduced from \$4.50 to \$3.00 per foot as an aggregate.

Towage from Victoria, Esquimalt Harbor, or Royal Roads, to Sea, outside Cape Flattery, from \$100 to \$150.

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

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

## SIGNALS.

One Whistle, Trim Yards.
Two “ Set Fore and Aft Sails.
Three “ Square Sails.
Four “ Let go Hawser.
Ships to supply their own Hawser.

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

FRESH WATER (at Esquimalt)—60 cents per 1,000 gallons.  
“ (at Victoria)— 60 cents per 1,000 gallons.

WHARFAGE FREE.

HOSPITAL DUES—Two cents per ton register. Sick Mariners are provided with medical attendance and board free of charge, at the Government Marine Hospital, Victoria.

STEVEDORE CHARGES—For stowing Salmon, 50 cents per ton weight of 2,240 lbs.  
For stowing Lumber, from \$1.15 to \$1.50 per thousand feet.  
For discharging general cargo, 50 cents per ton of 2,240 lbs.

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



## Esquimalt Graving Dock.

1. Length of Dock on blocks.....430 feet, can be made 450 feet.
2. Width of Gates ..... 65 feet.
3. Depth of Water, varying from 27 ft. to 29 ft. 6 inches at springs, according to season of year.

## SCALE OF CHARGES FOR USE OF DOCK.

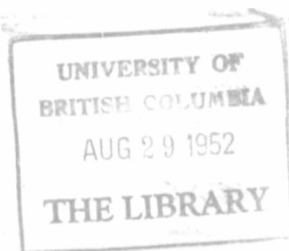
The use of the Dock will be subject to the following tariff, viz :

Gross Tonnage of Vessel, TONS.	For the first day of docking.	For each follow- ing day including the undocking day. PER TON.
For all vessels up to 1000.....	\$400 00	10 cents
From 1000 to 2000.....	500 00	8 cents
"    2000 to 3000.....	600 00	6 cents
"    3000 to 6000.....	700 00	5 cents

All fractional parts of 50 tons to be counted and paid for as 50 tons. Cargoes to be charged at the same rates as tonnage, and no charge for ballast. Each day to be counted from 7 a.m. to 7 a.m., and each fractional part of a day will be charged as one day.

No reduction will be allowed for Sundays and holidays.

N. B.—No vessel will be admitted into the Dock until she has been duly entered in accordance with rule and regulation No. 1, on the entry books in the Dock Master's office, nor until after the sum of two hundred dollars (\$200 00) shall have been paid to the Dock Master as an entrance fee.



MADE.

can be made 480 feet.

ings, according to

k.

tariff, viz :

For each follow-  
ing day  
including the  
undocking day.  
PER TON.

10 cents

8 cents

6 cents

5 cents

as 50 tons. Cargo es  
r ballast. Each day  
art of a day will be

l she has been duly  
entry books in the  
ed dollars (\$200 001

UNIVERSITY OF  
COLUMBIA

MAY 29 1952

LIBRARY