

AN

BR

BOAT

3rd July

OFFICE BANK

INCORP

EIGHTH

ANNUAL REPORT

— OF THE —

British Columbia

BOARD OF TRADE

3rd July, 1886, to 7th July, 1887.

OFFICE BANK OF B. C. BUILDING, GOVERNMENT STREET.

INCORPORATED OCTOBER 28TH, 1878

VICTORIA, B. C.
M'DOWELL BROS., PRINTERS.
1887.

AN

BOARD

3rd

OFFICE

EIGHTH
ANNUAL REPORT

—OF THE—

British Columbia

BOARD OF TRADE

3rd July, 1886, to 7th July, 1887.

OFFICE BANK OF B. C. BUILDING, GOVERNMENT STREET.

INCORPORATED OCTOBER 28TH, 1878.

VICTORIA, B. C.:
M'DOWELL BROS., PRINTERS.
1887.

ROBERT
T. R. SMITH
WILLIAM

AR.

OFFICERS.

ROBERT WARD, Esq., J. P., - - - PRESIDENT
T. R. SMITH, Esq., - - - VICE PRESIDENT
WILLIAM MONTEITH, Esq., - - - SECRETARY

COUNCIL. (8)

J. H. TURNER, Esq., M. P. P.
A. A. GREEN, Esq.
E. G. PRIOR, Esq., M. P. P.
THOS. EARLE, Esq.
R. P. RITHET, Esq., J. P.
E. C. NEUFELDER, Esq.
R. FINLAYSON, Esq., J. P.
E. C. BAKER, Esq., M. P.

ARBITRATION BOARD. (12)

J. H. TURNER, Esq., M. P. P.
A. A. GREEN, Esq.
E. G. PRIOR, Esq., M. P. P.
THOS. EARLE, Esq.
R. P. RITHET, Esq., J. P.
E. C. NEUFELDER, Esq.
R. FINLAYSON, Esq., J. P.
E. C. BAKER, Esq., M. P.
A. B. GRAY, Esq., J. P.
H. F. HEISTERMAN, Esq.
S. J. PITTS, Esq.
J. FELL, Esq., J. P.

NAME.

Alexander, R. H.
 Baker, E. C., M. P.
 Bales, Jas. Chestne
 Barnard, F. S.
 Bullen, W. F.
 Burns, Gavin H.
 Bond, John
 Burton, J. A. T.
 Charles, William
 Casdaille, H. E.
 Clarke, M. W. T.
 Cosmair, R., M.P.P.
 Davies, Joshua
 Deane, Wm. T.
 Deane, J. C.
 Deane, W. H.
 Deane, Thomas
 Deane, D. M.
 Deane, Louis
 Deane, James
 Deane, J. B.
 Deane, A. C.
 Deane, Roderick
 Deane, F. W.

MEMBERS.

NAME.	OCCUPATION.	RESIDENCE.
Alexander, R. H.	Manager Sawmill	Hastings
Baker, E. C., M. P.	Conveyancer & Notary	Victoria
Bales, Jas. Chestney	Public Accountant	Victoria
Barnard, F. S.	Victoria Transfer Co.	Victoria
Bullen, W. F.	Accountant	Victoria
Burns, Gavin H.	Manager Bank B. N. A.	Victoria
Card, John	Merchant	Victoria
Canton, J. A. T.	Merchant	Victoria
Charles, William	Gentleman	Victoria
Crosdaile, H. E.	Land Agent	Victoria
Crooks, M. W. T.	Barrister-at-Law	Victoria
Crummuir, R., M.P.P.	Prop. Wellington Colliery	Departure Bay
Crooks, Joshua	Auctioneer & Com. Mer't.	Victoria
Crooks, Wm. T.	Merchant	Victoria
Crooks, J. C.	Produce Merchant	Victoria
Crooks, W. H.	Printer	Victoria
Crooks, Thomas	Merchant	Victoria
Crooks, D. M.	Barrister-at-Law	Victoria
Crooks, Louis	Brewer & Maltster	Victoria
Crooks, James	Grocer	Victoria
Crooks, J. B.	Bookseller & Stationer	Victoria
Crooks, A. C.	Merchant	Victoria
Crooks, Roderick	Lloyd's Agent	Victoria
Crooks, F. W.	Merchant	Clinton

MEMBERS.—CONTINUED.

NAME.	OCCUPATION.	RESIDENCE.	NAME.
Grant, John, M P.P.	Merchant	Victoria	Miller, Munro
Green, Alex. Alfred	Banker	Victoria	Monteith, Willi
Gray, Alex. Blair	Merchant	Victoria	Mori-on, Georg
Goodaere, Lawrence	Butcher	Victoria	Mara, J. A.
Gordon, Wilham	Commission Merchant	Victoria	Mansell, Henry
Heisterman, H. F.	Fire Ins. & Land Agent	Victoria	McQuade, E. A.
Higgins, D. W., MPP	Editor "Daily Colonist"	Victoria	McAlister, John
Hibben, T. N.	Stationer	Victoria	McDowell, W. J.
Harris, D. R.	Civil Engineer	Victoria	Nelson, Hugh
Hayward, Charles	Contractor & Builder	Victoria	Neufelder, E. C.
Heathorn, Wm.	Manufacturer	Victoria	Nicholles, John
Hall, T. B.	Manufacturer	Victoria	Pitts, Sidney J.
Irving, John	Manager C. P. N. Co.	Victoria	Pooley, C. E., M.P.
Johnson, E. M.	Land Agent	Victoria	Prior, E. G., M.P.P.
Johnson, Matthew T.	Merchant	Victoria	Rashdale, G. H.
Jackson, Robert E.	Barrister-at-Law	Victoria	Robins, S. M.
Jones, A. W.	Agt. Canada Life Ins. Co	Victoria	Selou, L.
Langley, Alfred J.	Chemist & Druggist	Victoria	Sith, Robert P.
Laidlaw, Jas A.	Salmon Canner	New Westminster	Selfern, Charles E.
Livock, Wm. Thos.	Factor H. B. Co.	Victoria	Statt, Joseph
Loewen, Joseph	Brewer & Malster	Victoria	Stuss, Carl
Leiser, Simeon	Merchant	Victoria	Stunders, Henry
Lumly, M.	Farmer	Spallumchee	Stward, William P.
Marvin, Edgar	Merchant	Victoria	Stbolt, Thomas
Marvin, Edward B.	Ship Chandler	Victoria	St, Henry
Mason, Henry S.	Barrister-at-Law	Victoria	Sts, Walter

MEMBERS.—CONTINUED.

RESIDENCE.	NAME.	OCCUPATION.	RESIDENCE.
Victoria	Miller, Munro	Printer.	Victoria
Victoria	Monteith, William	Ins. & Com. Agent	Victoria
Victoria	Mori-son, George	Druggist	Victoria
Victoria	Mara, J. A.	Merchant	Victoria
Victoria	Mansell, Henry	Boot & Shoe Dealer	Victoria
Victoria	McQuade, E. A.	Ship Chandler	Victoria
Victoria	McAlister, John	Master Shipwright	Victoria
Victoria	McDowell, W. J.	Printer	Victoria
Victoria	Nelson, Hugh	Senator	Victoria
Victoria	Neufelder, E. C.	Grocer	Victoria
Victoria	Nicholles, John	Insurance Agent	Victoria
Victoria	Pitts, Sidney J.	Merchant	Victoria
Victoria	Booley, C. E., M.P.P.	Barrister-at-Law	Victoria
Victoria	Prior, E. G., M.P.P.	Merchant	Victoria
Victoria	Rashdale, G. H.	Flour Mill Owner	Spallumcheen
Victoria	Robins, S. M.	Supt. V. C. M. & L. Co.	Nanaimo
Victoria	Roson, L.	Hotel Keeper	Victoria
Victoria	Robert, Robert P.	Merchant,	Victoria
New Westminster	Selfern, Charles E.	Watchmaker, &c.	Victoria
Victoria	Stratt, Joseph	Iron Founder	Victoria
Victoria	Thouss, Carl	Merchant	Victoria
Victoria	Wanders, Henry	Grocer	Victoria
Spallumcheen	Ward, William P.	Lumber Merchant	Victoria
Victoria	Webolt, Thomas	Chemist & Druggist	Victoria
Victoria	Webster, Henry	Gunsmith	Victoria
Victoria	Webster, Walter	Draper	Victoria

MEMBERS.—CONTINUED.

NAME	OCCUPATION.	RESIDENCE.
Stelly, George	Contractor	Victoria
Shakespeare, N., M P	Insurance Agent	Victoria
Sears, Joseph	Painter, &c.	Victoria
Springer, Benj.	Manager Sawmill	Moodyville
Smith, T. R.	Asst. Comm'r. H. B. Co.	Victoria
Schl, Jacob	Manufacturer	Victoria
Tye, Thomas H.	Merchant	Victoria
Todd, Jacob H.	Merchant	Victoria
Turner, J.H., M P P.	Merchant	Victoria
Van Volkenburgh, B.	Butcher	Victoria
Vowell, A. W.	Gold Commissioner	Donald
Williams, Robert T.	Bookbinder	Victoria
Ward, William C.	Banker	Victoria
Ward, Robert	Merchant	Victoria
Wilson, C.	Barrister-at-Law	Victoria
Wilson, William	Clothier	Victoria
Weiler, John	Furniture Dealer	Victoria
Warren, James D.	Steamboat Owner	Victoria
Wright, G. B.	Merchant	Kamloops
Wood, W. F.	Commission Merchant	Victoria
Yates, James S.	Barrister-at-Law	Victoria

BRITISH

(3rd)

TO THE MEMBERS

GENTLEMEN,
 your committee
 presenting herewith
 information of
 the Institution
 containing statistics
 of our Progress

Your Committee
 number of members
 Report was
 To which, during
 added (new members)
 Making together
 But during the
 death (Mr. S.)
 together,
 thus reducing the
 date to
 being two short
 Annual Report.

RESIDENCE.

- Victoria
- Victoria
- Victoria
- Coodyville
- Victoria
- Victoria
- Victoria
- Victoria
- Victoria
- Victoria
- Victoria
- Donald
- Victoria
- Victoria
- Victoria
- Victoria
- Victoria
- Victoria
- Victoria
- Victoria
- Kamloops
- Victoria
- Victoria

Eighth Annual Report

—OF THE—

BRITISH COLUMBIA BOARD OF TRADE.

(3rd July, 1886, to 7th July, 1887.)



VICTORIA, B. C., 7th July, 1887.

TO THE MEMBERS OF THE B. C. BOARD OF TRADE:

GENTLEMEN:—In accordance with the established custom your committee, appointed by the Council, have pleasure in presenting herewith the Annual Report, embodying, for the information of members, a brief digest of the proceedings of the Institution during the past year, together with appendices containing statistical and other information bearing upon the trade of our Province.

MEMBERSHIP.

Your Committee regret to note a slight falling off in the number of members, which, at the date of the last Annual Report was 99

To which, during the past twelve months, have been added (new members) 9

Making together 108

But during the same period there have occurred one death (Mr. S. Lowenberg) and ten resignations, say, together, 11

Thus reducing the number of active members at present date to 97

Being two short of the number on the roll at date of last Annual Report.

NEW MEMBERS.

The new members, as above, elected during the past year, are:

Flummerfelt, A. C.	Merchant	Victoria.
Ellis, W. H.	Printer	Victoria.
Johnson, E. M.	Land Agent	Victoria.
Rashdale, G. H.	Flour Mill Owner	Spallumcheen.
Robins, S. M.	Supt. V. C. M. & L. Co.	Nanaimo.
Devlin, J. C.	Produce Merchant	Victoria.
Redon, I.	Hotel Keeper	Victoria.
Lumly, M.	Farmer	Spallumcheen.
Wilson, C.	Barrister-at-Law	Victoria.

RESIGNATIONS.

The following gentlemen tendered their resignations within the period under review, viz:

Cowan, Alex.	Commission Merchant.
Ofner, Albert	Grocer.
Onderdonk, Andrew	Contractor.
Reid, James	Merchant.
Robertson, Gideon	Land Agent.
Smith, Andrew J.	Contractor.
Coughlan, John	Brick Maker.
McLagan, J. C.	Printer.
Janion, Richard W.	Commission Merchant.
English, M. M.	Salmon Canner.

MEETINGS.

During the past twelve months there have been held in all ten meetings, of which four were general, and six meetings of Council. The general meetings were held on the following dates, viz: 2nd of July, 10th of November, 1886; 7th of January and 15th of April, 1887. The meetings of Council were held as follows, viz: 30th of July, 5th of November, 1886; and 27th of April, 9th of May, 17th of May and 14th of June, 1887.

RESIGNATION OF MEMBER OF COUNCIL.

On the 28th of October, Mr. Robert Ward tendered his

resignation
was accepted
November d

The trans
Dominion C
Company has
to the commi
actively eng
Dominion Gc
private Comp
telegraph at a
the Puget So
shore of the S

The inaugu
this Province
of an importa
countries, and
hardly be over

It is to be re
as yet seen fit
subsidy asked f
such aid may y
definitely and
Government fo
of troops and w

The best effe
achievement of
(Victoria) being
engaged in this
voyages.

The general
community reg
P. R. Co. on
oints, led to an
ice President a

resignation as a Member of the Council of the Board, which was accepted, and Mr. Roderick Finlayson was on the 5th of November duly elected to the vacant position.

MAIL AND TELEGRAPH COMMUNICATION.

The transfer of telegraph lines within the Province by the Dominion Government to the Canadian Pacific Railroad Company has proved a source of considerable inconvenience to the community generally, and the Board is at present actively engaged in endeavouring to obtain from the Dominion Government the necessary permission to enable a private Company to construct, maintain and operate a line of telegraph at and from the City of Victoria, to connect with the Puget Sound Telegraph Company's line on the opposite shore of the Straits of Fuca.

The inauguration of direct steam communication between this Province and China and Japan marks the commencement of an important change in our trade relations with those countries, and the benefits likely to accrue therefrom can hardly be over estimated.

It is to be regretted that the Imperial Government has not as yet seen fit to grant to the promoters of this enterprise the subsidy asked for, but it may reasonably be expected that such aid may yet be extended, and that this route may be definitely and permanently adopted by the Imperial Government for the conveyance of mails and the transport of troops and war material to and from the Orient.

The best efforts of the Board have been directed to the achievement of this object, as also to providing for this Port (Victoria) being made a calling point for the Steamships engaged in this service, both on their inward and outward voyages.

C. P. R. FREIGHT RATES.

The general dissatisfaction felt by our Mercantile Community regarding the rates of freight charged by the C. P. R. Co. on goods to this place (Victoria) from Eastern Ports, led to an invitation being extended to Mr. Van Horne, Vice President and General Manager of the Company, on

uring the past

Victoria.
Victoria.
Victoria.
Spallumcheen.
Nanaimo.
Victoria.
Victoria.
Spallumcheen.
Victoria.

their resignations

Merchant.

Merchant.
mer.

have been held in
general, and six
were held on the
November, 1886;
The meetings of
of July, 5th of
May, 17th of May

COUNCIL.

Ward tendered his

the occasion of his recent visit, to meet a deputation of the Board with the view of having the matter fully discussed. On the 4th day of June Mr. Van Horne, responding to this invitation, attended an informal meeting held in the Board's rooms, and after hearing the various objections raised, gave an assurance that the rates complained of would be substantially reduced, a promise which has since been carried out.

VICTORIA HARBOUR IMPROVEMENTS.

Strong efforts have been, and are still being made by the Board, to secure the appropriation of a sufficient sum by the Dominion Government for the purpose of commencing at once the necessary work of removing existing obstacles from the channel, improving the entrance and deepening the inner harbour.

A Special Committee appointed by the Board framed a Report detailing and giving estimates as to cost of the work required to be done, a copy of which together with a Map explanatory of the same, were forwarded by the Board to the Department of Public Works at Ottawa.

The Victoria members in the Federal Parliament were also strongly appealed to by the Board to urge upon the Government the necessity for a sufficient sum being immediately expended upon the work. A copy of the Report and estimates alluded to will be found in the appendices, together with copies of communications exchanged with the Department of Public Works on the subject, from which it will be seen that despite the strong representations made to the Department by the Board and by the Parliamentary representatives of the City at Ottawa, the matter has not received that attention at the hands of the Government which its importance called for. Beyond a small sum appropriated for the purposes of dredging, the Government has declined to undertake any further expenditure until made cognizant of the total and exact cost of the work required. This delay is very much to be deplored and cannot but exercise an adverse influence upon the shipping interests of this Port.

BONILLI
The ill-
forcibly urg
authorities
promised to
towards plac
voted for the

Many of
winter at the
averted had s
has been am
the matter m
before the clo

In the app
bearing upon

PILOTAGE—
does the exist
Port in the pro
Report of the
continued to at
revenues and
hoped that son
the various riva
a central Board
the only way in
remedied.

TOWAGE—It i
grievance in reli
Shipping Laws
reciprocated—in
Federal Govern
secure to our sl
necessary protect
drive.

Within the per

BONILLA POINT SIGNAL STATION AND TELEGRAPH LINE.

The immediate necessity for such a Station has been forcibly urged by the Board upon, and admitted by, the authorities at Ottawa, but although the Government has promised to carry out the work, nothing has yet been done towards placing the matter in train, and no sum has been voted for the purpose.

Many of the shipping casualties which occurred last winter at the entrance to the Straits of Fuca might have been averted had such a station existed, and in other ways its want has been amply evidenced. It is sincerely to be hoped that the matter may be taken in hand and the work completed before the close of the present year.

In the appendices will be found copies of correspondence bearing upon the subject.

PILOTAGE AND TOWAGE.

PILOTAGE—The evils of the present system, involving as it does the existence of a separate Pilotage Authority for each Port in the province, (which was alluded to in the last annual Report of the Board) have during the past twelve months continued to attract attention, and, in view of the inconveniences and dangers at present experienced, it is to be hoped that some scheme may shortly be devised whereby the various rival bodies may be brought under the control of a central Board. This is, in the opinion of your Committee, the only way in which the difficulties complained of can be remedied.

TOWAGE—It is also to be hoped that the long experienced grievance in relation to the undue facilities afforded by our Shipping Laws to foreign tow boats—facilities in no way reciprocated—may at an early date engage the attention of the Federal Government, and bring about such legislation as may secure to our ship owners engaged in that business the necessary protection, without which it cannot be expected to thrive.

RAILROAD CONSTRUCTION.

Within the period under review the Board has been and is

still taking active steps with the object of obtaining from the Dominion Government the necessary financial assistance to enable the promoters of certain contemplated lines of Railway, calculated to materially advance the commercial interests of the Province, to commence construction.

An extension of the Esquimalt and Nanaimo Railroad to the Northern end of Vancouver's Island has been strongly advocated by the Board and would undoubtedly be undertaken were the necessary Government assistance forthcoming. The construction of such a road would, in the opinion of the Board, be, beyond all doubt, highly beneficial to the interests of the Community, and would conduce to the rapid development of the resources of the Island and of the N. W. Coast.

The contemplated construction of the Shuswap and Okanagan Railroad is another scheme which has commended itself to the Board and which has received its earnest and continued support. Every effort has been made to secure for it adequate assistance both from the Dominion and Provincial Governments. The great importance of the projected work has been fully recognized by the Provincial Government.

It is greatly to be regretted that the Parliamentary Session at Ottawa should have terminated without any sums having been appropriated towards the development of Railroad construction in this Province.

IMMIGRATION.

It is satisfactory to note that immigration to this Province is still on the increase, and, with the development of the country and the commencement of the various projected lines of Railroad, the inducements to intending settlers will be considerably enhanced.

The construction of the Esquimalt and Nanaimo Railway has produced a marked effect upon the Agricultural districts traversed by that line, and its extension Northwards as proposed would undoubtedly result in the settlement of other equally eligible but more remotely situated tracts of farm land, at present of comparatively little value. The development of our sea fisheries, to which up to the present

time but I
of your C
to be look
Railroad, t
to a most c

Statistics
the Board
Immigratic

This mat
and which i
by the Dom
same unsat
continue to l
entire want
legislation or

In the app
relating to th
season was an
due chiefly to
this Province
establishment

The seizur
schooners in B
with similar
seaboard, poin
new Treaty w
substance of
Washington Tr
treaty may soo
include the fr
Fisheries, inclu
for our Fish wo
almost incalcula

It is satisfact

time but little attention has been given, would in the opinion of your Committee, form another of the satisfactory results to be looked for from the proposed extension of the Island Railroad, thus opening a large and profitable field of labour to a most desirable class of immigrants.

Statistical information relating to this subject, for which the Board is indebted to Mr. John Jessop, Government Immigration Agent, will be found in the appendices.

INSOLVENCY LAW.

This matter, referred to in the Board's last Annual Report, and which it was then expected would shortly be dealt with by the Dominion Government, still however remains in the same unsatisfactory position, and Mercantile operations continue to be hampered and curtailed consequent upon the entire want of confidence inspired by the absence of necessary legislation on the subject.

FISHERIES.

In the appendices will be found statistical information relating to the catch and exports of Salmon in 1886. The season was an unusually poor one throughout the Province, due chiefly to late freshets in the rivers. There are now in this Province seventeen Canneries and two Salmon Salting establishments.

The seizure and subsequent release of British sealing schooners in Behring Sea by American cruisers, combined with similar international difficulties on the Atlantic seaboard, point to the urgent necessity for the framing of a new Treaty with the United States, with a renewal in substance of the Fishery provisions contained in the Washington Treaty of 1871. It is to be hoped that such a treaty may soon be negotiated and that its provisions may include the free interchange of all the products of the Fisheries, including fish oils. A large and convenient market for our Fish would in the opinion of your Committee be of almost incalculable benefit to this Province.

MINERAL DEVELOPMENTS.

It is satisfactory to note the increased activity in Mining

operations throughout the Province, and the amount of actual work now progressing in connection with the development of Gold and Silver Quartz Mines

With the present increased facilities for transport and travel afforded by direct railroad communication with the Eastern Provinces, it is safe to predict that the day is not far distant when the just claims of this Province to be considered one of the chief mineral producing countries of the world will be fully recognized.

Reference to the appendices is requested for statistical information relating to the exports of coal from this province for the past twelve months. With an abundance of this commodity at hand we can look forward with confidence to the steady expansion of our Manufacturing interests.

ALTERATIONS IN CUSTOMS TARIFF.

The recent sudden and heavy increase in the rates of customs duty on many articles of import, particularly on manufactured iron, has caused a widespread feeling of dissatisfaction and uncertainty in commercial circles, and on 17th of May the Board passed a resolution condemning the frequent and unexpected changes to which the Dominion Customs Tariff appears liable, and which tends to place this Province especially, in view of its isolated position, at a very great disadvantage. The liability of the Customs Tariff to such sudden changes tends also to engender a want of confidence and consequent lack of enterprise, which cannot but operate to the detriment of our Commercial interests.

For copy of the Resolution above referred to see appendices.

FINANCE.

Appended hereto will be found the Secretary's account current and statement shewing the present financial position of the Institution, together with the customary Audit Report thereon, from which it will be seen that the Board is now possessed of \$2787.27 as against \$2392.66 on 30th June, 1886, being a net gain for the past year of \$394.61.

The continued prosperity of the Board in a financial sense is exhibited in the foregoing figures, and your committee

would sug
advisability
funds an
better calcul
advantages e
moneys on
This and
resume, toge
respectfully

would suggest for the consideration of Members the advisability of finding for these rapidly increasing surplus funds an investment more permanent in character and better calculated to further the interests of the Board and the advantages enjoyed by its members than the loaning of these moneys on mortgage.

This and all other matters touched upon in this brief resume, together with those referred to in the appendices, are respectfully submitted for the consideration of Members.

We are, Gentlemen,

Your Obedient Servants,

J. H. TODD, President.

THOMAS EARLE, Vice-President.

WILLIAM MONTEITH, Secretary.

ount of actual
development of

transport and
cation with the
e day is not far
to be considered
f the world will

for statistical
in this province
undance of this
th confidence to
terests.

F.

n the rates of
particularly on
read feeling of
l circles, and on
condemning the
h the Dominion
ads to place this
sition, at a very
'ustoms Tariff to
ender a want of
e, which cannot
rcial interests.
to see appendices.

cretary's account
financial position
ary Audit Report
he Board is now
130th June, 1886,
61.

n a financial sense
d your committee

STATEMENT

SHEWING FINANCIAL POSITION TO 30TH JUNE, 1887.

ASSETS—

Cash in Savings Bank at 4 per cent. per annum.	\$ 924 10
Cash on hand per Secretary's account current.	19 77
Funds invested on mortgage at 8 per cent. per a.	1350 00
Dues not collected (good)	201 00
Furniture in Board Room (cost)	292 40
Total Assets.	\$2787 27

LIABILITIES—

. Nil

MEMORANDUM—

Total assets as above.	\$2787 27
Total assets on 30th June, 1886.	2392 66
Net gain for year.	\$ 394 61

Victoria, B. C., 30th June, 1887.

W. MONTEITH,

Secretary-Treasurer.

Examined and found correct:

H. F. HEISTERMAN,	} Auditing Committee.
E. C. NEUFELDER,	
E. A. McQUADE,	

1886.	July 1.	To, balance from last account.	\$ 88	1887.	June 30.	By Savings Bank Deposits.	\$ 700 00
1887.	June 30.	To, Quarterly Dues collected to date.	1314 00			By Interest on ditto, per contra (12 months at \$25.)	17 70
		To, Entrance Fees collected to date.	180 00			Office Rent } Refunded Society's share.	

STATEMENT OF THE FINANCIAL POSITION OF THE BRITISH COLUMBIA BOARD OF TRADE. C. B.

NE. 1887.

m.	924	10
t	19	77
a.	1350	00
	201	00
	292	40
	\$2787	27
	Nil	
	\$2787	27
	2392	66
	\$	394 61

Treasurer.

Auditing Committee.

PROCESSED BY THE BRITISH COLUMBIA BOARD OF TRADE.
 1st of JUNE, 1886, to 30th of JUNE, 1887.

1886.	July 1	To Balance from last account	\$	88	1887.	June 30	By Savings Bank Deposits	\$	700 00
	June 30	To Quarterly Dues collected to date		1314 00			By Interest on ditto, per contra		17 70
	"	"		180 00			Office Rent { Refunded Secty office		\$300
	"	"		135 00			{ rent paid by him in 1886.		30
	"	"		17 70			Secretary-Treasurer's Salary, 12 mo. @ \$85		420 00
	"	"		60 00			Printing		58 50
							Stationery		25 33
							Postage		17 68
							Telegrams		26 00
							Gas and Fuel		17 95
							Cleaning Offices of Secty & Board Room.		26 00
							MISCELLANEOUS AS UNDER, VIZ:		
							Post Office Box rent		\$ 6 25
							Mounting Maps		9 75
							Printing Sign		5 00
							Newspapers		10 50
							Commission collecting interest on Mortgages		5 25
							Type Writing		3 50
							Duplicate Key for Board Room		25
							Box for Securities		3 25
							Express Charges on Pictures		4 80
							By Balance to next year		19 77
				\$1707 58					\$1707 58

Victoria, B. C., 30th June, 1887.

Examined and found correct:

H. F. HEISTERMAN, SECRETARY-TREASURER.
 W.M. MONTEITH, SECRETARY-TREASURER.
 E. C. NEUFELDER, E. A. McQUADE.

AUDIT REPORT.

VICTORIA, B. C., JULY 15TH, 1887.

TO THE PRESIDENT, OFFICERS AND MEMBERS OF THE B. C.
BOARD OF TRADE:

Your Committee to whom has been referred the auditing of the books, accounts and vouchers of your Secretary Treasurer beg leave to report that they have examined all the vouchers and accounts of the Association and find the same entirely correct.

The balance in the Savings Bank being so very large, \$924.12, besides an outstanding account of good dues, \$201.00, will swell the available uninvested balance to \$1125.00 and we recommend that the same be more advantageously invested than in the savings bank.

All which is respectfully submitted,

H. F. HEISTERMAN,	} Auditing Committee.
E. C. NEUFELDER,	
E. A. McQUADE,	

1. Railway
 2. Annual
 3. Annual
 4. Quebec E
 5. Notice to
 6. An Act
 7. An Act to
 8. An Act fo
 9. Correspond
 10. Tables of T
 11. Revised Sta
 12. Report of th
 13. Report of th
 14. Reference between C
- ish Columbia.

15th, 1887.

RS OF THE B. C.

ed the auditing
of your Secretary
examined all the
and find the same

ing so very large,
and dues, \$201.00,
to \$1125.00 and
tageously invested

mitted,

} Auditing
Committee.

APPENDICES.

APPENDIX NO. I.

LIST OF ADDITIONS TO LIBRARY.

1. Railways of Canada, their Cost, etc. (Perry).
2. Annual Report of the Dominion Chamber of Commerce.
3. Annual Report of the Board of Trade of Portland, Oregon.
4. Quebec Harbor Commissioner's Report (1886).
5. Notice to Marriners (Board of Trade, London, Eng.)
6. An Act to Amend the Act Respecting Canned Goods.
7. An Act to Confer Certain Powers on the Board of Trade as to Licensing of Weighers.
8. An Act for the Discharge of Insolvent Debtors whose Estates have been Distributed Rateably Among their Creditors.
9. Correspondence re Seizure of British American Whales in Behring's Sea (1886).
10. Tables of Trade and Navigation (Canada, 1886).
11. Revised Statutes of Canada (1885).
12. Report of the Minister of Agriculture (1886).
13. Report of the Minister of Public Works (1885-6).
14. Report of the Minister of Justice re Arrangement of Commerce between Government of Canada and Government of British Columbia.

15. Report of the Minister of Justice (1886.)
16. Report of the Department of Militia and Defence (1886).
17. Report of the Department of Militia and Defence, re Rebellion in the Northwest Territories, with Appendix.
18. Report of the Postmaster-General (1886).
19. Report of the Auditor-General on Appropriation Accounts (1886).
20. Public Accounts of Canada (1886).
21. Report of the Department of Fisheries, Canada, (1886).
22. Report of the Department of Marine, Canada, (1886).
23. Report of the Department of Inland Revenue, Canada (1886).
24. Report on Inspection of Weights, Measures and Gas, Canada, (1886).
25. Report on Canadian Archives (1886).
26. Report of Department of Indian Affairs, Canada, (1886).
27. Report of Department of the Interior, Canada, (1886).
28. Report of the Secretary of State, Canada, (1886).
29. Report of the Board of Civil Service Examiners, Canada, (1886).
30. Report of Sir Charles Tupper re Colonial Exhibition (Canadian Department, 1886).
31. Report on Trade Relations between Canada and the West Indies (1886).

REPORT
R.
THE PR
B
GEN
of consid
from the
Vancouve
First. —
the subje
Commissi
Immigrati
amount of
and Nana
were still
disposal of
of that lan
knowledge
Your
has been su
to its North
mercial pro
By its
and at prese
for settle
population,
mineral res
stretches of
account of
market, wou
being thereb
over, the dev
chief among
Group, wou
mineral depo
more valuable
opened up for
of the coast

APPENDIX NO. II.

REPORT OF SPECIAL COMMITTEE RE PROPOSED EXTENSION OF
RAILROAD TO NORTH END OF VANCOUVER ISLAND.

VICTORIA, B. C., JANUARY 7TH, 1887.

THE PRESIDENT AND MEMBERS OF THE BRITISH COLUMBIA
BOARD OF TRADE:—

GENTLEMEN:—Your Committee appointed for the purpose of considering the advisability and advantage to be derived from the construction of a Railroad to the North end of Vancouver Island, report for your consideration:

First.—With the view of obtaining the best information on the subject, your Committee waited upon the Hon. the Chief Commissioner of Lands and Works, and Mr. John Jessop, Immigration Agent, to ascertain the general character and amount of land still unsold and lying outside of the Esquimalt and Nanaimo Railway belt, and they were informed that there were still about three and a half millions of acres at the disposal of the Government; but that as to the general nature of that land the Government possessed very little accurate knowledge indeed.

Your Committee are of opinion that a Railway such as has been suggested, running through the centre of the Island to its Northern end, would conduce very materially to the commercial prosperity and development of this Island and Province.

By its means large tracts of land, literally unexplored, and at present comparatively worthless, would be opened up for settlement by an agricultural, lumbering and mining population, thus developing the agricultural, lumbering and mineral resources of the country. By its means extensive stretches of timber land, at present almost valueless on account of the difficulty of transporting the timber to a market, would receive a greatly enhanced value by the timber being thereby rendered a marketable commodity, and moreover, the development of the resources of the adjacent islands, chief among which may be mentioned the Queen Charlotte Group, would be advanced considerably, and the coal and other mineral deposits known to abound therein, would be rendered more valuable, and a large and ready market would be also opened up for the cod fishing industry pursued on the banks off the coast of Queen Charlotte Island.

But such a railway as is suggested would not only be beneficial to this Island and Province; it would assume a higher character, inasmuch as it would be of great importance to the Dominion and Imperial Governments.

To the Dominion Government it would mean an extension of its great commercial and colonizing road, with all the benefits derivable therefrom in the shape of a large additional revenue that would flow into its exchequers arising out of the great increase in the number of settlers that would come to this part of the Dominion, and the development and rapid progress of new industries that would be sure to follow their arrival.

To the Imperial Government it would become a valuable adjunct to its means of defending this part of the Empire, inasmuch as it would greatly facilitate the rapid transport of troops and war material from one end of the Island to the other.

For the same reason it would be of use to the Dominion Government in quelling any outbreak among the Indian population of the Province.

These are some of the advantages (briefly put) that appear to your Committee as likely to flow from the construction of such a railway as is proposed, and with the ultimate view and in aid of such construction, your Committee would recommend that this Board should urge upon the Local Government of the Province the necessity of causing to be made a preliminary exploratory survey of the interior of the Island similar to what is now being carried out in connection with the proposed Cariboo Railroad, a step on the part of the Provincial Government which meets with the hearty approval of your Committee.

And with the same end in view your Committee would also recommend that the Local Government be requested to enter into negotiations with the Dominion Government to obtain from it in aid of the construction of such a line a much larger subsidy than the usual Canadian grant of \$3000.00 per mile.

We are, Gentlemen,

Your obedient servants,

RODERICK FINLAYSON,

Chairman of Committee.

(Signed)

COPIES OF C
CO
MAI
STAI
[BRITISH CO

STR.—I
British Colu
pleasure, fro
that you up
Station at Br
with a telegr
entering the
ing boats, si
Station to AN
The urg
becoming wit
every day, an
cases have oec
favor of the A
The Boat
act in the m
claims.

(Signed

THE HON. THE
BR

STR.—I ha
sh instant, in
Signal Station a
area with a tel
inform you that

APPENDIX No. III.

COPIES OF CORRESPONDENCE EXCHANGED BETWEEN THE BRITISH COLUMBIA BOARD OF TRADE AND THE DEPARTMENT OF MARINE AND FISHERIES RE ESTABLISHMENT OF SIGNAL STATION AT BONILLA POINT.

[BRITISH COLUMBIA BOARD OF TRADE TO THE HON. THE MINISTER OF MARINE AND FISHERIES.]

VICTORIA, B. C., 8TH NOV., 1886.

SIR.—I am directed by the President and Council of the British Columbia Board of Trade to say that they learn with pleasure, from the report of a speech made by you at Winnipeg, that you appreciate the necessity of establishing a Signal Station at Bonilla Point in the Straits of San Juan de Fuca, with a telegraph line from there to Victoria, whereby vessels entering the Straits can be reported to this place, and to our trading boats, simultaneously with reports from the American Station to American ports and American tugs on Puget Sound.

The urgent necessity for such a Station and Service is becoming with our increasing shipping interests more apparent every day, and since your recent visit to this Province several cases have occurred showing the very unfair discrimination in favor of the American ports and tugs on Puget Sound.

The Board, therefore, begs to request that you will kindly act in the matter with the despatch which its importance demands.

I am, Sir,

Your obedient servant.

(Signed)

WM. MONTEITH.

Secretary.

[THE HON. THE MINISTER OF MARINE AND FISHERIES TO THE BRITISH COLUMBIA BOARD OF TRADE.]

OTTAWA, 17TH NOV., 1886.

SIR.—I have to acknowledge receipt of your letter of the 8th instant, in reference to the necessity for establishing a Signal Station at Bonilla Point in the Strait of San Juan de Fuca with a telegraph line to Victoria: and in reply, I am to inform you that the Minister of Marine and Fisheries will

bring the matter of the establishment of such a Station before the consideration of the Privy Council and will recommend that an appropriation be placed in the Estimates for the work.

I am, Sir,

Your most obedient servant,

W. M. SMITH,

Deputy Minister of Marine.

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

[BRITISH COLUMBIA BOARD OF TRADE TO THE HON. THE MINISTER
OF MARINE AND FISHERIES.]

VICTORIA, B. C., 29TH APRIL, 1887.

SIR,—With reference to the correspondence which the British Columbia Board of Trade has had the honor of exchanging with you in reference to the necessity of establishing a Signal Station at Bonilla Point in the Straits of San Juan de Fuca, I am instructed to respectfully inquire what action has been taken by the Government in that direction; and further to add, that the Board strongly feels that the want of such a Station has been amply evidenced by the recent numerous shipwrecks and consequent loss of life in that vicinity.

I have the honor to be,

Sir,

Your obedient servant,

(Signed)

W. MONTEITH,

Secretary.

[THE HON. THE MINISTER OF MARINE AND FISHERIES TO THE
BRITISH COLUMBIA BOARD OF TRADE.]

OTTAWA, 14TH MAY, 1887.

SIR,—I have to acknowledge receipt of your letter of the 29th ultimo, requesting to be informed as to what action had been taken by the Government towards establishing a Signal

Station a
subject is

W. MONT
Secretar

RESOLUTION

APRIL

"WHE

"opened up

"Railway, a

"much to the

large;

"AND

"evidence of

"developing

"have grants

"mile, or no

"AND

"enable the

"BE IT

"Board of Tr

"nor General

and Okanaga

"enable them

"that the Sec

"Resolution

"Honorable T

"ward copies

"Members of

"may use thei

Station at Bonilla Point, and in reply I am to inform you the subject is still under the consideration of the Government.

I am, Sir,

Your most obedient servant,

W.M. SMITH,

Deputy Minister of Marine.

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

APPENDIX NO. IV.

RESOLUTION PASSED AT QUARTERLY MEETING HELD 15TH OF
APRIL, 1887, RE SHUSWAP AND OKANAGAN RAILWAY.

"WHEREAS, A large area of rich agricultural land will be opened up by the construction of the Shuswap and Okanagan Railway, and mineral and other resources developed thereby, much to the advantage of this Province and the Dominion at large;

"AND WHEREAS, The Provincial Legislature after having evidence brought before them as to the desirability of developing this portion of the Province by the said Railway, have granted the said Railway Company a bonus of \$4000 per mile, or not more than \$200,000 in all;

"AND WHEREAS, This bonus is entirely inadequate to enable the promoters to carry on the undertaking;

"BE IT THEREFORE RESOLVED, That the British Columbia Board of Trade respectfully urge His Excellency the Governor-General in Council to be pleased to grant to the Shuswap and Okanagan Railway Company a liberal subsidy, which will enable them to carry out this very desirable enterprise. And that the Secretary be instructed to forward a copy of this Resolution with the Seal of the Board attached to the Honorable The Minister of Public Works and also to forward copies of said Resolution to the British Columbia Members of Parliament at Ottawa with a request that they may use their best endeavours in furtherance of the scheme."

SALMON PACK OF BRITISH COLUMBIA, SEASON 1886.—APPENDIX No. V.

CANNERIES.	Per	Per	Per	Per	United Kingdom via San Francisco.	Canada.	Australia.	Local.	Total Cases
	Thos. Stowe, London, Oct. 18, 1886.	Jessie Stowe, London, Oct. 29, 1886.	Aberlemno, London, Oct. 27, 1886.	Carver, London, Oct. 27, 1886.					
Ewen & Co	6,140	4,746	622			3,600			15,108
Bon Accord Fishery Co	5,749	2,510					298		6,250
Findlay, Durham & Brodie	5,000	7,772					500		10,272
Findlay, Dunbar & Co	5,586	2,326					1,500	263	7,692
Yelland & Co	4,083	913				2,696			10,127
Delta Canning Co						13,127			17,000
Phoenix Canning Co			3,575						7,000
E. A. Williams			4,360						17,000
British Columbia Packing Co					13,495	20,000	2,000		5,000
British America Packing Co									12,400
Rivers Inlet Canning Co	5,000	6,288				3,600			11,558
Inverness Canning Co	475	6,000	10,081				8,700		15,000
W. Dunsmuir (Skene River)			8,340						8,300
W. Dunsmuir (Medanah)									1,200
Alert Bay Canning Co	30,533	30,555	27,514	665,661 sealed	13,485	901	300	990	163,004

TOTAL PACK— 665,664 Cases, of which were shipped to United Kingdom, to Canada to Australia Local	CASES.		TOTAL PACK.	Exports to the United Kingdom in 1885, in 1886.	Exports to Canada in 1885, in 1886.
	1879.	1880.			
United Kingdom	180,000	61,156	241,156	75,293	102,691
Canada	188,000	178,800	366,800		
Australia	188,000	245,400	433,400		
Local	188,000	138,947	326,947		
Total	665,000	604,203	1,269,203	75,293	102,691

PACKED BY Fraser River Canneries
Rivers Inlet
Skene River
Alert Bay
Alert Bay

Total

665,664

British Columbia

Sir,—

British Columbia

you with the

meeting held

That

respectfully

of one hundred

the improvement

sufficient to

center at hal

I am fur

named repres

dangerous ob

“Channel,” w

hopes at an ea

information to

of the cost of e

the harbor wh

This info

of transmitting

removal of the

urgent necessit

Sir,—Aski

and the honor of

APPENDIX NO. VI.

IMPROVEMENTS TO VICTORIA HARBOUR.

[BRITISH COLUMBIA BOARD OF TRADE TO THE MINISTER OF PUBLIC WORKS.]

VICTORIA, B. C., 28th April, 1887.

SIR.—By direction of the President and Council of the British Columbia Board of Trade, I have the honor to acquaint you with the following Resolution passed by that body at a meeting held in this city Friday, the 27th instant, viz:—

“That the Honorable the Minister of Public Works be respectfully requested to secure an appropriation of the sum of one hundred thousand dollars to be expended this year on the improvement of Victoria Harbor, which sum, it is estimated, will open a channel from its entrance inwards, sufficient to enable vessels drawing sixteen feet of water to enter at half tide.”

I am further instructed to mention that the sum above named represents the bare estimated cost of removing three dangerous obstructions to navigation now existing, viz: the “Channel,” “Middle” and “Pinnacle” Rocks; and the Board hopes at an early date to be in possession of sufficiently ample information to admit of their giving an approximate estimate of the cost of entirely removing all obstacles, and of deepening the harbor where necessary.

This information, when obtained, I shall have the honor of transmitting, and meanwhile I am directed to add that the removal of the above-mentioned rocks is a matter of the most urgent necessity.

I have the honor to be,

Sir,

Your obedient servant,

W. MONTEITH,

Secretary.

British Columbia Board of Trade to the Hon. the Minister of Public Works.]

VICTORIA, B. C., 10th May, 1887.

SIR.—Asking reference to the communication which I had the honor of addressing to you on the 28th ultimo, I am

173,800
210,412
138,947
197,686
163,004

CASES.
73,293
102,091

24,200
47,223

Exports to the United Kingdom in 1885,
Exports to Canada in 1885,
Exports to Canada in 1886,

47,223
12,000
103,004

CASES.
14,808
37,400
12,200
103,004

Total

PACKED BY Fraser River Canneries
Fraser River
Skwen River
Metlakatla
Albert Head

Total

instructed by the President and Council of the British Columbia Board of Trade to transmit herewith a report prepared by a special committee of the Board in reference to the required improvements to Victoria Harbor, together with estimated cost of the work recommended.

Under separate cover I have the honor to forward a plan of the harbor showing the various obstructions, etc., alluded to in the above-mentioned report.

These recommendations the Board earnestly hopes will receive early and favorable consideration at your hands.

I have the honor to be,

Sir,

Your obedient servant,

W. MONTEITH,

Secretary.

[REPORT.]

VICTORIA HARBOUR.

PROPOSAL RE IMPROVEMENTS TO MEET THE PRESENT REQUIREMENTS OF THE PORT.

1. It is desirable to improve the entrance to the Port of Victoria by deepening the entrance to the harbour to a depth of 14 feet at low water spring tides, extending from the 14 feet line at the mouth of the harbour to the 14 feet line east of the site of the Dredger Rock, and of such width and extent as shown on the accompanying tracing and colored red thereon.

To obtain the depth and width above mentioned dredging operations should be carried on continuously, and as the bottom in some places is extremely hard, and boulders and points of rock are met with above the 14 feet line the Government Dredger should be furnished with a steam drill so that boulders and rocky points, when met with, could at once be drilled and blasted and thus rendered easily removable. In the event of the Government Dredger proving unsuitable for this work, it is recommended that the Government purchase and fit up a clam shell or grab dredge similar to that manufactured by Messrs. Rose, Downs & Thompson, Hull, England, known as the "Kingston" Patent.

It is estimated that one year of continuous and systematic dredging with the appliances above mentioned, will accomplish this work.

Dredger Rock, which comes within the area covered by

the wor
foot to
contra

2.

Harbour
the 14 f
average

3.

Rock to
also be
this rock
most seri

4.

depth at
mooring
dredging
until the

This

No. 1. — C

ern

Repa

Cost

Remo

Rock

No. 2. — R

Beave

No. 3. — R

No. 4. — D

years.

Repair

Cost o

Govt

able,

boiler,

and ev

Tota

Beside

harbour sho

at L. W. S.

f the British Colum-
a report prepared by
ence to the required
ther with estimated

or to forward a plan
ctions, etc., alluded

earnestly hopes will
at your hands.
o be,

t servant.

MONTEITH,
Secretary.

R.

PRESENT REQUIREMENTS

entrance to the Port of
the harbour to a depth
tending from the 14
o the 14 feet line east
such width and extent
d colored red thereon.
ce mentioned dredging
inuously, and as the
d, and boulders and
14 feet line the Gov-
th a steam drill so that
ith, could at once be
asily removable. In
roving unsuitable for
Government purchase
similar to that man-
pison, Hull, England.

tinuous and systematic
tioned, will accomplish
in the area covered by

the work in paragraph one, should be taken down another
foot to give the required depth of 14 feet. Mr. Hayward's
contract with the Government only calls for 13 feet, L. W. S. T.

2. Beaver Rock, lying about the centre of the Middle
Harbour, colored red on tracing 2, should be taken down to
the 14 foot line, there being at present only $12\frac{1}{2}$ feet on an
average at L. W. S. T. over the site of this rock.

3. Pinnacle Rock, lying 169 feet to the east of Beaver
Rock towards the wharves, colored red on tracing 3, should
also be taken down to the 14 foot line. The highest point of
this rock gives only 8 feet of water at L. W. S. T., and offers a
most serious obstruction to navigation.

4. The upper end of the harbor should be dredged to a
depth at least of 18 feet at L. W. S. T. to afford suitable
mooring ground for laden and loading ships. Some little
dredging has already been done here and should be continued
until the desired depth is obtained.

This part of the harbor is also colored red on tracing 4.

ESTIMATED COST OF THE ABOVE PROPOSED WORKS.

No. 1.—One year's running expenses of the Gov- ernment elevator dredge and steam drill . . .	\$ 13,000 00
Repairs, etc.	2,000 00
Cost of drill and platform	2,000 00
Removal of one foot additional from Dredger Rock	10,000 00
No. 2.—Removal of 18 inches additional from Beaver Rock	12,000 00
No. 3.—Removal of Pinnacle Rock	16,000 00
No. 4.—Dredging upper end of harbor, three years	30,000 00
Repairs, three years	6,000 00
Cost of clam shell or grab dredge, should Government elevator dredge prove unsuit- able, including cost of dredge, engine, boiler, gearing chains, rope, anchors, scow and every requisite	13,000 00
Total	\$104,000 00

Besides the foregoing, it is most desirable that the
harbour should be deepened along the wharf front to 18 feet
at L. W. S. T. to enable ships unloading, not drawing more

than 18 feet, to lay alongside the wharves at low water without taking ground. As there is no definite information as to the extent of rock met with in this locality while dredging some years ago, it is impossible to make any estimate of the cost of obtaining this depth, and it is therefore urged that lines of borings should be taken along the wharves for the purpose of acquiring this information.

Upon the accomplishment of the above-mentioned improvements, so essential to the well-being of this port, steamers of a large size will be able to enter and leave in safety, and ships drawing not more than 18 feet will be able to enter the harbor at ordinary high water neap tides and lay inside in safety without taking ground.

[The Hon. the Minister of Public Works to the British Columbia Board of Trade.]

OTTAWA, 28th May, 1887.

SIR,—Having reference to your letters of the 28th ult and 10th inst., the former embodying a copy of a resolution passed by your Board to the effect that the Hon. the Minister of Public Works be requested to obtain an appropriation of \$100,000.00, to be expended this year on the improvement of Victoria Harbour, such amount being the estimated cost of removing the "Channel," "Middle" and "Pinnacle" Rocks; and the latter covering a copy of a report by a special committee of your Board in reference to further works of improvement said to be necessary, the total estimated cost of which is not, however, given in such report,—I am directed by the Hon. the Minister of Public Works to state that no expenditure in this connection can be undertaken until it is known what the total amount required to be provided is, or may be.

I have the honor to be,

Sir,

Your obedient servant,

A. GOBEL,

Secretary.

W. Monteith, Esq.,

Secretary British Columbia Board of Trade,

Victoria, B. C.

RESOLUT

"W

"the spa

"have hi

"disadva

"the Dor

"An

"the exce

"goods fr

"been cli

"freights

"AN

"spa-modi

"of the D

"therefor,

"are conce

"increased

"iron and

"proseutic

"AND

"sailing ve

"in transit,

"is of opini

"not to be c

"shall have

"contracts 1

"tariff of du

"passage of

"also of opi

"such shi

"calculated t

"of this Prov

"Be rr

"Resolution l

"Commons re

"request th

"of Customs,

"favorable cor

APPENDIX NO. VII.

ALTERATIONS IN CUSTOMS TARIFF.

RESOLUTION PASSED AT MEETING OF COUNCIL OF BRITISH COLUMBIA
BOARD OF TRADE ON 17TH OF MAY, 1887.

"WHEREAS, the geographical position of British Columbia, the sparseness of its population and comparative isolation, have hitherto combined to place the Province at a general disadvantage as compared with the more eastern provinces of the Dominion;

"AND for the reasons set forth herein, and also owing to the excessive cost of transportation of heavy manufactured goods from Eastern points by rail, supplies thereof have been chiefly drawn from Great Britain by sailing ships at low freights higher;

"AND WHEREAS, this Board views with alarm the spasmodic changes and amendments to the Customs Tariff of the Dominion, without any intimation or apparent reason therefor, so far as the commercial interests of this Province are concerned, more particularly with regard to the enormous increased duties on pig iron, wrought iron, manufactures of iron and other heavy goods which are largely required in the prosecution of useful public works within the Province;

"AND WHEREAS, importations from Great Britain by sailing vessels hither generally occupy from five to six months in transit, and for the reasons already set forth, this Board is of opinion that the imposition of increased duties ought not to be enforced thereon in respect to such shipments as shall have been bona fide contracted for in fulfilment of contracts made within the Province and based upon the tariff of duties in force at the dates of such contracts prior to the passage of such amended customs tariff; this Board being also of opinion that the enforcement of such amended tariff on such shipments will establish an entire want of confidence calculated to result disastrously to the commercial interests of this Province;

"BE IT THEREFORE RESOLVED, That copies of this Resolution be forwarded to the members of the House of Commons representing British Columbia constituencies, with a request that the same be presented to the Hon. the Minister of Customs, and that he be asked to take the matter into his favorable consideration."

gent servant.

A. GOBEL.

Secretary.

Trade,

APPENDIX NO. VIII.

IMMIGRATION PARTICULARS FURNISHED BY MR. JOHN JESSOP, PROVINCIAL IMMIGRATION AGENT.

“As no machinery has yet been set in motion for ascertaining the number of immigrants coming to British Columbia, all such calculations must of necessity be vaguely approximate. The actual increase of population for the year ending 31st December, 1886, is put down at 11,650. This probably is rather under than above the mark. Four thousand or more were distributed along the C. P. R. from Donald to Vancouver inclusive. Of the remaining 7000 more than one-half located in the New Westminster and other Districts on the Mainland. Increase on Vancouver Island therefore did not exceed 3000. Of this number Victoria obtained its full share. The agricultural districts, however, have been equally prosperous, particularly Cowichan, Nanaimo, including Alberni, and Comox. Nearly 300 pre-emption records were issued for these Districts covering an area of close upon 50,000 acres.

Victoria, 20th July, 1887.

Port of
of vessels,
departed fr
ending 30t
which they
ports withi

Under Wha
British . . .
United Sta
German . . .
Hawaiian . .

Total .

Under What
British
United State
German
Hawaiian . .

Total . .

II.

HEADED BY MR. JOHN
LION AGENT.

motion for ascertain-
to British Columbia,
aguely approximate.
he year ending 31st
0. This probably is
ur thousand or more
Donald to Vancouver
than one-half located
jects on the Mainland.
did not exceed 3000.
ts full share. The
n equally prosperous,
luding Alberni, and
ords were issued for
upon 50,000 acres.

SHIPPING.

APPENDIX NO. IX.

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 of June, 1887, distinguishing the countries to which they belong, not including vessels trading between ports within the Dominion:

ARRIVED.			
Under What Flag.	Number.	Tons.	Crew.
British	51	25,540	769
United States	535	287,123	17,673
German	2	100	29
Hawaiian	1	1,122	18
Total	589	313,885	18,489
DEPARTED.			
Under What Flag.	Number.	Tons.	Crew.
British	43	12,649	563
United States	529	282,713	17,457
German	2	100	29
Hawaiian	1	1,122	18
Total	575	296,584	18,067

RECAPITULATION.

ARRIVED.			
	Number.	Tons.	Crew.
British Steamers	26	9,467	321
British Sailing Vessels	25	16,073	448
Total British	51	25,540	769
Foreign Steamers	508	281,434	17,406
Foreign Sailing Vessels	30	6,911	314
Total Foreign	538	288,345	17,720
Total British and Foreign	589	313,885	18,489
DEPARTED			
Under What Flag.	Number.	Tons.	Crew.
British Steamers	23	4,297	254
British Sailing Vessels	20	8,352	309
Total British	43	12,649	363
Foreign Steamers	508	277,558	17,261
Foreign Sailing Vessels	24	6,377	249
Total Foreign	532	283,935	17,501
Total British and Foreign	575	296,584	18,064

Port of Victoria, B. C.—Annual return, showing the description, number and tonnage of vessels built and registered; also the number, tonnage and value of vessels sold to other countries at this Port, during the fiscal year ending 30th June, 1887:

STEAMERS.			
Class of Vessel.	No.	Built. Tonnage.	Registered No. Tonnage
Steamers (Screw)	2	134.65	.. ..
Steamers (Stern Wheel)	1	10.08	.. ..
Total Steamers	3	144.73	.. ..
SAILING VESSELS.			
Sailing Vessels	3	244.42	.. ..
Total Sailing Vessels	3	244.42	.. ..
Grand total	6	389.15	.. ..

Por
Foreign
during

From—
United K
United S
China . . .
Siam
From Sea

Total

United Sta
China
From Sea

Total.

United Stat

Total.

United State

Peru

Japan

Dutch East

Australia . . .

Chili

Total

From—

United States

andwich Isl

Total

Port of Victoria, B. C.—Statement of vessels, British Foreign and Canadian, entered inward [from sea], at this Port during the fiscal year ending 30th June, 1887:

BRITISH WITH CARGOES.

Tons.	Crew.	From—	No. of Vessels.	Tons Registered.	Tons Freight	Crew.
9,467	321	United Kingdom.....	7	4,148	5,850	107
16,073	448	United States.....	9	8,034	1,085	194
25,540	769	China.....	1	884	1,040	19
281,434	17,406	Siam.....	2	1,529	2,043	30
6,911	314	From Sea Fisheries.....	2	140	10	47
288,345	17,720	Total.....	21	14,735	10,028	397
313,885	18,489					

FOREIGN WITH CARGOES.

Tons.	Crew.	From—	No. of Vessels.	Tons Registered.	Tons Freight.	Crew.
4,297	254	United States.....	420	194,159	24,852	12,474
8,352	300	China.....	4	3,910	4,250	66
12,649	363	From Sea Fisheries.....	6	370	30	99
277,558	17,261	Total.....	430	198,439	29,122	12,637
6,377	240					

CANADIAN WITH CARGOES.

Tons.	Crew.	From—	No. of Vessels.	Tons Registered.	Tons Freight.	Crew.
283,935	17,501	United States.....	4	60	48	10
296,584	18,064	Total.....	4	60	48	10

BRITISH IN BALLAST.

Built. Tonnage.	Registered No.	Registered Tonnage.	From—	No. of Vessels.	Tons Registered.	Crew.
134.65	United States.....	4	1,813	53
10.08	Peru.....	1	1,451	21
144.73	Japan.....	1	65	9
244.42	Dutch East Indies.....	1	1,292	26
244.42	Australia.....	4	3,129	66
389.15	Chili.....	1	568	63
			Total.....	12	8,318	232

FOREIGN IN BALLAST.

Built. Tonnage.	Registered No.	Registered Tonnage.	From—	No. of Vessels.	Tons Registered.	Crew.
244.42	United States.....	107	88,784	5,065
244.42	Sandwich Islands.....	1	1,122	18
389.15	Total.....	108	89,906	5,083

return, showing the vessels built and registered due of vessels sold to fiscal year ending 30th

CANADIAN IN BALLAST.

From—	No. of Vessels.	Tons Registered.	Crew.
United States.....	13	1,115	113
China.....	1	1,312	17
Total.....	14	2,427	130

RECAPITULATION.

WITH CARGO.

Under What Flag.	No. of Vessels.	Tons Registered.	Tons Measuro.	Crew
British.....	21	14,735	10,028	337
Foreign.....	430	198,439	29,132	12,637
Canadian.....	4	60	48	10
Total.....	455	213,234	39,208	13,044

IN BALLAST.

Under What Flag.	No. of Vessels.	Tons Registered.	Tons Measuro.	Crew
British.....	12	8,318	.....	232
Foreign.....	108	89,906	.....	5,083
Canadian.....	14	2,427	.....	130
Total.....	134	100,651	.....	5,445
Grand total.....	589	313,885	.....	39,208

Port of Victoria, B. C.—Statement of vessels, British, Canadian and Foreign, entered outwards for sea, at this Port during the fiscal year ending 30th June, 1887:

BRITISH WITH CARGOES.

Destination—	No. of Vessels.	Tons Registered.	Tons Cargo Measurement.	Crew
United Kingdom.....	3	2,065	3,174	46
United States.....	1	202	35	17
Total.....	4	2,267	3,209	63

FOREIGN WITH CARGOES.

United States.....	152	103,733	4,313	6,192
Total.....	162	103,733	4,313	6,192

United
Japan
Belgium
To Sea
To

United
To Sea

Tot

United S
China...
Sandwic
To Sea F

Tota

Under Wl
British...
Foreign...

Total

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

Total.

Grand tota

Port of
and Foreign
of Canada,
the fiscal ye.

BRITISH IN BALLAST.

United States.....	9	4,896	....	125
Japan.....	1	2,340	....	83
Belgium.....	1	1,299	....	20
To Sea Fisheries.....	3	190	....	57
Total.....	14	8,725	....	285

CANADIAN IN BALLAST.

United States.....	18	1,204	....	111
To Sea Fisheries.....	7	453	....	104
Total.....	25	1,657	....	215

FOREIGN IN BALLAST.

United States.....	372	177,928	....	11,185
China.....	1	812	....	14
Sandwich Islands.....	1	1,122	....	18
To Sea Fisheries.....	6	340	....	92
Total.....	380	180,202	....	11,309

RECAPITULATION.

WITH CARGO.

Under What Flag.	No. of Vessels.	Tons Registered.	Tons Freight.	Crew.
British.....	4	2,267	3,209	63
Foreign.....	152	103,733	4,313	6,192
Total.....	156	106,000	7,522	6,255

IN BALLAST.

British.....	14	8,725	....	285
Canadian.....	25	1,657	....	215
Foreign.....	380	180,202	....	11,309
Total.....	419	190,584	....	11,809
Grand total.....	575	296,584	7,522	18,064

Port of Victoria, B. C.—Statement of vessels, British and Foreign, employed in the Coasting Trade of the Dominion of Canada, which arrived at or departed from this Port during the fiscal year ending 30th June, 1877:

Tons Registered.	Crew.
1,115	113
1,312	17
2,427	130

N.

as red.	Tons Measure.	Crew.
735	10,028	395
139	29,132	12,637
60	48	19
234	39,208	13,044

as red.	Tons Measure.	Crew.
318	232
406	5,083
427	130
351	5,445
385	39,208

nt of vessels, British, ls for sea, at this Port . 1887:

ES. as red.	Tons Cargo Measurement.	Crew.
065	3,174	46
202	35	17
267	3,209	63
733	4,313	6,192
733	4,313	6,192

VESSELS ARRIVED.

Description.	Number.	Tonage.	Crew.
Steamers—Screw	234	18,395	1,705
Paddle	357	221,684	6,567
Sternwheel	65	42,354	1,208
Total Steamers	656	282,433	9,480
Sailing Vessels—Schooners	70	3,389	311
Sloops	47	135	59
Total Sailing Vessels	117	3,524	370
Grand total	773	285,957	9,850

VESSELS DEPARTED.

Steamers—Screw	239	19,399	1,740
Paddle	360	223,723	6,610
Sternwheel	62	40,410	1,181
Total Steamers	661	283,532	9,591
Sailing Vessels—Schooners	71	3,467	316
Sloops	46	124	55
Total Sailing Vessels	117	3,591	371
Grand total	778	287,123	9,872

RECAPITULATION.

	Number.	Tonage.	Crew.
Arrived—British	773	285,957	9,850
Foreign			
Total	773	285,957	9,850
Departed—British	778	287,123	9,872
Foreign			
Total	778	287,123	9,872
Grand total Arrived & Departed	1,551	573,080	19,722

Export
year ending
Produce of t
" "
Produce of t
Animals and
Manufacture
Agricultural
Miscellaneous
Total th
Goods n
Total E.
Exports
the fiscal year
Produce of th

Tonage.	Crew.
18,395	1,705
221,684	6,567
42,354	1,208
<hr/>	<hr/>
282,433	9,480
3,389	311
135	59
<hr/>	<hr/>
3,524	370
<hr/>	<hr/>
285,957	9,850

19,399	1,749
223,723	6,610
40,410	1,181
<hr/>	<hr/>
283,532	9,501
3,467	316
124	55
<hr/>	<hr/>
3,591	371
<hr/>	<hr/>
287,123	9,872

N.

Tonage.	Crew.
285,957	9,850
.....
<hr/>	<hr/>
285,957	9,850
287,123	9,872
.....
<hr/>	<hr/>
287,123	9,872
<hr/>	<hr/>
573,080	19,722

CUSTOMS STATISTICS.

APPENDIX NO. X.

EXPORTS.

Exports from the Port of Victoria, B. C., for the fiscal year ending 30th June, 1887:—

Produce of the Mines—Gold in dust and bars..	\$ 684,689 00
“ Ore.....	420 00
Produce of the Fisheries.....	910,499 00
Animals and their Produce.....	380,126 00
Manufactures.....	15,867 00
Agricultural Products.....	2,328 00
Miscellaneous.....	240 00
<hr/>	<hr/>
Total the produce of Canada.....	\$1,994,169 00
Goods not the produce of Canada.....	100,215 00
<hr/>	<hr/>
Total Exports.....	\$2,094,384 00

Exports from the Port of New Westminster, B. C., for the fiscal year ending 30th June, 1887:—

Produce of the Forest (Burrard Inlet).....	\$230,589 00
--	--------------

Exports from the Port of Nanaimo, B. C., for the fiscal year ending 30th June, 1887:—

Produce of the Mines (coal).....	\$1,137,618 00
Produce of the Mines (iron ores).....	101 00
Produce of the Fisheries.....	60 00
Produce of the Forest.....	3,520 00
Manufactures and Agricultural Products.....	195 00

Total Exports.....\$1,141,494 00

Memo of coal shipments from Nanaimo for the fiscal year ending 30th June, 1887:—

Country where sent.	Tons,	Value.
United States.....	315,380	\$1,103,829 00
Sandwich Islands.....	7,904	27,664 00
Mexico.....	250	875 00
Japan.....	1,500	5,250 00
Total.....	325,034	\$1,137,618 00

Exports, the produce of Canada from the Province of British Columbia for 15 years, ending 30th June, 1886:—

Year.	Mines.	Fisheries.	Forest.	Animals.	Ag'l.	Mfg.	Total.
1872	\$1,389,585	\$ 37,706	\$214,377	\$214,700	\$ 142	\$1,540	\$1,858,060
1873	1,224,362	43,361	211,026	259,292	2,885	1,197	1,742,123
1874	1,351,145	114,118	260,116	320,625	5,296	443	2,051,743
1875	1,929,294	133,986	292,468	411,810	9,727	—	2,777,285
1876	2,632,139	71,338	273,430	329,027	3,080	68	2,709,092
1877	1,704,848	105,693	287,042	249,893	3,083	1,500	2,346,969
1878	1,759,171	423,840	327,360	257,314	462	—	2,708,848
1879	1,539,812	633,493	273,366	268,671	2,565	57	2,708,848
1880	1,664,626	317,410	258,804	339,218	3,843	100	2,584,001
1881	1,317,079	400,984	172,747	350,474	248	22	2,231,554
1882	1,437,072	976,903	362,875	300,429	946	2,616	3,080,841
1883	1,309,646	1,332,385	407,624	287,394	6,791	443	3,345,263
1884	1,441,052	899,371	458,365	271,796	1,745	1,413	3,100,494
1885	1,759,512	727,672	262,071	414,364	2,324	5,948	3,172,891
1886	1,720,335	643,052	194,488	329,248	1,917	2,811	2,891,811

Exports
ending 30

Countries Exp
Great Britai
United Stat
Germany...
China.....
Chili.....
Peru.....
Mexico.....
Sandwich Isl
Australia...
Russia in Asi

Total Val

Imports
year ending
DUTYABLE GO

FREE GOO

Total value of im
Total value of goc

Imports
the fiscal year
dutiable and free g
duties collected.

Imports i
year ending 31
value of dutiable g
value of free
duties collected.

Exports from British Columbia during the fiscal year ending 30th June, 1886:—

C., for the fiscal

...	\$1,137,618 00
...	101 00
...	60 00
...	3,520 00
...	195 00
...	\$1,141,494 00

Countries Exported to.	Value.	Articles Exported.
Great Britain.....	\$650,039	Salmon, Lumber, Furs, &c.
United States.....	2,062,355	Gold Dust, Coal, Fish, Hides, &c.
Germany.....	186	Curios.
China.....	55,415	Lumber.
Chili.....	11,723	Lumber.
Peru.....	6,064	Lumber.
Mexico.....	1,500	Coal.
Sandwich Islands..	13,197	Salmon, Planks and Boards.
Australia.....	148,123	Salmon, Lumber, &c.
Russia in Asia.....	5,064	Coal.
Total Value..		\$2,953,616

into for the fiscal

Value.
\$1,103,829 00
27,664 00
875 00
5,250 00
\$1,137,618 00

IMPORTS.

Imports into the Port of Victoria, B. C., for the fiscal year ending 30th June, 1887:—

DUTIABLE GOODS—Value of total imports, - - - - -	\$2,597,055 00
Entered for consumption	2,646,562 00
Duty paid thereon, - - - - -	778,557 77
FREE GOODS—Value of total imports, - - - - -	403,033 00
Entered for consumption, - - - - -	403,033 00
Leaf tobacco subject to excise, - - - - -	17,406 00
Leaf tobacco entered for consumption, - - - - -	16,696 00
Total value of imports	\$2,987,494 00
Total value of goods entered for consumption, - - - - -	3,066,310 00

on the Province of
th June, 1886:—

Ac'l.	Mfg.	Total.
142	\$1,540	\$1,858,050
2,885	1,197	1,742,123
5,296	443	2,051,743
9,727	—	2,777,285
3,080	68	2,709,082
3,083	1,500	2,346,969
462	—	2,768,147
2,595	57	2,708,848
3,843	100	2,584,001
248	22	2,231,534
946	2,616	3,080,840
6,791	443	3,345,263
1,745	1,413	3,100,494
2,324	5,948	3,172,391
1,917	2,811	2,891,811

Imports into the Port of New Westminster, B. C., for the fiscal year ending 30th June, 1887:—

Total value of dutiable and free goods value,	\$598,533 00
Duties collected, - - - - -	68,041 52

Imports into the Port of Nanaimo, B. C., for the fiscal year ending 30th June, 1887:—

Total value of dutiable goods imported,	\$142,471 00
free	14,186 00
Duties collected, - - - - -	32,596 85

Imports into the Province of British Columbia for 15 years ending 30th June, 1886:—

	Value of Total Imps	Goods Entered for Home Consumption.			
		Dutiable Goods.	Free Goods.	Total.	Duty Collected.
To 30th June, 1872	\$1,790,352 00	\$1,600,361 00	\$166,707 00	\$1,767,068 00	\$342,400 48
From Canada	22,215 00	.....	22,215 00	22,215 00	.....
To 30th June, 1873	2,191,011 00	1,569,112 00	507,364 00	2,076,476 00	802,147 65
From Canada	75,064 00	.....	75,064 00	75,064 00	.....
To 30th June, 1874	2,058,560 00	1,676,792 00	371,544 00	2,048,336 00	336,494 47
From Canada	66,104 00	.....	66,104 00	66,104 00	.....
To 30th June, 1875	2,543,552 00	1,924,482 00	566,111 00	2,490,593 00	413,921 50
From Canada	117,654 00	.....	117,654 00	117,654 00	.....
To 30th June, 1876	2,997,597 00	2,237,072 00	707,906 00	2,944,978 00	488,384 52
From Canada	129,733 00	.....	129,733 00	129,733 00	.....
To 30th June, 1877	2,220,668 00	1,820,391 00	347,118 00	2,168,509 00	403,520 21
From Canada	163,142 00	.....	163,142 00	163,142 00	.....
To 30th June, 1878	2,244,503 00	1,905,201 00	367,926 00	2,273,127 00	426,125 14
From Canada	144,754 00	.....	144,754 00	144,754 00	.....
To 30th June, 1879	2,440,781 00	1,997,125 00	320,329 00	2,317,454 00	484,761 04
From Canada	184,951 00	.....	184,951 00	184,951 00	.....
To 30th June, 1880	1,689,594 00	1,474,165 00	122,454 00	1,657,116 00	450,175 43
From Canada	208,072 00	.....	208,072 00	208,072 00	.....
To 30th June, 1881	2,489,643 00	2,214,453 00	242,963 00	1,736,616 00	589,423 62
From Canada	387,111 00	.....	387,111 00	387,111 00	.....
To 30th June, 1882	2,899,223 00	2,472,174 00	404,287 00	2,875,461 00	678,104 53
From Canada	449,798 00	.....	449,798 00	449,798 00	.....
To 30th June, 1883	3,917,536 00	3,331,023 00	559,823 00	3,848,846 00	967,765 54
From Canada	624,207 00	.....	624,207 00	624,207 00	.....
To 30th June, 1884	4,142,286 00	3,337,642 00	702,693 00	4,040,335 00	881,676 21
From Canada	789,287 00	.....	789,287 00	789,287 00	.....
To 30th June, 1885	4,089,492 00	3,458,529 00	564,923 00	4,023,452 00	966,143 64
From Canada	927,054 00	.....	927,054 00	927,054 00	.....
To 30th June, 1886	3,953,299 00	2,951,379 00	1,000,347 00	4,011,726 00	880,226 65
From Canada	.....	.....	.....	.....	.....

Duties paid by the Province of British Columbia during 16 years ending 30th June, 1887:

Duties collected for year ending 30th June, 1872	\$ 349,400 54
Duties collected for year ending 30th June, 1873	202,147 65
Duties collected for year ending 30th June, 1874	336,494 47
Duties collected for year ending 30th June, 1875	413,921 50
Duties collected for year ending 30th June, 1876	488,384 52
Duties collected for year ending 30th June, 1877	403,520 21
Duties collected for year ending 30th June, 1878	426,125 14
Duties collected for year ending 30th June, 1879	484,761 04
Duties collected for year ending 30th June, 1880	450,175 43
Duties collected for year ending 30th June, 1881	589,423 62
Duties collected for year ending 30th June, 1882	678,104 53
Duties collected for year ending 30th June, 1883	967,765 54
Duties collected for year ending 30th June, 1884	881,676 21
Duties collected for year ending 30th June, 1885	966,143 64
Duties collected for year ending 30th June, 1886	880,226 65
Duties collected for year ending 30th June, 1887	877,188 75
	\$ 9,431,415 00

Of the

I. The A
Board of Tr
P. M. The 1
held at the s
April, July a
for the Annu

II. At an
person shall
business. At
including the
to act as Chair
330) on any o
one week.

III. The pl
by the Co
each Meeting u
shall have been

Columbia for 15

Home Consumption.

Total.	Duty Collected.
\$1,767,068 00	\$342,400 48
22,215 00	
2,076,476 00	302,147 65
75,604 00	
2,048,336 00	386,494 47
66,104 00	
2,490,568 00	413,921 50
117,654 00	
2,944,578 00	488,384 32
123,733 00	
2,166,769 00	403,320 21
163,142 00	
2,273,127 00	426,125 14
144,754 00	
2,317,434 00	484,704 04
208,972 00	
2,457,116 00	450,175 43
184,301 00	
1,736,616 00	589,423 62
387,111 00	
2,475,464 00	678,104 53
449,768 00	
3,305,256 00	907,765 34
624,267 00	
4,040,335 00	881,076 21
789,287 00	
4,023,452 00	966,443 64
927,051 00	
4,011,726 00	880,226 65

BY-LAWS

Of the British Columbia Board of Trade as Amended to 30th June, 1888.

APPENDIX NO. XI.

MEETINGS.

I. The Annual General Meeting of Members of the "B. C. Board of Trade" shall be held on the 1st Friday in July at 3 P. M. The regular Quarterly Meetings of the Board shall be held at the same hour on the 1st Friday of months of January, April, July and October each year, and at the time prescribed for the Annual General Meeting.

QUORUM.

II. At any General Meeting Seven Members present in person shall constitute a quorum for the transaction of business. At Council Meetings Five shall form a quorum (including the President, Vice-President or Member elected to act as Chairman). Should a quorum not be formed by 3.30 on any occasion the Meeting shall stand adjourned for the week.

PLACE OF MEETING.

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

Columbia during 16

\$ 342,400 48
302,147 65
386,494 47
413,921 50
488,384 32
403,320 21
426,125 14
484,704 04
450,175 43
589,423 62
678,104 53
907,765 34
881,076 21
966,443 64
880,226 65
\$ 4,341,415 00

ORDER OF BUSINESS.

IV. Reading Minutes of last Meeting.

Reports and Communications.

Elections to fill Vacancies.

Nomination and election of new Members.

Unfinished business.

Miscellaneous business.

AUDIT.

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

MOTIONS.

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

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

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

ALTERATION OF BY-LAWS.

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

SUBSCRIPTIONS.

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

(b.) Members in arrears for three months shall be deemed delinquent and their names shall be posted up in the office of

the "Bo
notify
of such
removed
(c.)
at each
the mini

IX.
parties sl
Statute b

(2.) I
from the
choose on
by lot, fro
the Board
have been
three days

(3.) T
parties sha
Arbitrator

(4.) Th
more than
parties.

(5.) Th
(a.) For
but an enla
of either pa
Nor

(b.) For
five hours . .

(c.) For
fractional p
tion is acti
in such proc

(d.) Prej

the "Board of Trade" for one month, and the Secretary shall notify them to that effect. After thirty days from the date of such notice and posting their names shall be liable to be removed from the "List of Members."

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

ARBITRATIONS.

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

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

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

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

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

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

Nor more than.....10.00

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

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

(d.) Preparing forms of Submission Bond and forms of

Members.

ing held in April of
Committee of three to
ecretary-Treasurer for
sting.

r previous questions,
made in writing; and
a motion regularly
le in writing shall be
ous to offering it to

on the same subject
ation.

ision on any motion,
of the President.

AWs.

aw or to introduce a
the regular Quarterly
ich it is intended to be
resaid must contain in
endment or addition."

on of Members shall be
installments of \$3.00 in
of the Council of the

months shall be deemed
osted up in the office of

oath (to litigants not being Members of the Board) \$5.00 per set, said fee to be applied to the funds of the Board.

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

PROXIES.

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

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

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

EXPULSION OF MEMBERS.

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

(2.) Any member can be expelled by the vote of three-fourths of the members present at any meeting specially called for the purpose, at which not less than one-half ($\frac{1}{2}$) of the whole number of members are present either in person or represented by their proxies.

ENTRANCE FEE.

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

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

When
be collect
1 On
sec
pay
2 On s
itie
...
3 On p
buil
4 On sa
....
5 On sa
....
6 For ex
....
7 On sal
Wash
other
8. On sal
guaran
9. On gov
withdr
10 On pu
funds c
11. On pu
out fun
12. For col
account
13. For col
ports, or
14. For coll
15. For coll
\$20,000

APPENDIX NO. XII.
CUSTOMS OF THE PORT.

RATES OF COMMISSION.

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

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

- 16. For collecting general average,—on any excess over \$20,000 2½ per cent.
- 17. On purchase or sale of vessels 2 per cent.
- 18. For "Port Agency" to vessels with cargo or passengers from foreign ports, as under:
 - On vessels under 200 tons register . . . \$ 50.00
 - On do of 200 to 300 tons do 100.00
 - On do of 300 to 500 do do 150.00
 - On do over 500 tons 200.00
- 19. For disbursements of vessels by consignees with funds on hand 2½ per cent.
- 20. For disbursements of vessels by consignees without funds on hand 5 per cent.
- 21. For procuring freight or passengers 5 per cent.
- 22. For chartering vessels, on amount of freight, actual or estimated, to be considered as due when the "Charter Parties" or memorandum of their conditions, &c., are signed 5 per cent.
- 23. On giving Bonds for vessels under attachment in litigated cases, on amount of the liability. 2½ per cent.
- 24. For landing and reshipping goods from vessels in distress, on invoice value, or in its absence, on market value 5 per cent.
- 25. For receiving and forwarding goods,—on invoice amount 2½ per cent.
- 26. For advancing on freight to be earned . . . 5 per cent.
- 27. For effecting marine insurance,—on the amount insured ½ per cent.
- 28. The foregoing Commissions to be exclusive of Brokerage, and every charge actually incurred.
- 29. Vessels to pay clerk hire and the labor on the wharf, sorting and delivering cargo.
- 30. The receipt of Bills of Lading to be considered equivalent to receipt of the goods.

RA

XIV.
 cubic fee
 2240 lbs.
 The consi
 or weight
 Any

XV. (payment
 exists per
 deliverable
 (b.) Fi
 satisfaction
 the delivery
 (c.) Aft
 claims for
 admissible
 ity.
 (d.) Wh
 the freight s
 procured
 determine

XVIII.
 I. The pi
 entitled to th
 property.
 II. The pi
 may "overlap"
 ber berth if
 III. Not 1
 least of any
 about occup
 on the water
 The forego
 mitted to ar

RATES OF STORAGE ON MERCHANDISE.

STORAGE PER MONTH.

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

Any fraction of a month to be charged as a month.

REGULATIONS.

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

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

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

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

XVIII. WHARVES.

I. The proprietor or occupants of any wharf shall be entitled to the inside berth up to the line of his or their property.

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

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

The foregoing By-Laws, Rules and Regulations were submitted to and approved by the members present at the

Quarterly General Meeting of the British Columbia Board of Trade held on the 2nd of October, and finally adopted at an adjourned General Meeting on the 8th of October, A.D., 1879.

APPENDIX NO. XIII.

PORTS OF VICTORIA AND ESQUIMALT, BRITISH COLUMBIA.

PORT CHARGES.

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

Inside or North of Race Rocks to Royal Bay . . .	\$0 75 per foot.
Beachy Head to	1.50 "
Pillar Point to	3.00 "
Cape Flattery to	6.00 "

Vessels entering into or clearing from undermentioned Ports:—

Esquimalt Harbour (under sail)	\$4.00 per foot.
do. (under steam or in tow)	3.00 "
Victoria Harbour (under sail)	4.00 "
do. (under steam or in tow)	3.00 "

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

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

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

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

For V

"

"

"

"

"

"

O

One

Two

Three

Four

BALLAST (Shi

RESH WATER)

Victor

HARBORGE—

HOSPITAL DUI

provid

Charge

VEDORE CH

weight

For Ste

feet.

For Dis

2,240 ll

Ballast to

er. This a

ard Inlet,]

For Vessels 400 tons and up to 500 tons	\$350.00
“ 500 “ 600 “	400.00
“ 600 “ 700 “	425.00
“ 700 “ 800 “	450.00
“ 800 “ 900 “	475.00
“ 900 “ 1000 “	525.00
“ 1000 “ 1100 “	550.00
“ 1100 “ 1200 “	575.00
Over 1200 “	600.00

SIGNALS.

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

Ships to supply their own Hawser.

BALLAST (Shingle)—From \$1.00 to \$1 25 per ton.
 FRESH WATER (at Esquimalt)—\$1.00 per 1,000 gallons.
 Victoria.

HARBORAGE—Free.

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

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

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

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

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



Columbia Board of
 fully adopted at an
 October, A.D., 1879.

II.

BRITISH COLUMBIA.

ing to an anchor in
 rvices of Pilot are
 following graduated

Bay . . . \$0 75 per foot.
 1.50 “
 3.00 “
 6.00 “
 from undermentioned

. \$4.00 per foot.
 (w) . . . 3.00 “
 4.00 “
 (w) . . . 3.00 “

Esquimalt, and vice
 and a portion of their
 and full Pilotage into
 assistance of steam.

Esquimalt to Victoria

at Harbour, or Royal
 on \$100.00 to \$150.00.
 at Harbour, or Royal
 d back:—



s of Officers
of Member
ual Report .
ment Finan
etary's Acco
Report ...
alices
- Additions
- Proposed
- Bonilla Po
- Shuswap a
- Salmon Pa
- Improve
- Alterations
- Immigration
- Shipping ...
- Customs Sta
- By-Laws ...
- Customs of tl
- Port Charges

INDEX.

	PAGE.
List of Officers	5
List of Members	5
Annual Report	9
Statement Financial Position	18
Treasurer's Account Current	19
Quarterly Report	20
Salaries	21
—Additions to Library	21
—Proposed Extension of Railroad to North End of V. I.	23
—Bonilla Point Signal Station	25
—Shuswap and Okanagan Railway	27
—Salmon Pack of B. C., Season 1886	28
—Improvements to Victoria Harbour	29
—Alterations in Customs Tariff	33
—Immigration Particulars	34
—Shipping	35
—Customs Statistics	41
—By-Laws	45
—Customs of the Port	49
—Port Charges	52



