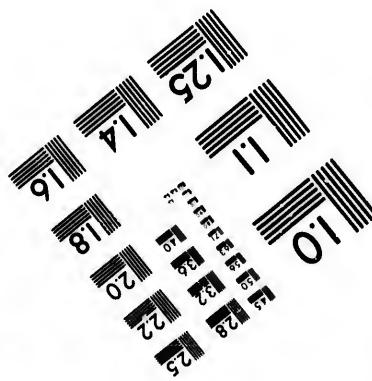
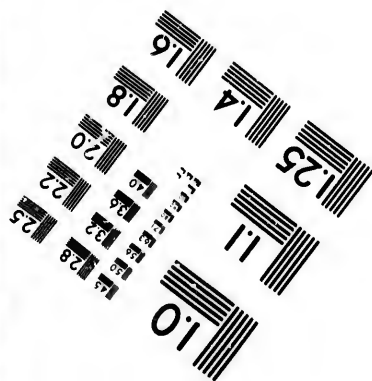
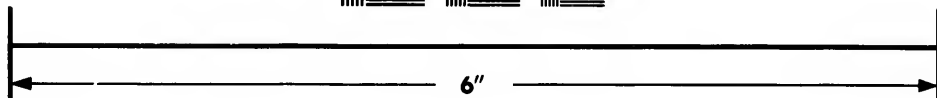
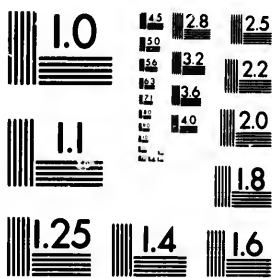


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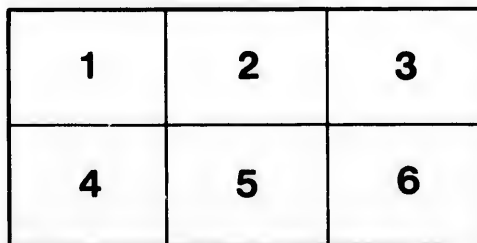
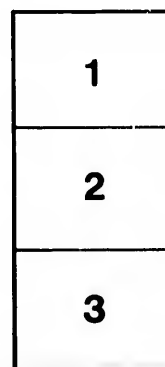
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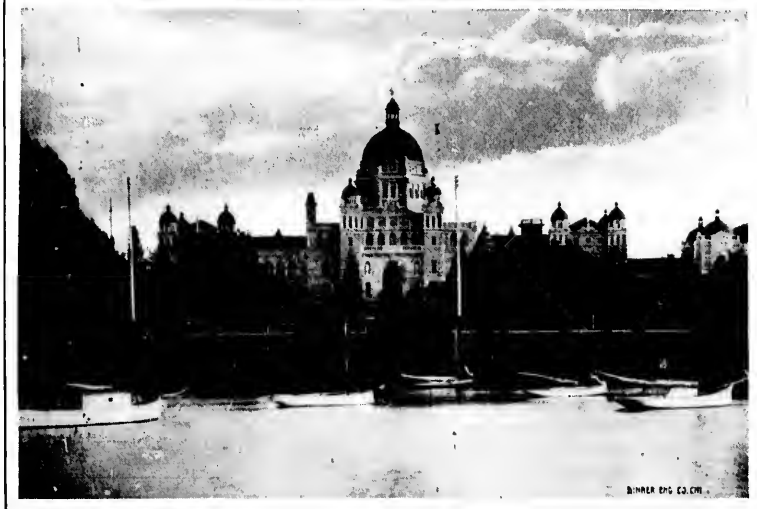
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1. FIRST SEAT OF GOVERNMENT OF BRITISH COLUMBIA, FRASER RIVER, 1864.

2. SEAT OF GOVERNMENT, VICTORIA, ISLAND, 1859.
UNITED TO BRITISH COLUMBIA, 1860.

3. NEW PARLIAMENT BUILDINGS, VICTORIA, 1897.

EIGHTEENTH

ANNUAL REPORT

—OF THE—

British Columbia

Board of Trade,

together with Various Appendices, List of Members,
Office Bearers, Commercial Charges, Etc.

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

AUGUST, 1897.

INCORPORATED OCTOBER 28th, 1878.

VICTORIA, B. C.
The Colonist Printing and Publishing Co., Ltd.
1897.

Library of Parliament

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OFFICERS, 1897-98.

G. A. KIRK, PRESIDENT
W. A. WARD, VICE-PRESIDENT
F. ELWORTHY, SECRETARY

COUNCIL:

D. R. KER, J. H. TODD, A. H. SCAIFE, C. E. RENOUF,
THOS. S. FUTCHER, F. B. PEMBERTON, CHAS. HAYWARD, W. F. BULLEN,
A. C. FLUMERFELT, R. P. RITHET, W. H. BONE, F. J. CLAXTON,
SIMON LEISER, F. C. DAVIDGE, A. G. MCCANDLESS.

BOARD OF ARBITRATION:

F. B. PEMBERTON, ED. PEARSON, G. A. KIRK, LINDLEY CREASE,
A. H. SCAIFE, J. H. TODD, WM. TEMPLEMAN, R. W. PEARSE,
THOS. S. FUTCHER, A. C. FLUMERFELT, R. P. RITHET, F. J. CLAXTON.

STANDING COMMITTEES:

FISHERIES:

J. H. TODD, M. T. JOHNSTON, E. B. MARVIN, W. A. WARD,
A. H. SCAIFE.

MANUFACTURES:

THOS. B. HALL, D. R. KER, CHAS. HAYWARD, W. J. PENDEAV,
ED. PEARSON.

HARBOURS AND NAVIGATION:

R. P. RITHET, JOHN IRVING, J. G. COX, F. C. DAVIDGE,
GEO. L. COURTNEY.

PUBLIC WORKS AND RAILWAYS:

B. W. PEARSE, A. C. FLUMERFELT, T. S. FUTCHER, W. H. LANGLEY,
W. F. BULLEN.

FINANCE:

GEO. GILLESPIE, GAVIN H. BURNS, A. J. C. GALLETTY.

MINING AND PROPERTY:

F. J. CLAXTON, F. B. PEMBERTON, L. CREASE.

AGRICULTURE AND FORESTRY:

C. E. RENOUF, J. CLEARIHUE, WM. TEMPLEMAN.

Officers of the Chamber of Commerce of Victoria, Vancouver Island.

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

YEAR.	PRESIDENT.	VICE-PRESIDENT.	SECRETARY.
1863	R. Burnaby	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.

Officers and Membership of the British Columbia Board of Trade.

FROM DATE OF INCORPORATION, OCT. 28TH, 1878, TO JULY 10TH, 1897.

YEAR.	PRESIDENT.	VICE-PRESIDENT.	SECRETARY.	Mem- bership.
Oct. 28th, 1878, to July 3, '80	R. P. Rithet, J. P..	William Charles	E. Crow Baker..	83
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1881-2.	R. P. Rithet, J. P..	William Charles	E. Crow Baker..	67
1882-3.	R. P. Rithet, J. P..	Roderick Finlayson.	E. Crow Baker..	83
1883-4.	R. P. Rithet, J. P..	Roderick Finlayson.	E. Crow Baker..	83
1884-5.	R. P. Rithet, J. P..	Mat. T. Johnston..	E. Crow Baker..	90
1885-6.	Jacob H. Todd, J. P.	Edgar Crow Baker .	Wm. Monteith..	99
1886-7.	Jacob H. Todd, J. P.	Thomas Earle	Wm. Monteith..	97
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MEMBERSHIP ROLL,

JULY 10TH, 1897.

A

NAME.	FIRM.	BUSINESS.
Anderson, W. J.	McKillican & Anderson . . .	Builder.
Aikman, A. B. W	Drake, Jackson & H	Barrister-at-Law.
Andrews, W. T	Canada Paint Co.	Manager.

B

Barnard, F. S.	B. C. Electric Ry. Co., Ld.	Managing Director.
Bullen, W. F., J.P.	Esquimalt Marine Ry.	Manager.
Burns, Gavin H	Bank Brit. North America.	Manager.
Byrnes, George . . . . .	.....	Auction'r and Com. Mer.
Baker, Col. Hon. Jas.	M.P.P.	Provincial Secretary.
Boggs, B. . . . .	.....	Insurance and Gen. Agent.
Bone, W. H	T. N. Hibben & Co.	Bookseller and Stationer.
Beeton, H. C.	33 Finsbury Circus.	London.
Bodwell, Ernest V	Bodwell, Irving & Duff.	Barrister-at-Law.
Belyea, A. L. . . . .	.....	Barrister-at-Law.
Bostock, Hewitt, M.P. . . . .	.....	.....
Bryden, John, J.P.	M.P.P. . . . . .	.....
Bethune, J. T	J. T. Bethune & Co.	Mining Broker.
Bell, H. P . . . . .	.....	Civil Engineer.

C

Croft, Henry. . . . .	.....	.....
Claxton, Fred. J.	Dalby & Claxton.	Land Agent.
Carmichael H. . . . .	.....	.....
Cox, Capt. J. G.	E. B. Marvin & Co	Ship Chandler.
Coigdarippe, J. . . . .	.....	.....
Crease, Lindley.	Crease & Crease	Barrister-at-Law.
Cuthbert, Herbert. . . . .	.....	.....
Cassidy, Robert . . . . .	.....	Barrister-at-Law.
Courtney, Geo. L.	Canadian Pacific Ry.	Agent.
Coltart, Ian	Province Publishing Co.	Manager.
Cameron, W. G. . . . .	.....	Clothier.
Church, Jerome E.	B. C. Mercantile Agency.	Manager.
Clarke, Chas. E. . . . .	.....	Harbour Master.

NAME.	FIRM.	BUSINESS.
Clearihue, J.	J. & A. Clearihue.....	Merchant.
Challoner, W. L.	Challoner, Mitchell & Co..	Jeweller.
Cohen, H. Hirschell....	Cassiar Central Railway...	
Cowell, W. J. R.	Vic. Metallurgical Works..	Managing Director.

D

Dunsmuir, James.	Union Collieries.....	President.
Dunsmuir, Alex.	Esquimalt & Nanaimo Ry.	President.
Davies, Joshua.....	.....	Auctioneer and Com. Mer.
Dupont, Major C. T....	Nelson & Ft. Sheppard Ry.	Vice-President.
Davidge, F. C.....	Davidge & Co.....	Shipping Agent.
Day, Robert S.....	.....	Architect.
Davidson, A. A.....	Dier, Davidson & Russell..	Mining Broker.

E

Ellis, W. H.....	Colonist P. & P. Co., Ltd..	Manager.
Earle, Thos., M.P.....	.....	Merchant.
Eberts, Hon. D. M., M.P.P....	Eberts & Taylor...	Barrister-at-Law.
Erb, Louis E.....	Vic. Brew. & Ice Co., Ltd..	Director.
Ewen, Alexander.....	Ewen & Co. (Westminster)	Canner.
Erskine, R.....	Erskine, Wall & Co.....	Grocer.
Elworthy, F.....	B. C. Board of Trade....	Secretary.
Earsman, John.....	Earsman & Co.....	Commission Agent.

F

Flumerfelt, A. C.....	Ames Holden Co., Ltd., of Mtl.,	Managing Director.
Foster, F. W.....	(Ashcroft, B. C.).....	Merchant.
Flint, A. St. G.....	.....	Insurance and Gen. Agent.
Fairall, H. S.....	.....	Brewer.
Fletcher, Thos. S.....	.....	Merchant.
Forrester, J. L.....	.....

G

Grant, Capt. Wm.....	.....	Ship Owner.
Gray, Alex. B., J.P.....	Nelson.....	
Goodacre, Lawrence....	Queen's Market (Meat)..	Proprietor.
Galletly, A. J. C.....	Bank of Montreal.....	Manager.
Gregory, F. B.....	Fell & Gregory.....	Barrister-at-Law.
Gowen, C. N.....	Vic. Brew. & Ice Co., Ltd.	Director.
Giffen, J. B.....	R. G. Dun & Co.....	Manager.
Gillies, D. W.....	.....
Gillespie, George.....	Bank of British Columbia.	Supt. of B. C. Branches.

H

NAME.	FIRM.	BUSINESS.
Higgins, Hon. D. W., M.P.P.		
Harris, D. R.	Lowenberg & Harris.	Financial Broker.
Hayward, Charles		Contractor and Builder.
Hall, Thos. B.	Vic. Flour and Rice Mills.	Proprietor.
Henderson, A.	Vic. Transfer Co., Ltd.	Superintendent.
Hinton, George C.		Electrician.
Holland, Joshua		Insurance Agent.
Hutcheson, James	Hutcheson & Co.	Dry Goods.
Hunter, Jos., M.P.P.	E. & N. Railway.	General Superintendent.
Helmcken, Hon. J. S., J.P.		Physician.
Hall, R. H.	Hudson's Bay Co.	In charge.
Helmcken, H. D., M.P.P., Drake, Jackson & H.		Barrister-at-Law.
Hall, Richard.	Hall & Goepel.	General Agent.
Henderson, T. M.	Langley & Henderson Bros.	Druggist.
Holland, C. A.	B. C. Land & Invt. Agy.	Managing Director.
Hall, John A.	Victoria Chemical Works.	Managing Director.

I

Irving, Capt. J., M.P.P.	Canadian Pacific Nav. Co.	Manager.
Irving, P. Æ	Bodwell, Irving & Duff.	Barrister-at-Law.

J

Johnson, E. M.		Financial Agent.
Johnston, M. T.	Findlay, Durham & Brodie.	Merchant.
Jones, A. W.	A. W. Jones & Bridgman.	Insurance Agent.
Jamieson, Robert.		Books and Stationery.
Jensen, William.	Hotel Dallas.	Proprietor.

K

Ker, D. R.	Brackman & Ker Milling Co., Ltd.	Man. Director.
Keefer, G. A.	Keefer & Smith.	Civil Engineer.
Kirk, G. A.	Turner, Beeton & Co.	Merchant.

L

Loewen, Joseph	Vic. Brewing & Ice Co., Ltd.	Director.
Leiser, Simon	S. Leiser & Co.	Wholesale Grocer.
Lubbe, T.		Furs and Skins.
Luxton, A. P.	Davie, Pooley & Luxton.	Barrister-at-Law.
Langley, W. H.	Martin & Langley.	Barrister-at-Law.
Lenz, M.	Lenz & Leiser.	Wholesale Dry Goods.
Lugrin, C. H.	Daily Colonist.	Editor.

M

NAME.	FIRM.	BUSINESS.
Marvin, E. B., J.P.	E. B. Marvin & Co.	Ship Chandler.
Mason, Henry S.		
Miller, Munroe		Printer and Bookbinder.
Mara, J. A.	(Kamloops).	Merchant.
Munn, D. J.	(New Westminster).	Cannery Proprietor.
McQuade, E. A.	P. McQuade & Sons.	Ship Chandler.
McAlister, John	(San Jose, Cal.).	
McLellan, A. J.		
Munsie, W.	Shawnigan Lake Lum. Co.	Manager.
Macaulay, H. C.	Spratt & Macaulay.	Coal Merchant.
Macrae, J. E.	Dodwill, Carlill & Co.	Agent.
Macaulay, Norman	Shallcross, M. & Co.	Merchant.
Milne, G. L.		Physician and Surgeon.
Mitchell, James		Manufacturers' Agent.
McCandless, A. G.	Gilmore & McCandless.	Clothier.
Mason, C. Dubois		Barrister-at-Law.
McMicking, R. B., J.P.		Electrician.
Muir, A. Maxwell		Architect.
Morley, C.		Mineral Water Manuf'r.
Morris, Walter	Federation Brand Salmon Can. Co.,	President.
McQuade, L. G.	P. McQuade & Sons.	Ship Chandler.
More, A. W.	A. W. More & Co.	Ins. and Mining Broker.
McKay, A. J.	Bradstreets	Manager.
McGregor, M.	McGregor & Jeeves.	Contractor.

N

Nicholles, Major John	Nicholles & Renouf, Ltd.	Hardware and Agl. Impts.
Norris, Fred'k.		Saddler and Harness M'kr.

P

Patterson, T. W.	Victoria & Sidney Railway.	Manager.
Pooley, Hon. C. E., Q.C., M.P.		Barrister-at-Law.
Prior, Lt. Col. Hon. E. G., M.P., E. G. Prior & Co., Ltd.		Hardware, etc.
Pendray, Wm. J.	Pendray & Co.	Soap Manufacturer.
Pearson, Ed., J.P.	Clarke & Pearson.	Hardware.
Pither, Luke	Pither & Leiser.	Wine Merchant.
Pearse, B. W.		
Payne, Robert Horne	Sperling & Co., 8 Austin Friars, London.	
Paulson, P. A.		
Piercy, J.	J. Piercy & Co.	Wholesale Dry Goods.
Pemberton, F. B.	Pemberton & Son.	Financial Agent.
Palmer, E. J.	Vic. Lum. & Mfg Co., Ltd., (Chemainus),	Manager.
Pike, M. Warburton		Explorer.

R

NAME.	FIRM.	BUSINESS.
Robins, S. M.	Van. Coal Co. (Nanaimo) ..	Superintendent.
Rithet, R. P., J. P., M. P. P., R. P. Rithet & Co., Ltd.		Merchant & Ship'g Agent.
Redfern, Chas. E.		Manufacturing Jeweller.
Renouf C. E.	Nicholles & Renouf, Ltd. .	Hardware and Agl. Impts.
Robertson, J. R., Lon. & Brit. Col. Gold Fields, Ltd.		Nelson, B. C.
Robertson, Arthur.	Martin & Robertson.	Commission Agent.

S

Spring, Charles.		Trader.
Saunders, Henry.	E. J. Saunders & Co.	Grocer.
Sayward, J. A.		Lumber Merchant.
Shotholt, Thomas, J. P.		Druggist.
Smith, Thomas R.	Robt. Ward & Co., Ltd. .	Merchant and Shipper.
Sehl, Jacob.	B. C. Furniture Co.	Manager.
Spencer, C.	David Spencer.	Dry Goods.
Swinerton, R. H.	Swinerton & Oddy.	Land Agent.
Spratt, C. J. V.	Spratt & Macaulay.	Coal Merchant.
Stemler, Louis.	Stemler & Earle.	Coffee and Spice Mills.
Scott, H. J.	Hamilton Powder Works. .	Manager.
Scaife, A. H.		Journalist.
Shedden, George.	Geo. Shedden & Co.	Accn't and Stock Broker.
Smith, H.	M. R. Smith & Co.	Biscuit Manufacturer.
Shallcross, J. J.	Shallcross, Macaulay & Co.	Merchant.

T

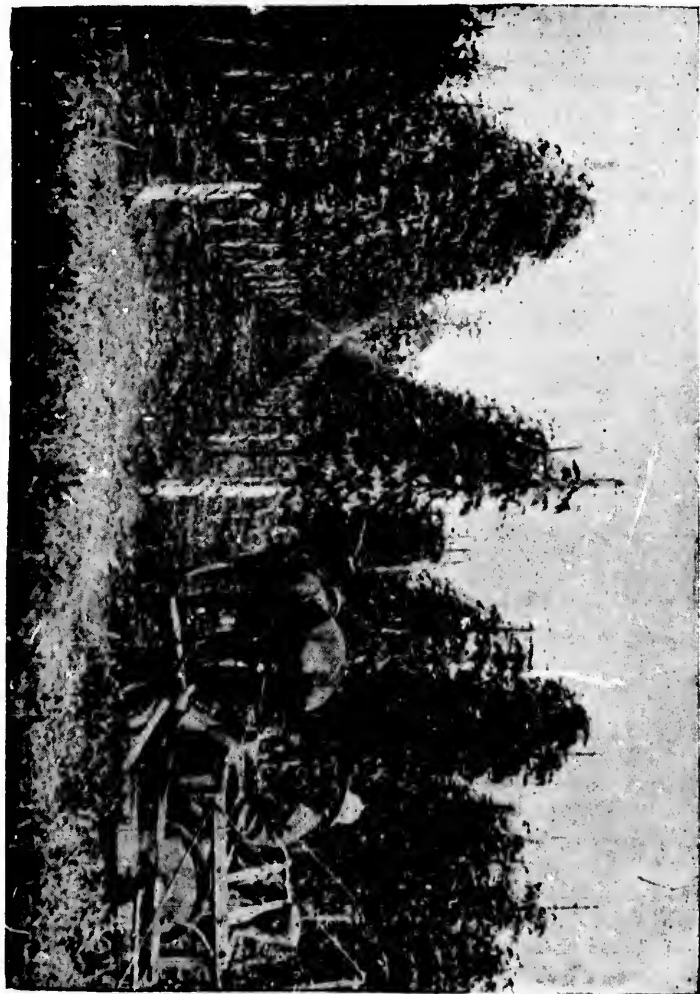
Turner, Hon. J. H., M. P. P., Turner, Beeton & Co.		Merchant.
Tye, Thomas H.	Hickman, Tye Co., Ltd. .	Hardware, Iron and Steel.
Todd, Jacob H., J. P. . . .	J. H. Todd & Son.	Wholesale Grocer.
Templeman, Wm.	Times Printing Co., Ltd. .	Managing Editor.

W

Williams, Robert T.		Directory Publisher.
Ward, Rcbt., J. P.	70 Basinghall Street.	London, E. C.
Wilson, William.	W. & J. Wilson.	Clothier.
Warren, Jas. D., Capt.		General Agent.
Williams, B.		Land Agent.
Wootton, E. E.	McPhillips, Wootton & B.	Barrister-at-Law.
Walker, Walter.		Coal Merchant.
Webber, Lionel H.		Financial Agent.
Weiler, Otto.	Weiler Bros.	Furniture Manufacturer.
Wilson, John.	John Wilson & Co.	Commission Merchant.

NAME.	FIRM.	BUSINESS.
Wilkinson, C. H.....	.....	Financier.
Ward, W. A.	Robt. Ward & Co., Ltd..	Merchant and Shipper.
Wolley, Clive Phillipps .	.....	Farrister.

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



HOP FARM, VANCOUVER ISLAND.

EIGHTEENTH ANNUAL REPORT

—OF THE—

British Columbia Board of Trade,

JULY 10th, 1896, TO JULY 9th, 1897.

To the Members of the British Columbia Board of Trade :

GENTLEMEN,—In presenting the Eighteenth Annual Report we may congratulate you upon the substantial advance made by the Province during the past twelve months. We consider the forecast made to you a year ago has been largely realized, and we now beg to submit the data upon which this opinion is based.

Obituary. Before proceeding, however, we would refer with much regret to the loss this Board has sustained by the decease of the late Vice-President, Mr. Gustav Leiser. Your Council at a special meeting having unanimously adopted a resolution containing a brief tribute to his memory, it only remains for us to mention the very active part the late Mr. Leiser took in matters connected with the erection of the Board of Trade building.

This Board has also lost another very zealous member in the late Mr. H. F. Heisterman. He was connected with the institution since its inception. The resolution of condolence passed on that occasion together with that referring to the late Mr. Leiser will be found in the Appendices hereto.

Mining. The increased value in products of the mines is indicated by the following table which has been prepared with great care by the very competent Provincial Mineralogist:

1890.....	\$2,608,608
1891.....	3,546,702
1892.....	3,017,971
1893.....	3,588,413
1894.....	4,225,717
1895.....	5,655,302
1896.....	7,146,425

Some other tables received from the same source will be found in the Appendices, from which it will be seen that the output of the mines in Kootenay during 1896 nearly doubled that of the previous year.

In the Trail subdivision over 175 claims are being worked and five have developed into mines from which regular shipments of ore are made. The quartz, carrying gold and copper, is mostly found under an iron capping and hitherto it has been necessary to do considerable work before reaching pay ore. This accounts for the small number of shipping mines when compared with the number of claims being worked. There are enormous quantities of low grade ore which cannot be profitably handled at present, owing to the high rates for transportation and treatment, costing together from \$10 to \$14 per ton. It is expected, however, that these difficulties will be partially overcome by the erection of smelters nearer the mines, and the cheap fuel which will be available, as soon as the Crow's Nest Pass Railway is in operation.

A very interesting experiment was recently made with ten tons of silicious ore containing \$16 per ton in gold. In milling and concentrating 65 per cent. was saved. The surface indications of the Trail subdivision claims are rarely very promising, but the ore is usually found to increase in value with depth and often the veins widen. The average value of the ore shipped from Trail mines may be taken at \$40 per ton.

Rossland, the centre of this subdivision, is now tapped by two railways. The Columbia & Western, 11½ miles long, terminates at Trail on the Columbia River. The Red Mountain Railway gives Rossland and some of the principal mines adjacent, direct communication with two United States trunk lines. Trail ores are now treated at Smelters on Puget Sound and in Montana, Colorado and other United States points.

The Nelson subdivision of West Kootenay is not so well advanced as Trail, but there is promise of considerable mining development in the immediate future. During 1896, 2544 mineral locations were recorded, and many of these are now being worked. The recent discoveries are varied in character, some being similar to the Trail ores and others are gold-silver quartz with galena. They lie principally south of the Town of Nelson in the Salmon River country, through which the Nelson and Fort Sheppard Railway runs.

In the Ainsworth subdivision, the mines, excepting the Blue Bell, show an increase in output.

The Slocan subdivision has made a remarkable record. Its area does not exceed 15 by 25 miles and silver-galena ore was only discovered there in 1891. At present this subdivision contains about 50 mines from which regular shipments of ore are made. The average of that shipped during 1896 contained 117 ounces of silver per ton and 52 per cent. of lead, and is estimated to have returned the mine owners a net profit of \$75 per ton. Slocan is often spoken of as the "poor man's mining camp." The veins being mostly situated on steep mountains, can be worked by tunnels, and very little capital has been necessary to place the properties on a paying basis. Railways connect this subdivision with the Columbia River and Kootenay Lake, on each of which there is a daily service between the Canadian Pacific Railway at Arrowhead and the United States systems at Nelson and Bonner's Ferry.

East Kootenay has not yet received so much attention as the country adjoining on the west, the natural advantages for transportation not being equal. There is abundant evidence,

however, that this section is rich in gold, silver, lead and copper, and the assured early construction of the Crow's Nest Pass Railway has already given an impetus to mining development. There are very extensive deposits of coal along the proposed line of railway which at present cannot be profitably marketed, and the benefits which the Crow's Nest Pass Railway will confer upon the mining camps referred to can hardly be overestimated. Cheap fuel, coal and coke, will make it possible to treat enormous quantities of low grade ores which now lie undisturbed. The increased competition in all kinds of supplies which will follow the opening of the new railway will also materially assist the cheaper mining of all grades of ores.

If the expectations formed from surface indications are realized, the oil fields of East Kootenay will possibly furnish another important industry.

Passing on to Boundary Creek, situated near the United States boundary in the District of Yale, we find very important mining works in progress. Previous to January 1st, 1895, only 370 claims had been registered, but during the following twelve months and during 1896, 771 and 1279 new claims were recorded respectively. The ores mostly carry gold and already many rich deposits have been discovered, but the great cost of transportation, sixty or more miles haulage by wagon, has retarded extensive operations.

Before proceeding further, it will be found instructive to follow the developments embraced in the area referred to. The first shipments of ore were from mines near Nelson and Ainsworth situated conveniently near the great natural waterway afforded by Kootenay Lake. Shortly after, rich ore deposits were found in the Slocan; so rich were these discoveries that only a year passed before railways were projected which gave the Slocan mining camps connection with lakes and rivers on the east and west.

The general public was scarcely aware of the value of these silver-lead locations when the copper-gold deposits near Rossland were heralded forth. Upon the wealth of this country

being demonstrated two railways were almost immediately projected and now place Rosslund within easy reach of the outside world. In the meantime, the great crowd of prospectors had dispersed to new regions, to fields further removed from natural waterways and in some cases so remote that ore averaging \$100 per ton could hardly be handled at a profit. In East Kootenay many such properties will be placed on a paying basis by the opening of the Crow's Nest Pass Railway. In the Boundary Creek country a similar result may be expected upon the opening of the projected railway between Penticton and Rosslund, and after the prospectors have more thoroughly examined the country which these railways will traverse other districts in turn will receive their attention.

Yale and Lillooet Districts have already furnished evidence of great mineral wealth.

In the Cariboo District large sums of money have been expended upon mining works, principally hydraulic. These workings suffered during 1896, the season being the driest ever known, and not many of the claims were operated more than a few weeks.

Mining by hydraulic elevators is being successfully carried on, but river dredging is still in the experimental stage.

Great efforts, costing large sums of money, are being made to reach the bottom of deep channels of creeks, the surfaces of which were worked some thirty years since. Those placer claims furnished work for hundreds of men at wages from \$8 to \$10 per day, but the bottoms of the deep channels were not reached. This is now being effected by shafts and tunnels and some idea of the magnitude of the work may be judged from the experience of a company engaged in these creek diggings. Bedrock in the channel is ascertained to be 100 feet from the surface of the ground—but in order to reach it it has been found necessary to sink and run about 1,500 feet of shafts and tunnels.

A theory has lately been evolved that the earlier waterways of Cariboo were different from those which now exist. This

has led to prospecting in what are believed to be dry beds of former rivers and creeks, and it is reported that immense quantities of gold bearing gravel have been located. It is hoped that before this is in print we may be in a position to give further particulars regarding these late discoveries.

Both placer and quartz mining received more than usual attention during the year 1896, and it has been ascertained that large bodies of ore will yield satisfactory to the cyanide treatment.

In the Omenica subdivision preparations are being made for hydraulic workings. The gravel must be very rich to induce the companies to pay over \$300 per ton freight on the plant and work in a country where it costs \$12.50 to place a 50lb. sack of flour.

The future of Cariboo depends upon cheaper transportation, and as soon as the building of the railway between Bute Inlet and Quesnelle is assured greatly increased activity may be expected in Cariboo in all kinds of mining.

Immediately north of Cariboo is the District of Cassiar, an immense country, very little prospected. Several of the waterways have afforded rich placer diggings.

It is hardly within the scope of this report to do more than mention the Yukon gold fields which lie north of Cassiar in the North-West Territory of Canada. The latest excitement resulted from discoveries on the Klondyke River and tributaries. Some of these are reported by old miners to equal California in early days in richness. It is believed that this mineral belt extends to Cassiar and that the whole of the divide will be found to be rich in gold.

Some prospecting has been done in the Coast District, but it has been principally confined to the inlets and points easy of access by water. Specimens from such locations have assayed well, but the owners of the claims seldom have the means for carrying on extensive development.

In consequence of the numerous attractions in the interior, (especially in Kootenay) it is not easy to get men with capital to give claims on the coast and islands of British Columbia the attention they undoubtedly deserve. Many of these being close to navigable waters the ores can be transported at a small cost to the smelters. The principal quartz developments are being made on claims situate on Texada Island, and from one of these mines shipments have been made for several months past. Other properties on the north of Texada Island will soon be in a position to commence shipping. All the ores carry gold and some of it is free milling. Claims on Valedz Island are also being worked with encouraging results.

Queen Charlotte Island is known to be rich in minerals—gold, silver, iron and copper. Coal of excellent quality has been found near navigable water.

On Vancouver Island, especially on the West Coast, prospecting is being actively prosecuted and immense bodies of quartz carrying copper and gold have recently been located. Many claims are being worked, but no important shipments of ore have yet been made. The owners interested in these development works are most sanguine as to the value of their respective claims, and assert that only capital is required to establish many paying mines.

Year by year this Board has called attention to the great value of the iron deposits of British Columbia. This natural resource has not yet been examined into but it is expected, now that interest in the natural resources of British Columbia is greatly increasing, the possibility of successfully operating extensive blast furnaces may receive due attention.

The output of coal during 1896 was 846,235 tons; 1,565 tons of coke were produced additional. The coke ovens have only recently been completed; the output of coke is therefore likely to be largely increased in the next return.

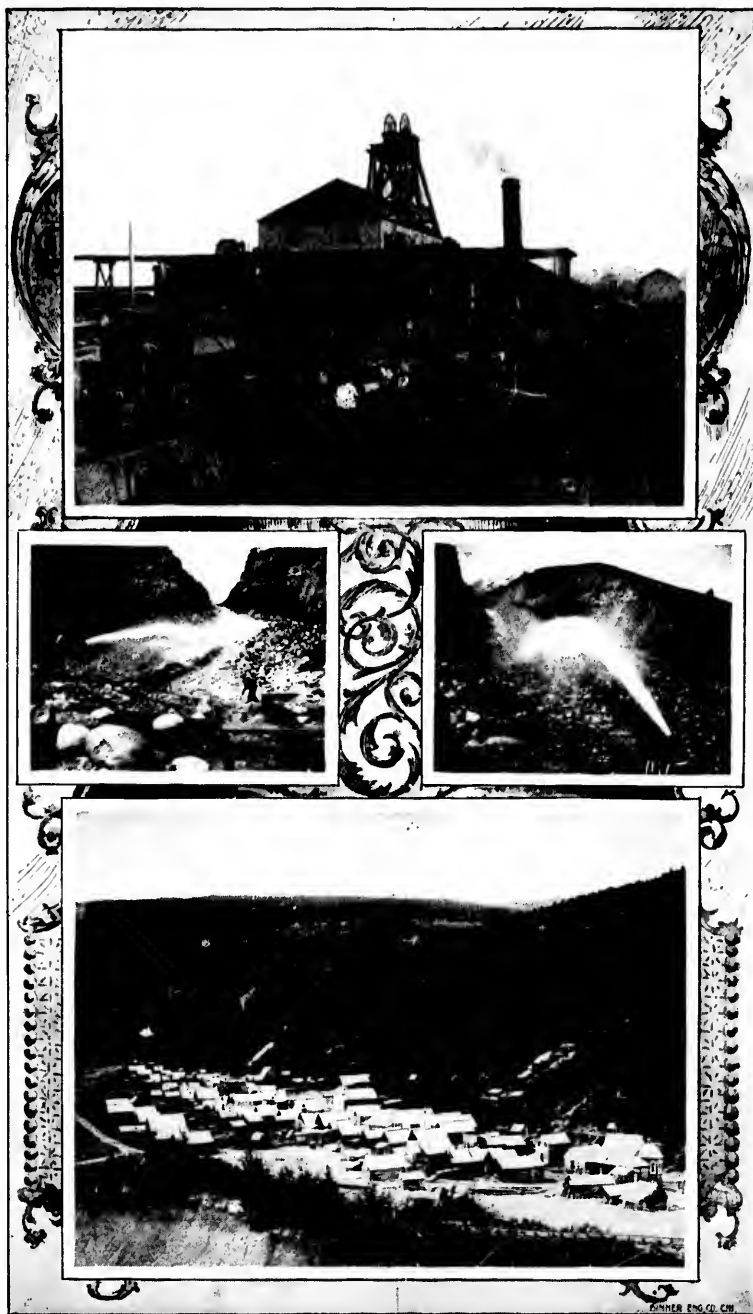
The foregoing summary embraces an area of nearly 400,000 square miles, and in consequence of the ever changing aspect of mining affairs it is simply impossible to present an up-to-date

account of what is going on. Whilst individuals are numerous who assert that the particular localities with which they are acquainted are rich in precious metals beyond all question, no one can point with any degree of certainty to that portion of the Province where is to be found the greatest wealth of minerals. It is more than ever apparent that only a superficial knowledge has yet been obtained and that within the last few years. When all the conditions are fully realized, the immensity and richness of the treasure fields, and that they are entirely within British influence, also beyond the sphere of possible foreign complications, it is reasonable to expect an influx of capital for the realization of this underground wealth, exceeding the hopes of the most sanguine.

In the previous annual report, attention was directed to the principle upon which some companies were being formed. Mere prospects were taken over by companies capitalized out of all proportion to the value of the claims acquired, the vendors of the property taking by far the larger share of the stock in payment. Although such stock purported to be worth one dollar per share, it was placed on the market at prices from one cent upwards, according to the probable demand. An extensive business was done for several months, mostly by persons who invested in the hope of early realization at an advance. In the majority of such cases there were insufficient funds for working the claims, and at present many stocks can be bought for much less than was paid for them. That such is the case is rather beneficial than otherwise to the mining industry, because there will now be a tendency to organize companies on a proper business basis for development work.

This Board's Mining Committee went very thoroughly into the matter, and in a report which was approved at a special general meeting and afterwards forwarded to the Provincial Government, certain recommendations were made tending towards the protection of the general public when dealing in these mining stocks.

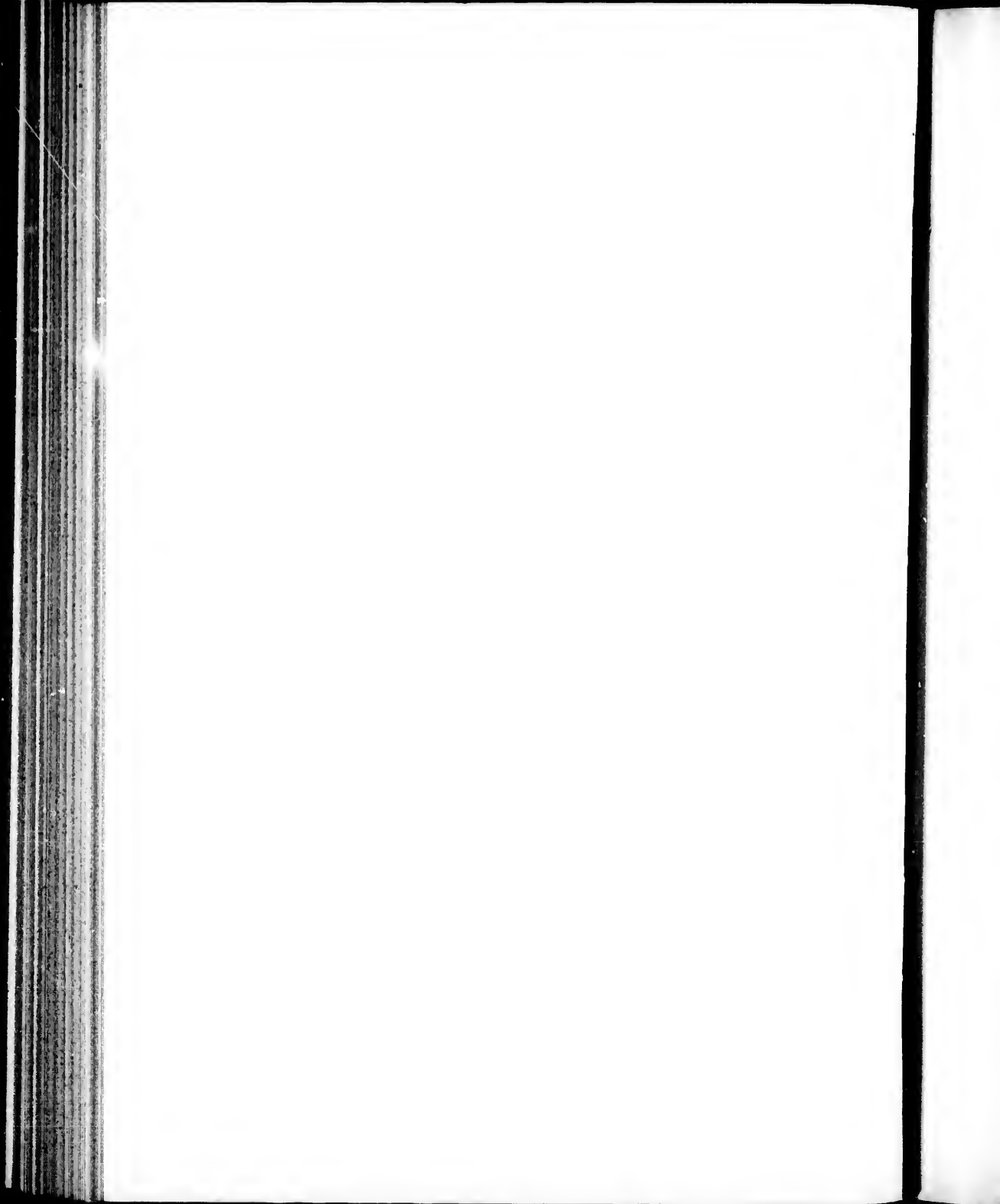
Fisheries. The salmon pack of 601,570 cases during 1896 was the largest on record; a very satisfactory result when it is considered that last year was what is known



1. COAL MINE, VANCOUVER ISLAND.

2-3. HYDRAULIC GOLD MINING, CARIBOO.

4. TOWN OF BARKERVILLE, CARIBOO.



as an "off season" on account of the smaller number of fish entering the rivers. The increase in the pack was partly due to new canneries, but there is no doubt that the hatchery on the Fraser River also contributed towards it.

The importance of establishing hatcheries on the Skeena and Naas Rivers and Rivers Inlet and additional ones on the Fraser River was brought to the notice of the Dominion Government and it was understood that the work would be commenced last year and continued systematically. We regret to report that such was not done.

The fisheries of British Columbia are capable of far greater expansion and should give employment to many of the schooners formerly engaged in sealing. The supply of several kinds of excellent food fish is practically inexhaustible.

The United States furnishes a good market for halibut, but the duty of half a cent a pound amounts to a large sum on the annual quantity sent there, and represents a loss of profit to British Columbia fishermen when competing with those from United States ports, who fish mostly in what are claimed to be Canadian waters. This matter has been brought to the notice of the Dominion Government, but the steps taken have not yet had any appreciable effect.

The Report of the Dominion Government Commercial Agent to Mexico and countries to the south will be looked for with much interest as it is believed that markets for large quantities of low priced fish will be found there.

Sealing. The condition of the sealing industry may be judged from the following figures:

Season's catch, 1894.....	97,474	seals
“ “ 1895.....	70,739	“
“ “ 1896.....	55,677	“

The Spring catch this year was only 5,035 seals, which is 3,893 less than during the same period in 1896. This continuous and very serious falling off is due principally to the restric-

tions imposed upon the industry, but low prices and bad weather have also affected it appreciably.

Until lately, 807 whites and 903 Indians were employed in sealing.

The value of the catch for some years averaged \$750,000 per annum.

The commissioner's appointed under the convention between Her Britannic Majesty's Government and the United States were in session continuously at Victoria between November 23rd, 1896, and February 2nd, 1897. The total amount of claims submitted is \$857,702.23, with interest at the rate of 7 per cent. per annum from the date of alleged illegal seizure. Written arguments and replies on both sides have been presented, and the oral arguments by counsel will be made next month at Halifax.

Lumber. The exports of lumber during 1896 show a good increase compared with several of the preceding years, but during the past few months there has been a falling off and at present the demand from all parts is limited.

The combine between the principal exporting mills on the North Pacific ocean does not now exist, and competition is very keen, present prices being barely remunerative.

For some years past this Board has urged that all lumber for export be graded, as such specific grading would protect millmen and simplify the work of purchasers when placing orders. The Local Legislature recently passed the necessary Act, which may be enforced at any time by proclamation of the Lieutenant-Governor-in-Council.

The wooded area of British Columbia is estimated at 285,000 square miles, and includes 40 kinds of timber. These forests will increase in value year by year as the supply diminishes in the east.

It is regrettable that the annual destruction by fires is so great, and it is feared that some have been started with the view

of clearing tracts of land simply to make prospecting for minerals more easy. There is an Act which provides for such cases, and it is hoped that effective measures will be taken for the apprehension and punishment of offenders.

Agriculture. The crops of all kinds of agricultural products grown in British Columbia during 1896 were fair and the whole found ready markets at good prices. Stocks are very low at present and the outlook is favorable for this year.

Fruit crops were satisfactory and the Fruit Growers' Shipping Associations, recently formed, are proving successful.

Most of the cities have substantially built markets and great efforts are being made to increase their usefulness by bringing together a larger number of farmers and consumers. Beneficial results are expected from these efforts.

The creameries are increasing in number and the butter is disposed of as fast as produced at remunerative prices. The importations from the east and from the United States are not materially diminished as with the larger population in the mining districts, there has been a greater demand for this article.

The opportunities for small and mixed farming in this Province are not receiving the attention they deserve. The mining districts are settling up rapidly and furnish markets for all kinds of agricultural products. The miners live well, if possible, and fresh supplies are invariably purchased in preference to those in cans. There is no probability of these markets being over-supplied for many years.

It is stated that Japan is greatly in need of horses for military purposes; if such is the case, many could be supplied from this Province.

Industrial Establishments. The smelters lately established at Trail and Nelson are fully employed and their capacity has been increased since they were "blown in." Refining plants have been added and instead of shipping "matte" it is now treated on the spot.

Smelter men have been looking at points on the Mainland and Vancouver Island for suitable sites for their operations, one object being to locate on a good harbour. In this respect there is no better than Esquimalt, which also has the advantage of being on the route of regular steamships to China, where there is an extensive market for lead.

In the Slocan country five concentrators are reducing silver-galena ores, and as the output of the mines increases, others will be built. These concentrators and smelters furnish employment for many skilled and ordinary labourers at good wages.

British Columbia is the largest manufacturer in the Dominion in proportion to population. The following establishments are mostly able to supply present local demands: Lumber mills, sash and door factories, shipyards, iron foundries, machine shops, flour, rice and oatmeal mills, chemical works, paint works, soap factories, coffee and spice mills, breweries, carriage factories, powder works and potteries.

The manufacture of wood pulp for export has not yet started here, but the natural conditions appear favourable for such an industry.

During the past week metallurgical works have been established at Victoria, capacity at present 20 tons of ore per day. A chlorination plant is in course of erection and as soon as the works are completed ores will be treated by several different processes. These works are the first of the kind established in British Columbia and should be of great value to mine owners.

Railways. The railway between Trail and a point opposite Robson on the Columbia River, a portion of the "Columbia and Western," from the Columbia River to Penticton, for which a charter was granted in 1896, will be open for traffic very soon. The line between Trail and Rossland is being widened to standard gauge

A line is also being built by the C. P. R. Co. from Slocan Lake to Slocan Junction on the Columbia and Kootenay Railway.

With the immediate commencement of the Crow's Nest Pass Railway much greater activity will be shown, and it is expected will continue for some years as other important railways appear to be on the eve of construction.

Tenders are being called for a considerable section of the Crow's Nest Pass Railway, between Lethbridge and the Kootenay Lake. It is probable that 100 miles will be built this year, and that the road as far as the lake, another 200 miles, will be completed by the 31st December, 1898. Nelson, the objective point, may be reached by ferrying the cars across the lake for a time, whilst the line is being continued to give all rail connection. The cost of the 330 miles is estimated at twenty-five to twenty-six thousand dollars per mile, exclusive of the equipment of the road.

The Coast Cities have made strenuous efforts to secure the building of a direct railway into Kootenay, and the Provincial Legislature recognizing its importance, voted a grant in aid of \$4000 per mile for 330 miles between Boundary Creek and the coast, one of the conditions being that the company receiving it should equip and maintain a ferry suitable for freight and passenger cars between the Mainland and Vancouver Island. The Dominion Government was also disposed to aid the immediate construction of that portion between the Columbia River and Penticton, but in consequence of the opposition of rival charter applicants that aid has been withheld, and unless prompt and united action is taken it is feared there will be delay in commencing the line.

The local Legislature also voted a grant in aid of 230 miles of railway between Bute Inlet and Quesnelle at the rate of \$4000 per mile. This is a very important line, as in addition to opening up for development this rich section of the Province, it will place the bulk of the trade thus created, in the hands of coast city merchants. In consequence of all supplies requiring water transportation to Bute Inlet no city will have undue advantage. At a comparatively small expenditure, 300 miles of the Fraser River can be made navigable, and will be tributary to this railway.

It is a matter for congratulation to find British capitalists interesting themselves in transportation enterprise in this Province, as it affords some assurance that the accounts of the great natural resources of British Columbia are gaining credit in established centres of finance. The charter of the Cassiar Central Railway has been acquired by such persons. Although the railway in this case will be short, probably not more than 75 miles, an immense area will be tributary to it. Fort Wrangel, which is open to deep sea vessels, will, in the meantime, be the western starting point; from thence passengers and freight will be taken on the Company's steamers to Telegraph Creek, Stickeen River, where the railway will begin. The first eastern terminus will be at Dease Lake.

It is proposed that the Company's steamers run on this lake and on the Liard and Frances Rivers, tributaries to the Mackenzie River which flows into the Arctic Ocean. A few portages only will be necessary to control navigable waters extending over at least 1,000 miles. It is expected that preliminary surveys will be made immediately, and that the railway will be completed before the close of 1899.

Attention is being directed to improved communication with the Yukon country, which for some years is likely to be tapped solely from the Pacific coast. Five different routes are favourably spoken of and each has its strong supporters; it is difficult to decide which is the best for probably no one from personal knowledge can report upon more than any two of the five. The routes are as follows:

1. Via Stickeen River and Teslin Lake;
2. Takou River and Teslin Lake;
3. White Pass;
4. Chilkoot Pass;
5. The Chilkat Pass and what is known as Dalton's Trail.

The urgency for immediately improving the existing means of communication with the Yukon has received the attention of your Council and a deputation waited upon the local Government in March last and represented the necessity for action. With commendable promptness a party was sent north by the first steamer with instructions to proceed via the Stickeen River

and Teslin Lake, and in the event of this route appearing practicable, to immediately commence the opening of a trail, for which a grant in aid of \$2,000 was voted. In view of the uncertainty regarding the best route, this was all that could reasonably be expected. By this route any bonding difficulties with the United States are obviated.

British capitalists have recently acquired from the Dominion Government concessions for trading and transportation in the Yukon and provision is being made for building a railway into that country via the White Pass. Representatives of the Company have gone north and have the trail to Tagish Lake now nearly completed.

Navigation. During the past year a light was placed at the entrance of Chemainus harbour. Two beacons (daylight marks) were established at Burrard Inlet. A stone beacon was built on Beacon Rock, Nanaimo. At False Narrows the channel has been marked by spar buoys and pile beacons. The stone beacon with electric light on Brotchie Ledge is expected to be completed within two months. It is hoped to establish a light and fog alarm at the entrance to the First Narrows, Burrard Inlet, and a light on the Sisters Rocks in the Gulf of Georgia. These are the only new works contemplated this year so far as known. The light at the entrance of Baynes Sound will probably be altered with the view of making it of more service.

This Board has urged year by year that the Canadian coasts on the Pacific be more efficiently demarcated by lights, beacons and buoys, and when the Hon. the Minister of Marine and Fisheries visited Victoria in November last a long list of first requirements was presented to him. It is a disappointment to find that so few of the important works recommended are likely to be undertaken this year. Much regret is felt that so important a point as Fiddle Reef has been overlooked, it having been specially brought to the notice of the Department of Marine.

Attention has been directed to the fact that the position of some of the first lights established on our coasts give more

general satisfaction than others erected later. Further, experience shows, wherever it is proposed that a light should be placed there is invariably considerable diversity of opinion as to the advantage of the particular spot selected. This Board has therefore recommended that an honorary board of officers of the Navy and mercantile men—such as proved of great advantage in the early days of settlement of this Province—be appointed, to act in conjunction with the local agent of the Department of Marine, to whom all such matters should be referred, and that no further aids to navigation be placed in position until approved by such a Board.

The S.S. Quadra has been employed principally in repairing, maintaining and replacing existing aids to navigation. It has been recommended by this Board that a smaller vessel would do equally well for such service, and that the S.S. Quadra be used for revenue purposes, and be kept in commission all the year round.

Ocean Trade. The volume of Trade with China and Japan is yearly increasing. The Canadian Pacific steamships have the principal passenger business, they also carry very full freights on both voyages.

The Northern Pacific Company has four regular steamships which give a three-weekly service. At present this Company has five additional ships engaged in freighting.

The Oregon Railway and Navigation Company's steamship service has been maintained.

The Canada-Australia service has recently been augmented by an additional steamship.

The success which has attended the subsidizing of the Canada-Australia line is very gratifying and should encourage the Dominion Government to seek new trade channels. It is believed that Mexico, Central and South America, offer markets for the disposal of large quantities of Canadian manufactures and natural products. The coal and lumber of British Columbia should find more extensive markets there and considerable

business should be done in other lines. As far as can be seen the exports to those countries would exceed the imports for some time, hence there is all the greater inducement for looking into these trade possibilities. The matter was brought to the notice of each of the three Dominion Government Ministers who visited this Province in the fall of last year; it was also brought before the Department of Trade and Commerce and this Board's recommendation that a Commercial Agent be appointed to ascertain how far the foregoing conjectures are correct has already been acted upon.

The appointment of an agent was recommended as a preliminary step to the subsidizing of a direct line of steamships, in the event of conditions being favourable, for it is felt that the desired trade can only be successfully established by regular and direct communication. A Victoria firm has approached the Dominion Government with an offer to put on a regular monthly service, and it is understood that this offer may be considered when the time arrives for subsidizing a line.

South Africa has been recommended by this Board as embracing markets for Canadian goods in much larger quantities than at present exported. It is believed that a Commercial Agent could greatly assist in building up the desired trade.

Siberia is being looked to as an outlet for Canadian goods.

Yukon. Attention has already been directed to the richness of the Yukon placer gold mines. Persons interested in them should read the reports lately made to the Dominion Government by Mr. William Ogilvie, land surveyor. There has been a great rush of miners to that country, and many are kept back only on account of transportation difficulties. These difficulties, it is expected, will soon be overcome by the opening up of one or more of the routes previously mentioned, and a very large trade may be expected to result. At present the trade of the Yukon is principally in the hands of United States merchants, and prospectors are made to believe that the Klondyke gold fields are in United States territory. The

gold fields herein referred to are all in Canada and removed from any possibility of boundary dispute by many miles. This matter has been taken up by the local press and it is hoped that the press throughout Canada will use its influence in making known the location of these mines.

The loss of duty which might be collected on miners' outfits and supplies going in via the White and Dyea Passes is a very serious one to the Dominion. Customs officers should be stationed there and at the entrance to Canadian territory by each of the other routes.

It is hoped to append hereto a small sketch-map showing these gold fields and those of Cassiar and Cariboo, with the position of the cities of this Province as a supply base.

In consequence of the many attractions nearer home, British Columbia merchants have not yet fully realized the trade possibilities with the Yukon.

Mail Service. That business should be interrupted by delayed mails to and from the east for a period of ten days is a very serious matter. It is fortunate, however, that such delays as occurred last month do not happen often, and it seems only reasonable that on these occasions mails should be forwarded by some other route, even if more circuitous, whenever a saving of time can be effected.

The attention of the Postmaster-General has been called to mails for the south being delayed at Seattle nearly a day. The train for southern points leaves shortly before the arrival of the steamer from Victoria; consequently the mails are held over until the following day. As there are two steamers daily (morning and evening) by which mails can be carried, it is hoped that better arrangements will be made very soon.

Until the first day of June last, connection by steamers between Revelstoke and West Kootenay points was tri-weekly. On the date mentioned a daily service was inaugurated, but the mails go forward only three times during the week as before. This matter has been brought to the notice of the Hon. the

Postmaster-General, and it has been urged that advantage should be taken of the improved steamer service to forward the mails daily.

The contract for the northern mail service expired on the 30th ultimo, but it is not yet known what new arrangements will be made. It is hoped that they will provide for a more frequent delivery of mails as recommended by this Board.

Imperial Federation. The important question of Imperial Federation is now under consideration in Council by the Premiers of the Colonies and the Rt. Hon. Joseph Chamberlain. Canada has set a splendid example by giving preferential rates on goods from Great Britain and New South Wales. It is hoped that this action will be followed by other Colonies in the near future.

Immigration. At the request of this Board, Colonel the Honourable James Baker, Minister of Immigration, has kindly furnished a report upon Immigration and Colonization. The report will be found in the Appendices.

Outlook. The outlook for continued prosperity, and that too on a scale greater than anything heretofore enjoyed, was never so cheerful as it appeared only a month ago, for the prospect of large bodies of men finding immediate employment in railway construction, and the certainty of the sections to be traversed adding to the number of mines making regular shipments of ore, was indeed encouraging. Since then, however, the prorogation of the Dominion Parliament without a vote in aid of any portion of the Coast-Kootenay Railway has cast a gloom over the business portion of the community, and has proved a bitter disappointment to all who had the interests of the country at heart. In seeking such aid, this Province asked for only a fair return upon its contributions to the Federal exchequer, which amount to over two million dollars per annum. Further, it had been represented to the Dominion Government by this Board that the exchequer receives from each taxpayer of British Columbia \$18.60, as compared with \$8.40 paid into the

local treasury, and that therefore the adoption of a liberal railway policy in this Province, which would assist in building up the various industries, would be a very profitable investment.

It was most unfortunate that the rival charter applicants for the Coast-Kootenay line should have disagreed, but their disagreement is not considered sufficient to warrant the Dominion Government in retarding the progress of an important portion of this Province for a whole year, and it is recommended that an effort be made to induce the local Government to appoint delegates to confer with the Right Hon. Sir Wilfrid Laurier on his return from England, with the view of arranging for the immediate construction of that section of the line between the Columbia River and Penticton, and of its continuance towards the coast at an early date.

It is believed, that were the local Government to adopt the course recommended, the Dominion authorities might then exercise their powers and give such assurance of aid as the Hon. the Minister of Railways led this Province to expect.

The policy of the Dominion Government in controlling rates whenever Federal aid is given towards construction, is to be highly commended, and with such a safeguard it is a matter of little importance by what Company the railway is built.

Attention is again directed to the insufficiency of aids to navigation on these coasts. Yearly increased shipping adds to the importance of having lights, beacons and buoys placed as recommended.

The establishment of salmon hatcheries on the Skeena and other northern points, also an additional hatchery on the Fraser River, were asked for, but these matters appear to be held in abeyance. It is desired to impress the fact that British Columbia is not a supplicant for favours in respect to any of the foregoing requisitions, they are but just dues.

The possibility for increased business for the coast cities is very great, nor can it be said that in this respect any particular one has the advantage over the rest. With a direct railway into

Kootenay, ores from that country could be smelted probably at less cost than near the mines, as fuels are cheap and on the seaboard there is a greater choice of fluxes. The Penticton-Boundary branch of the Coast-Kootenay Railway is therefore of the first importance, in consequence of the advanced state of mining between the Columbia River and its western terminus. But the railway between Bute Inlet and Quesnelle will make Cariboo tributary to this coast; so also will be the districts of Cassiar and the Yukon, when communications are improved. Only those who are acquainted with the vast resources of the North can appreciate what its opening up and development will mean to the cities on this coast. These are matters to be kept constantly in view and advanced at every opportunity.

The Provincial Government securities and municipal debentures continue to rank high in financial centres. Foreign capital is also being freely put into the mines, and it is expected that other industries will soon receive more attention. Few countries can offer more varied and profitable investments than British Columbia.

The exports and imports during the past year exceeded those of any previous twelve months.

The statistical information herewith will be found complete and more interesting than usual.

It is gratifying to find that this Board will begin the new year with the largest membership in its history, and the increasing business which falls upon the Council and Standing Committees leads to the hope that the highest point of its strength and usefulness has not yet been reached.

All of which is respectfully submitted this ninth day of July,
1897.

D. R. KER, *President.*

G. A. KIRK, *Vice-President.*

F. ELWORTHY, *Secretary.*

APPENDICES.

Immigration.

PROVINCIAL SECRETARY'S OFFICE,
VICTORIA, JULY 9th, 1897.

I am able to give a satisfactory report of the immigration to the Province for the past year.

It may be understood that the Government discourages pauper immigration, because there is no difficulty in finding labour for the promotion of the various industries of the Province. But in view of the fact that notwithstanding the favourable conditions for agriculture, both as to land and climate, which exists in many parts of the country, we still import nearly two-thirds of the food which is consumed, it is manifestly advisable to encourage as far as possible the settlement of farming colonists who have each a small capital sufficient for the establishment of an agricultural home. If such settlers are scattered over the large area of our Province, they may grow crops in abundance, but they cannot, in many cases, find a market for their produce for want of facilities for communication. It is therefore advisable to give every encouragement to immigrants to combine in colonies on such points in the Province as will put them in touch with the great cities as markets for their produce. This has been done in the case of Bella Coola on the North-West Coast of the Mainland, and at Cape Scott and Quatsino on the north of Vancouver's Island.

At Bella Coola there are now over two hundred Norwegian colonists, including men, women and children, and more are expected in a few months. They are establishing comfortable homes and are well satisfied with the locality, which is very favourable for agriculture. Both men and women find work at the canneries during the fishing season. A wharf has been built at the head of the inlet which admits of large steamers coming alongside, and a wagon-road is continued from the wharf through the settlement. A trail has been opened up from the settlement into the rich grazing grounds of the interior, which admits of cattle being driven down for shipment at the wharf. Several promising mineral claims have been located in the neighbourhood as a result of the settlement and there is a fair prospect of a mining camp being established there. The lands in the Bella Coola and tributary valleys will be thrown open to pre-emption next month and there is ample room for two thousand inhabitants.

The Norwegian colony at Quatsino numbers twenty-seven locations and the settlers are well satisfied and expect a further increase to their number.

At Cape Scott the Danes have just located their holdings, and expect a large increase in their colony this Autumn. They are a fine, hardy set of men, and intend bringing in their families. They will engage in fishing and dairy farming.

It must take time before these and similar colonies can develop, as they are composed of men of small means who have to commence in a small way and work up, but they are so far men and women of the right stamp and they form *nuclei* of what in time will be flourishing settlements of good, honest and law abiding citizens.

JAMES BAKER,
Minister of Immigration.

Report of Mining Committee re Formation of Mining Companies.

VICTORIA, B. C., NOVEMBER 2nd, 1896.

To the President and Council of the British Columbia Board of Trade:

DEAR SIRS,—Referring to your favour of September 2nd, asking us to take under consideration and advise you upon that paragraph in the Board's last Annual Report, directing attention to the principle upon which some mining companies are formed. "The system of capitalizing slightly developed mineral claims for large sums of money and selling the stock at a small percentage of the par value, is, in the case of the liquidation of the company, fraught with serious consequences to the holders, and in any event prejudicial to the proper development of the mine. The laws of British Columbia are opposed to a company selling its stock at a discount, yet these have been evaded in the case of some mining ventures. Discontinuance of this practice and compliance with Provincial laws will be some guarantee that companies are formed for the purpose of working the mines instead of unduly enriching the promoters of the schemes. The incoming Council should look into this matter and, if necessary, bring it to the notice of the Provincial Government with the view of remedial legislation." Fully realizing the great importance of the subject, your Committee on Mines and Mining have held several meetings, discussed the subject with many persons and corresponded with the Boards of Trade, Stock Exchanges, and the general managers of several of the largest financial institutions in Canada.

Replies have been received from some while others still have the matter under consideration.

After seriously considering the different phases of the subject and looking at the matter in its broadest sense, and with the sole object of bringing the mining

industry of this Province to a sound and healthy basis, your Committee make the following recommendations as the basis of your action, if thought necessary to bring the subject to the notice of the Provincial Government :

1. No mining companies to be registered to do business in this Province except those organized under British or Canadian Acts.

2. The following scale of fees to be charged by the Government on all mining companies incorporated.

(For purpose of comparison, we place in parallel columns the fees which would have to be paid in Britain.)

Capital up to	Fees to be imposed.	Total Duty payable in Gt. Britain.
\$ 100,000.....	\$ 25.....	£ 30 5s
200,000.....	100.....	55 5s
300,000.....	200.....	80 5s
400,000.....	300.....	105 5s
500,000.....	500.....	130 5s
600,000.....	600.....	156 10s
700,000.....	700.....	185 10s
800,000.....	800.....	200 10s
900,000.....	900.....	220 0s
1,000,000.....	1,000.....	235 5s

3. Not less than one-third of capital to be set apart for "working capital" and which shall not be sold for less than par value.

4. Careful revision and consolidation of the "Companies' Act," particularly as applying to the organization of mining companies.

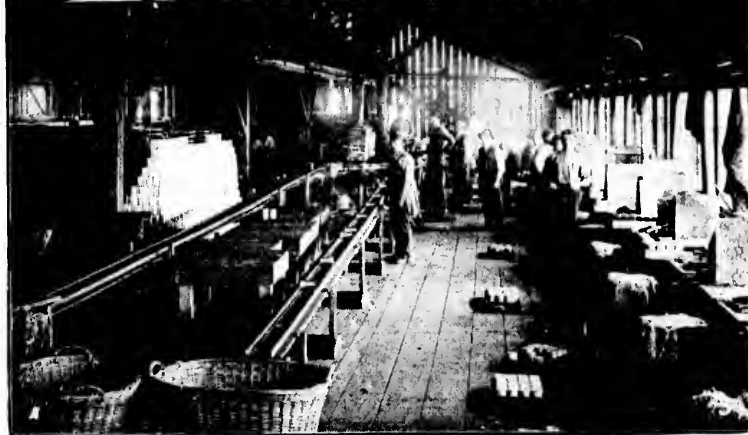
5. If at all possible, to prevent the repetition of the names of claims.

6. Consider the advisability of allowing the head offices of companies organized under British Columbia Acts to be located in other parts of Canada, and Boards of Directors of such companies not necessarily to be residents of British Columbia.

A British Company has its head office in the United Kingdom and has its Board of Directors there.

7. The Provincial Government to require from all mining companies incorporated in British Columbia, or registered under the "Companies' Acts, Foreign," an annual or semi-annual statement, which statement should be published in pamphlet form, so that investors at home and abroad would be able to judge of the position of their investments.

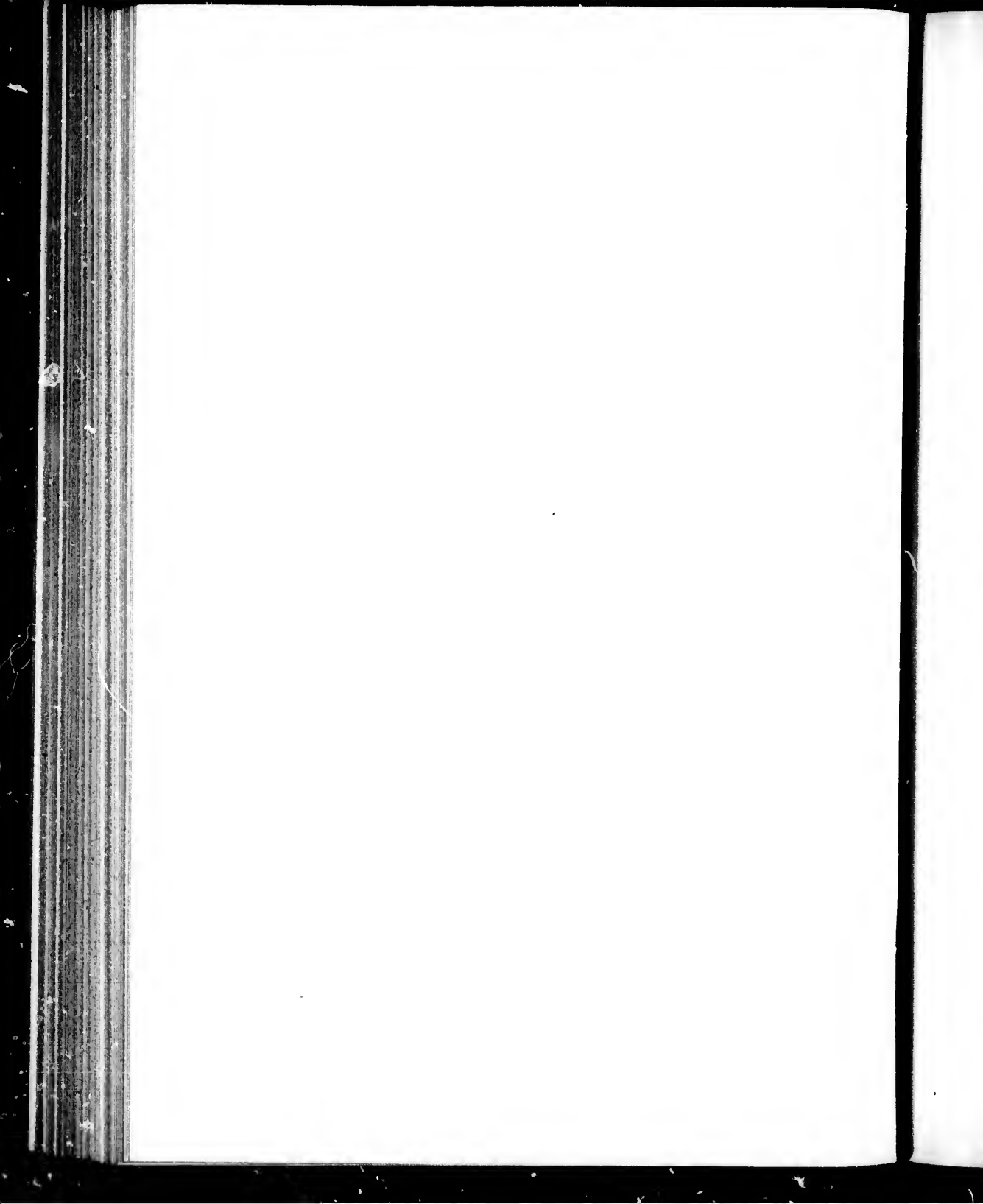
The statement should be in tabulated form, not too much in detail, but giving the most salient points, after the style of the Dominion Banking Returns :



1. SALMON FLEET ON FRASER RIVER.

2. UNLOADING SALMON AT CANNERY.

3. INTERIOR VIEW OF CANNERY.



PRO FORMA STATEMENT.

Authorized Capital.	Treasury Shares Sold.	Treasury Shares Unsold.	Shipment of Ore Tons.	Workmen.	Average Value of Ore Shipped.	Length of Time Closed Down.	Value of Plant and Machinery.
\$1,000,000	\$200,000	\$133,000	\$300	25	\$18.00	3 Weeks	\$15,000

8. That no shares (other than treasury) be permitted to be issued until after a certain percentage (if only 5%) of the treasury stock has been sold, and the money in the hands of the company.

In its issue of September 18th, the *Rossland Miner* had a strongly worded editorial upon this question, to which we beg to call your attention, as it shows the feeling of the mining district to be in the direction of our efforts.

It is to be expected that some of the foregoing suggestions will be too radical, but the subject must be faced squarely: Are we going to permit our mines to be operated by irresponsible persons, with no possible control of their actions, or are we going to build up our mining industry upon a lasting basis? We all believe that we are upon the eve of an immense development of our mineral interests, to take rank among the foremost in the world. It is therefore incumbent upon us to lay the foundation, not looking to the present only, but to the future, so that mining in British Columbia will be synonymous of fair and square business propositions, organized on a basis of British integrity and protected by laws that are already the admiration of all visitors to our mining camps.

The whole respectfully submitted.

FRED. J. CLAXTON,
FRED'K B. PEMBERTON,
G. A. KIRK.

Resolutions of Condolence.

"Resolved, that this Board having heard of the death of its Vice-President Mr. Gustav Leiser, desires to express its sincere regret at the lamentable occurrence, which is no less a loss to the entire community than it is to the British Columbia Board of Trade, of which Mr. Leiser was so prominent and useful a member. This Board desires to place on record its hearty appreciation of the invaluable services rendered by the late Mr. Leiser to the commercial interests of this Province."

"Resolved, that this Board place on record its deep sense of the loss it has sustained by the decease of Mr. H. F. Heisterman, an active and valuable member of the institution since incorporation, and that the condolence and sympathy of this Board be transmitted to the bereaved family."

Extension and Development of Trade.

DEPARTMENT OF TRADE AND COMMERCE,
OTTAWA, AUGUST 28th, 1896.

*The President of the Board of Trade,
British Columbia, (Victoria.)*

SIR,—I am directed by the Minister of Trade and Commerce to request you to call the attention of your Board to the subject of the possible extension of the trade of the Dominion in various directions.

The Minister will be pleased to receive and consider any suggestions which you or your colleagues may see fit to offer as to the methods whereby, in your opinion, existing trade can be increased, or new traffic developed in any direction.

In particular, he would be glad to be advised whether you have to report any material alterations within the past year in the quantities and values of the principal articles now exported from your section of the Dominion to other countries.

Secondly—Whether in your opinion the traffic in any of these articles could readily be increased, and if so, in which classes and to what countries.

Thirdly—Whether there are any other articles which you consider might be exported to advantage, and if so, which and to what markets.

I have the honour to be, sir,
Your obedient servant,

W. G. PARMELEE,
Deputy Minister.

VICTORIA, B. C., MARCH 4th, 1897.

*W. G. Parmelee, Esq.,
Deputy Minister, Department of Trade and Commerce, Ottawa.*

SIR,—By direction of the President and Council of the British Columbia Board of Trade I have the honour to transmit the following reply to your communication dated 28th August last.

EXPORTS, 1896.—In consequence of increased competition in the San Francisco market, the export of coal mined in British Columbia fell off during the past year. The value of precious and base metals exported during the same period is a substantial increase compared with previous years. The lumber industry has steadily improved, and the salmon fishery has been maintained in a healthy condition.

FUR SEAL FISHERIES.—The restrictions placed upon the fur seal fisheries, together with the low prices obtained for the last season's catch have caused a temporary collapse of this industry; it is expected, however, that if no further restrictions are imposed, operations will continue, but on a smaller scale. The sealing fleet, with headquarters at Victoria, comprises 65 schooners, and gave employment to 807 whites and 703 Indians; average value of the catch about \$750,000 per annum.

FOREIGN TRADE, OUTLOOK.—In the opinion of this Board material alteration in the quantities and values of the exports above mentioned, excepting precious and base metals, will depend largely upon prices and new markets. The various industries, excepting the fur seal, do not appear to be labouring under any very serious disadvantages.

NEW MARKETS.—During the recent visits of the Honourables the Ministers of Public Works, Marine and Fisheries, and Railways, this Board outlined its views in regard to the extension of foreign trade. In this connection attention is directed to the export trade of the United States, via San Francisco, to Mexico, Central and South America, which amounts to about four million dollars per annum. Excepting lumber, these countries are practically unknown to Canadian products.

Fisheries.—A suggestion has been made to this Board that some of the schooners lately employed in sealing might find profitable employment in catching fish for export to the countries named. A trial shipment, without a knowledge of the requirements, would be a very risky experiment for any one individual, and it is desired that the Dominion Government should send to those parts an agent qualified to report upon the matter, also upon existing trade openings and probable new ones.

The supply of food fish in British Columbia waters is unlimited. The salmon is already well known in the principal markets throughout the world; the halibut fishery is comparatively a new industry, but the cod, sturgeon, herring and some other kinds of fish are almost untouched, as at present there are no known markets for them.

China has been mentioned as a market for some of the cheap kinds of fish.

It is hoped that the success which has attended the work of the Commercial Agent in Australia, supported by the direct steamship service thereto, may prove sufficient encouragement for the appointment of another agent as before suggested.

NEW INDUSTRIES.—The Federal Government would do this Province a great service by directing the attention of capitalists to the immense deposits of very high grade iron ore known to exist in British Columbia. Many of these are situated on good harbours and in close proximity to the necessary fluxes for smelting. Pig iron can be manufactured in this Province as cheaply as in any other part of the world, and we have direct and competing steamship services to China and Japan, countries likely to require very large quantities of iron for years to come.

These advantages have been mentioned in several of the annual reports published by this Board, but the desired effect is not yet in view.

The manufacture of wood pulp for export is another industry which should be profitably engaged in if the timber of British Columbia is suitable.

Some of the salmon canners are offering free, whilst others are paying for the removal of large quantities of fish offal, which should be profitably used in the manufacture of fertilizers.

SHIPPING.—The shipping interests of British Columbia deserve the attention of the Federal Government and pilotage matters require first consideration. At present there are three separate and distinct Pilotage Authorities in these waters, each having its schedule of fees (or tariff of charges) the same as any port in a foreign country. This condition of affairs, besides entailing extra cost for maintenance, occasionally leads to serious complications. For example, the "San Pedro," whilst on her way from Comox to San Francisco, was wrecked on Brotchie Ledge, which is in the Victoria Pilotage District, when in charge of a pilot from Nanaimo and subject only to the Pilotage Authority of that District.

It is not generally known that the lighthouse on Berens Island, inside Victoria harbour, belongs to the Nanaimo Pilotage District.

This Board has often recommended the establishment of a pilotage station and maintenance of a pilot cutter at or near Cape Flattery, and that such is urgently needed is proved by the stranding of the "Chittagong," on Cadboro Point, Haro Channel, 22nd September last, when en route to Comox. A dense fog prevailed at the time and the vessel failed to obtain a pilot at the entrance of the straits. There would never be any difficulty in securing a pilot if the pilotage station was established and a pilot cutter maintained as recommended.

By the amalgamation of the three pilotage districts the above anomalies would be removed and the service could undoubtedly be conducted with more economy and efficiency than at present. This is a most important matter and strikes at the root of our shipping interests which in a seaboard Province cannot be too carefully safeguarded.

GENERAL.—The receipt of your letter has given this Board much pleasure, it having encouraged the hope that British Columbia may now receive from the Dominion Government more attention and larger appropriations of public moneys. No portion of Canada offers a more profitable field than this Western Province for the extension of railways and general assistance in building up industries which will develop its vast natural resources. The customs returns show that the exports from British Columbia have steadily increased year by year for a quarter of a century, and the returns for the current year ending 30th June next, will show a substantial increase when compared with any previous twelve months. The widespread attention which is now being directed to British Columbia mines is expected to reflect beneficially upon all other local industries. At present \$350 per ton is being paid for freight on mining machinery between Victoria and the Omineca

District, a 49 lb. sack of flour sells there for \$12.50. If mining can be carried on under such adverse conditions, there can be no doubt about the immense advantages which would accrue if this and some other portions of the Province, equally rich in minerals, were within reasonable reach of a railway. Whilst British Columbia would benefit by the adoption of a liberal railway and colonization policy, it appears that Canada generally would derive even greater advantages, for it was asserted by the Premier of the Province at a public meeting recently held in this city that the Dominion receives from the taxpayers of British Columbia \$18.60 for every \$8.40 paid into the local treasury.

Much of the foregoing having been embodied in the addresses presented to the Honourables the Ministers before mentioned, it is expected that the same has already reached you.

I have the honour to be, sir,
Your obedient servant,

F. ELWORTHY,
Secretary

DEPARTMENT OF TRADE AND COMMERCE,
OTTAWA, MARCH 13th, 1897.

*The Secretary of the British Columbia Board of Trade,
Victoria, B. C.*

SIR,—I have the honour to acknowledge the receipt of your favour of the 4th instant, in answer to communication addressed to your Board from this Department in August last.

I have to thank you for the very valuable suggestions made in your reply to that communication, and can assure you that they will receive the earnest consideration of this Department as well as that of the Government.

I have the honour to be, sir,
Your obedient servant,

W. G. PARMELEE,
Deputy Minister.

List of Lights and Fog Alarms required in British Columbia Waters

IN ADDITION TO THOSE ESTABLISHED AND PUBLISHED IN ORDER OF URGENCY.

1. Stone lighthouse and steam fog horn on Brotchie Ledge, light to be fitted with a red sector over Trial Island. (*Under construction.*)
2. Stone beacon and electric light on Fiddle Reef.
3. Light and fog alarm on the Sisters. (*Immediate construction expected.*)

4. Light and fog alarm at entrance to Narrows, Vancouver harbour.
5. Light and fog alarm on Egg Island.
6. Light and fog alarm on Ivory Island.
7. Light on Bari Island, Clayoquot Sound.
8. Light and fog alarm on Cape Mudge.
9. Light on Pointer Island, Lama Passage.
10. Light on north entrance to Main Passage.
11. Light on Lawyer Island.
12. Light on Bernie Island, Port Simpson.
13. Light on Jessie, Departure Bay.
14. Light on Gordon Group, New Channel.
15. The Sand Head lighthouse discontinued and a lightship established off the entrance to the Fraser River, fitted with a steam fog horn. (*Life saving apparatus has been furnished this station.*)
16. Light on Pulteney Point.
17. Light on east end of Cormorant Island.
18. Light on Leonard Island, Clayoquot Sound.
19. Light on Helmcken Island.
20. Two leading lights on Yellow Island to show fairway between Maple Spit and Reef Bluff. The present revolving light changed to a small fixed light.

Aids to navigation required in British Columbia :

1. Iron buoy on Rosedale Reef, Race Rocks.
2. Spar buoy on Johnson Reef.
3. Iron buoy on West Reef, Sidney South Spit.
4. Iron buoy on Turnbull Reef, Moresby Channel.
5. Iron buoy on Entrance Point Reef, Sansum Narrows, spar buoy discontinued.
6. Iron buoy on reef off Shoal Islands, Stuart Channel, spar buoy discontinued.
7. Iron buoy on Sliammon Reef.
8. Spar buoy on rock, Whaleton Bay, Cortes Islands.
9. Spar buoy on rock, Hemming Bay, Thurlow Island.
10. Iron buoy on Walbran Rock, Fitzhugh Sound.
11. Iron buoy on Dall Patch, spar buoy discontinued.
12. Two small iron buoys, Metlahcatlah Harbor, spar buoys discontinued. (*Landing marks established instead of buoys.*)
13. Small iron buoy on Half-tide Rock, Clayoquot Sound.
14. Small iron buoy on reef, south of island at entrance to Deception Pass, Clayoquot Sound.
15. Small iron buoy on end of north-easterly spit, Stubbs' Island, Clayoquot Sound.

NOTE.—The bell-buoy now moored off the Fraser River could be moved to advantage off Lighthouse Island Reef, entrance of Nanaimo Harbor and Departure Bay.

Beacons required :

1. Wooden beacon, 50 feet high, North Rock, Stuart Channel.

2. Small stone beacon on reef, north-west side of entrance to Horse Shoe Bay, Chemainus.
3. Stone beacon on Shute Reef, Piers Island.
4. Stone beacon on Thresher Rock, Gabriola Island.
5. Stone beacon on Burnaby Reef, Vancouver Harbour.
6. Two leading marks erected on Brocton Point, to clear Parthia Shoal, bound inwards. (*Established in June, 1897.*)
7. One leading mark erected on the shore, west of the Narrows to clear Parthia Shoal, bound outwards. (*Established in June, 1897.*)
8. Small stone beacon on rock in Shark Spit Channel, Mary Island. (*In course of erection.*)
9. Wooden beacon, 30 feet high, Shark Spit, Mary Island.
10. Stone beacon on Nelson Rock, Malaspine Strait.
11. Stone beacon on Hankin Reef, Port Simpson.

NOTE.—Of the foregoing list Nos. 4, 6, 7, 10 and 11 are most important.

With the light and fog signal on Brotchie Ledge, the lighthouse and fog bell on Berens Island, Victoria Harbour, could be removed.

List of Additions to the Library, with the Names of the Donors (30th June, 1897.)

- Board of Trade, Rainey River, Annual Report, 1895.
 “ “ Winnipeg, “ “ 1897.
- Chamber of Commerce, City of Georgetown, Annual Report, 1895.
 “ “ Sydney, N. S. W., “ “ 1895-6.
 “ “ Canterbury, “ “ 1896.
 “ “ Trinidad, “ “ 1896.
 “ “ San Francisco, “ “ 1896-7.
 “ “ Newcastle, N. S. W., “ “ 1896-7.
 “ “ Auckland, “ “ 1897.
 “ “ Brisbane, “ “ 1897.
- Dominion Government, by request of Thomas Earle, Esq., M. P.
 Dominion Government Blue Books and Sessional Papers,
 (as published).
- Provincial Government, all Reports, Sessional Papers and Gazette (as published.)
 John B. Alexander, Statistics, Agriculture and Immigration, State of Washington.
 T. Nosse, Esq., Japanese Trade and Navigation Tables.
 Geo. W. Henderson, Proceeding and Journal, Agriculture and Horticultural
 Society of India.
- Lieut.-Governor of British Columbia, Board of Trade Journal (London, Eng.)
 Notice to Mariners.
 Statistical Abstract of the United Kingdom, 1881 to 1895.
 Abstract of Labor Statistics, 1895-6.

Lieut.-Governor of British Columbia, Report Changes in Wages and Hours of Labour of the United Kingdom, 1895.

Diplomatic and Consular Reports on Trade and Finance.

Statement of the Trade of the United Kingdom with Foreign countries and with British Possessions, 1896.

American Museum of Natural History, Annual Reports, 1892-5.

R. E. Preston, Reports of the Director of the Mint, Washington, D. C., 1895-6.

Thomas Earle, Esq., M. P., Behring Sea Question, 1896.

Forests of Russia and their products.

Prospectus Hudson's Bay and Pacific Railway.

Royal Jubilee Hospital, Annual Report, 1896.

Minister of Trade and Commerce, Tariffs of different Nations, 1896-7.

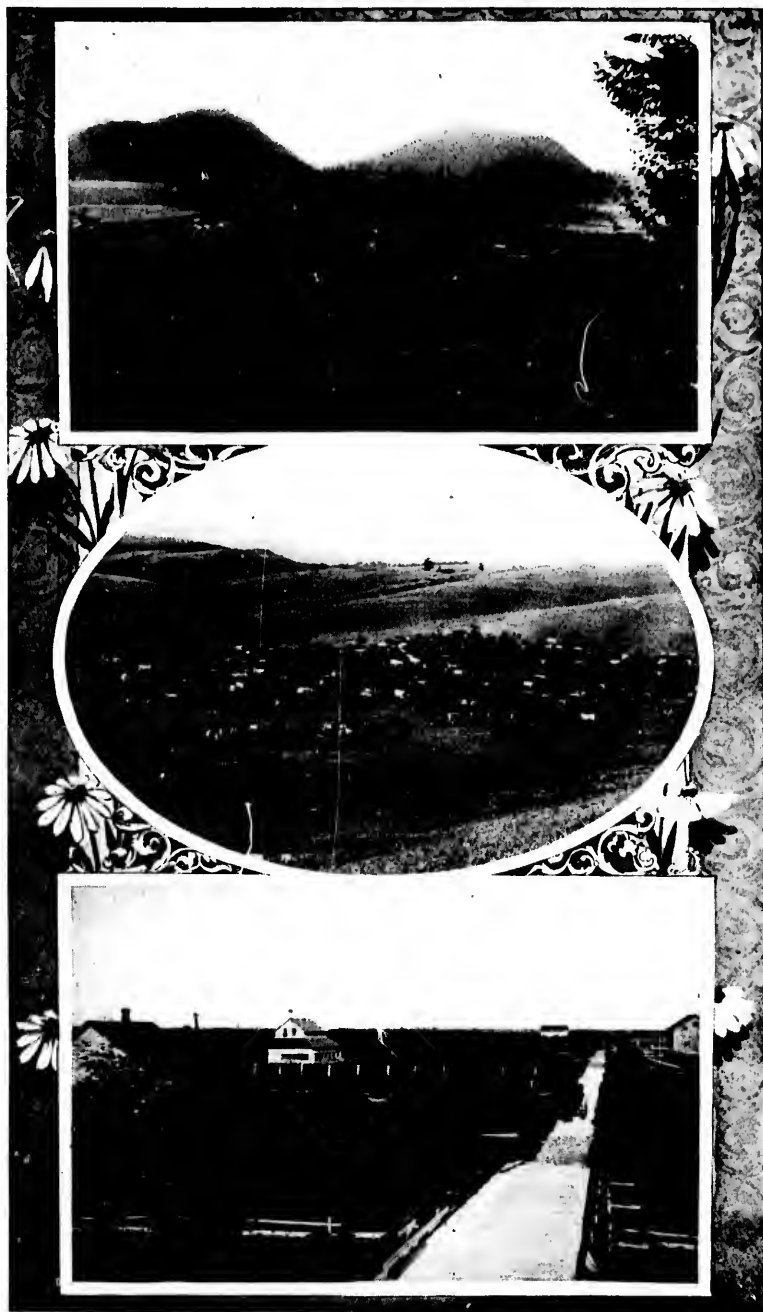
Hydrographic Office, Port Townsend, Wash., Monthly Charts of Pacific Ocean.

E. Baynes Reed, Esq., Weather Maps, Monthly.

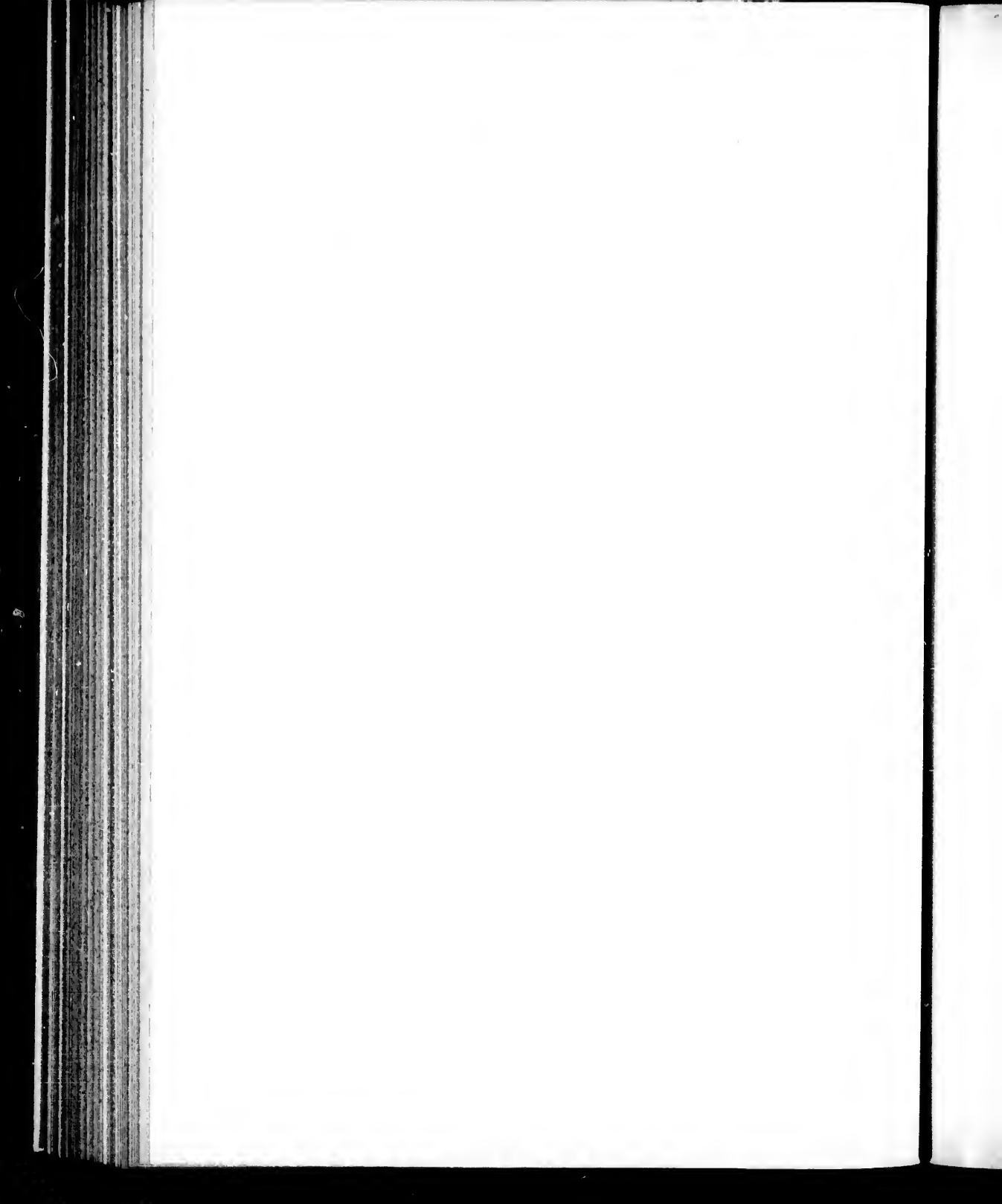
Province Publishing Co., Ltd. Lty, Maps of Mining Districts in British Columbia.



BRITISH COLUMBIA FRUIT ON EXHIBITION.



AGRICULTURAL AND PASTORAL SCENES, BRITISH COLUMBIA.



Canadian Sealing Catch, 1896.

SCHOONERS.	TONS.	B. C. COAST.	JAPAN COAST.	COPPER ISLAND.	BRHRING SEA.	TOTAL.
Ada	91	.....	.....	.....	723	723
Agnes Macdonald	107	.....	545	.....	282	827
Amoko	75	428	.....	.....	139	567
Allie I. Algar	75	.....	659	48	411	1118
Amateur	18	109	.....	.....	.....	109
Annie C. Moore	113	431	.....	.....	1088	1519
Annie E. Paint	82	.....	815	.....	225	1040
Arietis	86	.....	1034	.....	438	1472
Aurora	40	.....	325	35	77	437
Beatrice	66	381	.....	.....	532	913
Beatrice	49	363	.....	.....	92	455
Borealis	37	.....	327	.....	395	632
C. D. Rand	51	.....	.....	.....	569	569
Carlotta G. Cox	76	.....	1222	.....	234	1456
Carrie C. W.	92	169	.....	.....	993	1072
Casco	63	.....	808	202	.....	1010
City of San Diego	46	213	.....	.....	400	613
Diana	50	.....	997	95	.....	1092
Director	87	.....	893	183	.....	1076
Dolphin	72	502	.....	.....	607	1109
Dora Siewerd	93	377	.....	.....	826	1203
Doris	60	.....	.....	.....	662	662
E. B. Marvin	96	.....	836	.....	251	1087
Favorite	80	824	.....	.....	1049	1873
Fawn	59	429	.....	.....	614	1043
Fisher Maid	21	63	.....	.....	.....	63
Florence M. Smith	99	.....	602	.....	271	873
Fortuna	97	.....	534	174	.....	708
Geneva	92	.....	499	451	.....	950
Ida Etta	69	.....	650	13	370	1072
Kate	58	204	.....	.....	318	512
Katharine	81	.....	215	.....	.....	215
Kilmeny	18	100	.....	.....	.....	100
Labrador	25	91	.....	.....	308	399
Libbie	92	502	.....	.....	593	1095
Mary Ellen	63	.....	.....	.....	536	536
Mary Taylor	43	.....	383	.....	137	520
Mascot	40	.....	192	.....	417	609
Maud S.	97	.....	.....	.....	602	602
Mermaid	73	.....	940	.....	345	1285
Minnie	46	486	.....	.....	484	970
Ocean Belle	83	.....	584	.....	316	900
Ocean Rover	55	.....	.....	.....	602	602
Oscar and Hattie	81	353	.....	.....	589	942
Osprey	40	.....	.....	.....	200	200
Otto	86	.....	719	.....	501	1220
Pachwellis	20	152	.....	.....	.....	152
Penelope	70	458	.....	.....	894	1352
Pioneer	66	.....	849	44	375	1268
Sadie Turpel	56	.....	582	.....	281	863
San Jose	31	230	.....	.....	605	835
Sapphire	109	418	.....	.....	1002	1420
Saucy Lass	38	471	.....	.....	555	1026
Selma	21	.....	.....	.....	185	185
South Bend	21	70	.....	.....	359	429
Teresa	63	.....	231	.....	483	714
Triumph	98	.....	606	20	750	1376
Umbrina	99	.....	742	41	298	1081
Venture	48	269	.....	.....	442	711
Vera	60	.....	572	.....	264	836
Victoria	63	164	.....	.....	901	1065
Viva	92	.....	607	.....	70	677
Walter L. Rich	76	93	.....	.....	399	492
Zillah May	66	.....	.....	.....	821	821
Indian Catch (canoes) .....	.....	2353	.....	.....	.....	2353
Total Seal Skins .....	.....	10,703	17,968	1,306	25,700	55,677
Total Canadian Catch, 1895 .....	.....	12,114	18,979	7,407	35,624	74,124
Total Canadian Catch, 1894 .....	.....	11,703	48,993	7,437	26,341	97,474

* Seized. † Wrecked, 208 skins lost. ‡ Wrecked, 4 skins lost.

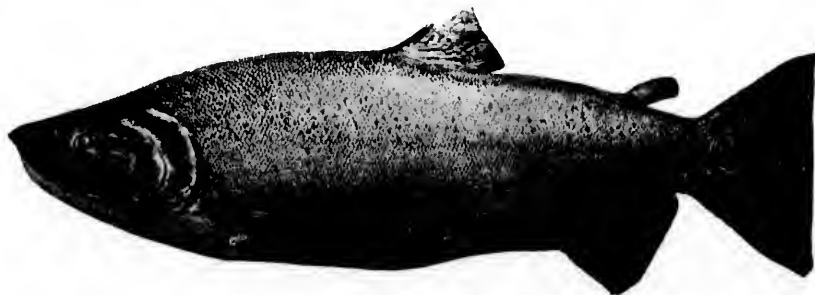
THE CATCH FOR THE PAST SEVEN YEARS HAS BEEN :

1889.....	35,310	1893.....	79,592
1890.....	43,325	1894.....	97,474
1891.....	52,365	1895.....	74,124
1892.....	49,743	1896.....	85,677

LIST OF THE CLAIMS FOR COMPENSATION IN RESPECT OF THE SEIZURES OF BRITISH VESSELS IN BEHRING SEA BY THE AUTHORITIES OF THE UNITED STATES.

Year.	Vessel.	Amount claimed.	Total.
1886	Carolena.....	\$38,089 25	\$142,711 39
	Thornton.....	42,163 04	
	Onward.....	45,570 10	
	Favorite.....	6,202 00	
	Black Diamond.....	10,687 00	
1887	W. P. Sayward.....	\$47,984 96	322,764 57
	Anna Beck.....	54,309 08	
	Alfred Adams.....	20,746 00	
	Dolphin.....	68,897 71	
	Grace.....	64,498 25	
	Ada.....	61,003 07	
	Triumph.....	5,325 50	
1889	Juanita.....	\$32,481 00	286,277 00 3,700 00
	Pathfinder.....	34,622 00	
	Black Diamond.....	41,901 00	
	Lily.....	34,574 00	
	Minnie.....	40,407 00	
	Triumph.....	40,950 00	
	Ariel.....	20,061 00	
	Kate.....	22,384 00	
	Wanderer.....	18,897 00	
	1890	Pathfinder.....	
1892	Henrietta.....	\$21,404 10	39,402 15 62,847 12
	Oscar and Hattie.....	11,365 00	
	Winnifred.....	6,633 05	
	Costs in Sayward case.....	—	—
	Total.....	—	\$857,702 23

Interest on above at the rate of 7 per cent. from dates mentioned in the particulars until payment.



A 70-lb. Salmon landed with hook and line (In Campbell River by Sir Richard Musgrave.)

IMPORTS INTO THE PROVINCE OF BRITISH COLUMBIA FOR 26 YEARS
ENDING 30TH JUNE, 1897.

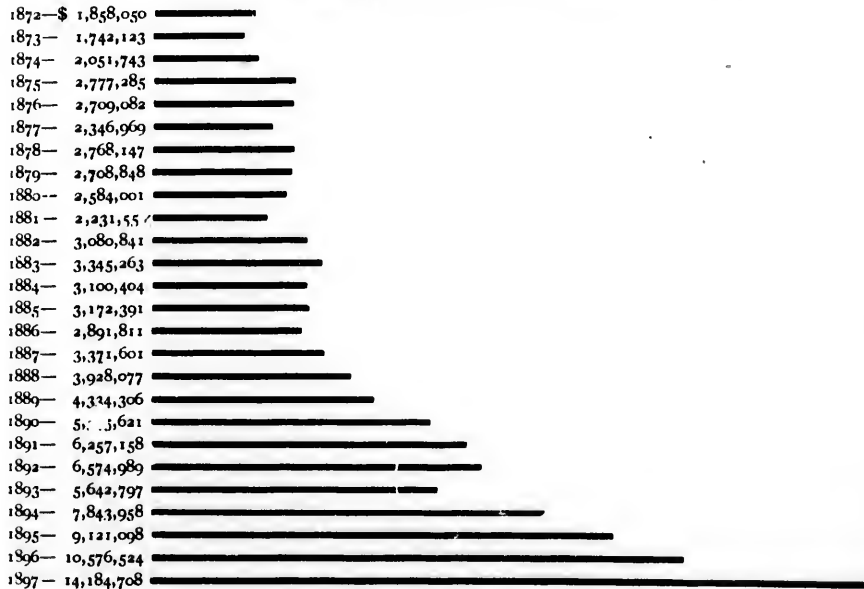
	Value of Total Imports.	GOODS ENTERED FOR HOME CONSUMPTION.			
		Dutiable Goods.	Free Goods.	Total.	Duty Collected.
To 30th June, 1872.....	\$1,790,352	\$ 1,600,361	\$ 166,707	\$1,767,068	\$ 342,400 48
From Canada.....	22,215	.....	22,215	22,215	
To 30th June, 1873.....	2,191,021	1,569,112	507,364	2,076,476	302,147 65
From Canada.....	75,604	.....	75,604	75,604	
To 30th June, 1874.....	2,085,560	1,676,792	371,544	2,048,336	336,494 47
From Canada.....	66,104	.....	66,104	66,104	
To 30th June, 1875.....	2,543,552	1,924,482	566,111	2,490,593	413,921 50
From Canada.....	117,054	.....	117,054	117,054	
To 30th June, 1876.....	2,997,597	2,237,072	707,906	2,944,978	488,384 52
From Canada.....	129,735	.....	129,735	129,735	
To 30th June, 1877.....	2,220,968	1,820,391	346,318	2,166,709	403,520 21
From Canada.....	163,142	.....	163,142	163,142	
To 30th June, 1878.....	2,244,503	1,905,201	367,926	2,273,127	426,125 14
From Canada.....	144,754	.....	144,754	144,754	
To 30th June, 1879.....	2,440,781	1,997,125	320,326	2,317,454	484,704 04
From Canada.....	184,951	.....	184,951	184,951	
To 30th June, 1880.....	1,689,391	1,614,165	122,451	2,457,116	450,175 43
From Canada.....	208,072	.....	208,072	208,072	
To 30th June, 1881.....	2,489,643	2,214,153	242,963	1,736,616	589,403 62
From Canada.....	387,111	.....	387,111	387,111	
To 30th June, 1882.....	2,509,223	2,472,174	404,287	2,875,461	678,104 53
From Canada.....	449,768	.....	449,768	449,768	
To 30th June, 1883.....	3,917,536	3,331,023	550,833	3,866,856	907,655 54
From Canada.....	624,207	.....	624,207	624,207	
To 30th June, 1884.....	4,142,486	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	564,923	4,023,452	966,143 64
From Canada.....	927,054	.....	927,054	927,054	
To 30th June, 1886.....	3,953,299	2,851,379	1,060,347	4,011,726	880,266 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	2,674,941	729,266	3,401,207	861,465 14
To 30th June, 1889.....	3,763,127	2,002,646	807,140	3,809,786	974,675 69
To 30th June, 1890.....	4,379,272	3,357,111	1,030,375	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 42
To 30th June, 1892.....	6,495,589	4,423,414	1,803,005	6,226,419	1,412,878 00
To 30th June, 1893.....	3,934,066	3,662,613	1,255,495	4,918,168	1,367,250 32
To 30th June, 1894.....	5,320,615	3,582,333	1,738,282	5,336,961	1,308,631 23
To 30th June, 1895.....	4,403,976	3,131,490	1,236,935	4,368,425	1,137,727 49
To 30th June, 1896.....	5,563,095	3,993,650	1,532,840	5,526,490	1,406,931 91
To 30th June, 1897.....	7,130,381	5,048,755	2,028,653	2,077,408	1,701,512 16

EXPORTS THE PRODUCE OF CANADA, FROM THE PROVINCE OF BRITISH
COLUMBIA FOR 26 YEARS ENDING JUNE 30TH, 1897.

Year.	The Mine.	Fisheries.	Forest.	Animals and their Produce.	Agric'l Products.	Miscel- laneous.	Total.
1872	\$1,389,585	\$ 37,707	\$214,377	\$214,700	\$ 142	\$ 1,540	\$ 1,858,050
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	2,032,139	71,338	273,430	329,027	3,080	68	2,709,082
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	268,671	2,505	57	2,708,848
1880	1,664,626	317,410	258,804	339,218	3,843	100	2,584,001
1881	1,317,079	400,984	172,647	350,474	248	22	2,231,554
1882	1,437,072	976,903	362,875	300,429	946	2,616	3,080,841
1883	1,309,646	1,132,385	407,624	287,394	6,791	443	3,145,263
1884	1,441,052	899,371	458,365	271,796	1,745	1,413	3,100,404
1885	1,759,512	727,672	262,071	414,364	2,324	5,948	3,172,391
1886	1,720,335	643,052	191,488	329,248	1,907	2,811	2,891,811
1887	1,832,827	910,559	235,913	380,126	10,265	1,911	3,371,601
1888	1,889,805	1,164,019	441,957	318,839	27,631	85,826	3,928,077
1889	2,377,052	993,623	449,026	397,685	14,831	102,089	4,334,306
1890	2,375,770	2,374,717	325,881	346,159	9,823	113,271	5,545,621
1891	2,430,229	2,274,686	374,996	294,646	5,017	20,434	6,257,158
1892	2,979,470	2,351,083	425,278	390,584	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
1894	3,521,543	3,541,305	411,623	149,269	23,323	196,895	7,843,958
1895	4,615,452	3,284,501	500,080	457,373	21,774	261,918	9,121,098
1896	5,763,253	3,288,776	685,746	438,864	61,414	338,471	10,576,524
1897	8,909,592	3,567,815	742,173	307,845	104,744	552,539	14,184,708

EXPORTS FOR EACH YEAR FROM 1872 TO 1897, INCLUSIVE.

Scale, \$1,000,000.00 = $\frac{1}{4}$ inch.



Customs Statistics.

IMPORTS INTO THE PROVINCE OF BRITISH COLUMBIA FOR THE FISCAL YEAR ENDING 30TH JUNE, 1897.

Port of.	TOTAL IMPORTS.						Duty Received.	Chinese.	Minor Revenue.	Total Revenue, 1897.	Total, 1896.
	Dutiable.	Free Goods.	Leaf Tobacco.	Coin Bullion.	Total Imports.						
Victoria	\$ 1,871,138	\$ 869,687	\$ 13,254	\$	\$ 2,754,079	\$ 661,867.03	\$ 58,963.00	\$ 10,676.49	\$ 731,506.52	\$ 699,069.45	
Nanaimo	141,351	54,878	4,065	.....	200,294	46,462.77	50.00	3,650.26	50,163.03	56,849.17
Vancouver	1,422,079	570,113	2,717	.....	1,994,909	390,981.81	62,604.00	4,022.60	457,608.41	352,378.91
New Westminster.	367,985	189,466	27,430	..	584,881	110,577.54	1.50	1,577.16	112,156.20	111,068.06	
Nelson	1,246,202	344,509	5,507	.....	1,596,218	349,000.05	.....	1,077.95	350,078.00	187,566.32
Total, 1897	5,048,755	2,028,653	52,973	.....	7,130,381	1,558,889.20	121,618.50	21,004.46	1,701,512.16	.....
Total, 1896	3,993,650	1,532,840	36,001	604	5,563,095	1,306,604.25	86,800.50	13,527.16	.....	1,406,931.91

This Board is indebted to the kindness and courtesy of the Collectors of Customs at the ports mentioned, for the above information.

Exports from the Province of British Columbia for the Fiscal Year Ending 30th June, 1897.
Customs Statistics.

Port or	The Mine.	The Fisheries.	The Forest.	Animals and their Products.	Agricultural Products.	Manufactures.	Miscellaneous.	Coin Bullion.	Total, 1897.	Total, 1896.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Victoria	351,308	1,660,527	31,152	235,115	23,641	80,340	61,944	166,767	2,610,794	2,490,391
Nanaimo	2,445,397	669	155,272	1,661	25	6,073	.....	.....	2,609,097	2,530,534
Vancouver	323,795	322,279	523,931	49,889	80,814	111,527	52	76,051	1,488,338	1,048,402
New Westminster	947,632	1,584,340	31,818	8,142	264	12,262	.....	.....	2,584,458	2,610,029
Nelson	4,841,460	.....	.....	13,038	.....	37,523	.....	.....	4,892,021	1,897,168
Total 1897	8,909,592	3,567,815	742,173	307,845	104,744	247,725	61,996	242,818	14,184,708	.....
Total 1896	5,763,253	3,288,776	685,746	438,864	61,414	159,985	71,765	106,721	.....	10,576,524

This Board is indebted to the kindness and courtesy of the Collectors of Customs at the ports mentioned, for the above information.

Bran and mill feed,	Other Provinces,	3-232,000	21,008	2,600 20	1,224,000	9,792	1,712,000	13,666	1,590 80
Other breadstuffs,	" Countries,	.....	13,009	1,164	10,161	11,361	32,573	7,924	4,598 32
Barley,	" Provinces,	3,035	1,824	455 38	3,250	3,070	2,708	8,461	1,083
"	" Countries,	4,560	10,079	1,221 06	5,835	8,433	12,454	11,572	1,817 54
Beans,	"	8,011	5,375	721 62	7,763	5,191	11,997	6,243	899 36
Indian corn,	"	9,620	3,32	2 20	209,923	105	293	170	30
Buckwheat,	"	22	70,429	17,127 20	209,923	63,868	164,475	42,508	18,730 81
Oats,	" Provinces,	212,773	10,121	.....	72,470	25,364	95,647	33,476	33,476
"	" Countries,	54,634	1,220	93 31	2,665	1,939	1,250	968	122 60
Peas,	"	1,951	174	25 10	606	314	1,072	579	107 20
Rye,	"	232	25,159	9,096 32	107,612	78,786	169,471	73,891	18,992 43
Wheat,	" Provinces,	60,642	12,692	.....	2,442	1,953	14,800	11,810	.....
"	" Countries,	15,866	95	7 15	(lbs.) 3,922	118	(Free.)	530	(Free.)
Flaxseed,	"	67	675	.....	2,634	565	1,539	316	(Free.)
Beet, carrot, turnip, etc.,	"	2,884	{ 9,435	1,971 55	.....	12,230	1,232 50	8,477	892 70
Other,	"	.....	36	(Free.)	.....	.....	.....	.....	.....
FRUIT AND VEGETABLES.									
Apples (dried),	Other Countries,	162,882	13,018	2,970 30	45,593	3,258	165,841	7,754	1,888 00
" and other (dried),	" Provinces,	94,000	7,520	.....	202,000	14,110	50,000	3,750	.....
Plums and Prunes (dried),	" Countries,	169,509	12,327	1,615 56	114,767	5,660	193,029	8,475	1,921 58
Almonds, filberts and walnuts,	"	46,794	3,797	1,485 88	63,047	5,449	75,558	5,669	2,234 81
Apples (green),	"	9,918	35,722	3,975 32	8,030	26,520	8,051	26,377	3,112 32
"	" Provinces,	858	3,432	.....	2,275	7,962	812	2,598	.....
"	" Countries,	104,363	6,028	2,542 39	83,120	3,920	52,968 lb.	3,078	1,053 92
Small fruits,	"	54,543	4,763	922 27	89,482 lb.	6,019	50,612	4,781	1,006 44
Cherries,	"	550	1,559	169 40	372	651	239	768	190 50
Cranberries,	"	223,026	12	3 88	619	26	12 78	9	4 58
Currants,	"	3,798	7,280	2,230 26	220,598	6,099	2,202 68	7,534	2,481 32
Peaches,	"	.....	6,511	1,148 95	5,687	3,378	61,750	3,968	978 05
Plums,	"	.....	.....	28 45	80	93	50	71	17 75
Quinces,	"	.....	.....	.....	.....	.....	.....	.....	.....
Canned fruits, and vegetables,	" Provinces,	147,811	6,518	3,513 56	181,400	7,921	331,664	13,726	4,222 32
"	" Countries,	1,458,000	48,000	.....	1,054,000	35,719	2,106,000	71,410	.....
Jams, jellies, etc.,	"	30,159	2,793	1,551 14	43,694	7,021	48,382	17,110	1,602 64
Melons,	"	4,070	1,806	92 00	1,875	143	13,383	854	211 50
Pears,	" No.,	1,144	1,806	525 91	1,065	1,443	1,109	1,917	381 71
Potatoes,	" bush,	78,236	33,781	11,661 25	49,085	14,453	39,203	14,368	5,834 14
Other vegetables,	"	59,610	2,782	.....	.....	.....	3,208	1,333	.....
Trees and bushes,	"	.....	.....	1,032 37	(& tomatoes)	21,004	98,198	4,468	1,585 25
Apple,	Other Countries,	14,398	1,311	431 94	6,212	480	2,010	142	60 30
Cherry,	"	1,916	244	73 74	648	58	611	43	18 33
Peach,	"	861	114	25 83	146	19	19	19	7 02
Pear,	"	3,497	411	104 91	2,212	176	66 36	30	17 49
Plum,	"	13,862	1,151	415 86	5,261	354	6,393	384	191 79
Quince,	"	101	17	2 54	.....	14	.....	5	.....

Exports from British Columbia

TO COUNTRIES OUTSIDE OF CANADA OF PRODUCTS OF AGRICULTURE AND ITS BRANCHES, FOR THREE YEARS ENDING 30TH JUNE, 1896.

(The Exports to the other Provinces in the Dominion are not included.)

	Year ending 30th June, 1894.		Year ending 30th June, 1895.		Year ending 30th June, 1896.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
LIVE STOCK.						
Horses..... head	282	16,250	36	1,442	9	580
Horned Cattle..... "	2	35	4	600	6	250
Swine..... "			8	205	1	11
Poultry and other animals. "		303		172		351
MEATS, ETC.						
Hides, horns & skins (not fur)		35,995		55,752		86,131
Bacon..... lbs.	2,343	393	257	41	1,156	167
Beef..... "	625	51			170	15
Hams..... "	214	34	260	35	1,275	173
Mutton..... "	150	16				
Pork..... "					150	7
Sheep pelts..... No.	15,833	4,566	81,461	39,290	49,238	17,618
Wool..... lbs.			214,897	20,565	150,770	14,759
GRAIN, SEEDS, BREADSTUFFS AND PRODUCTS OF.						
Bran..... cwt.	1,762	449	2,883	695	812	229
Barley..... bush.	2	1			810	456
Oats..... "	4	2			30	13
Peas..... "					28	31
Wheat..... "	35	18			62,965	37,900
Flour..... bbls.	48	173	5,500	12,402	2,520	8,447
Biscuits and Bread..... cwt.	8	66	1	4	1	4
Oatmeal and all other..... bbls.			8	32	124	790
All other seeds..... "		165		426		257
FRUITS AND VEGETABLES.						
Apples (green)..... bbls.	75	472	30	168	42	189
Fruits (canned)..... lbs.		6,301		53		19
Other fruit..... "		2,984		18		*42
Potatoes..... bush.	6	6	15	7	1,379	444
All other vegetables..... "		21		71		15
DAIRY PRODUCTS.						
Butter..... lbs.	3,320	984	7,471	1,953	12,828	3,659
Cheese..... "	4,655	695	6,201	957	8,935	1,239
MISCELLANEOUS.						
Eggs..... doz.	34	11	4	10	11	19
Hay..... tons.			4	31	15	77
Straw..... "					16	13
Trees and Bushes..... "		22		108		6
Hops..... lbs.	44,907	12,201	42,633	6,399	67,391	11,757
Bones..... cwt.	807	709	485	175	443	341
Tallow..... lbs.			19,978	640	18,235	634
Honey..... "					92	27
Malt..... bush.					33	82
Other Articles..... "		7,177		4,815		4,405
		90,100		147,666		191,157

* And berries.

List of Trees of British Columbia.

BOTANICAL NAME.	ENGLISH NAME.	FRENCH NAME.
<i>Abies amabilis</i>	White fir.....	Sapin blanc
“ <i>grandis</i>	Western white fir	Gros sapin
“ <i>subalpina</i>	Mountain balsam.....	Sapin des monts
<i>Acer macrophyllum</i>	Large-leaved Maple.....	Erable
“ <i>circinatum</i>	Vine maple.....	“
<i>Alnus rubra</i>	Red alder.....	Aune rouge
<i>Arbutus Menziesii</i>	Arbutus.....	Arbute
<i>Betula occidentalis</i>	Western birch.....	Rouleau
“ <i>papyrifera</i>	Canoe birch.....	“ a canot
<i>Cornus Nuttallii</i>	Western dogwood.....	Cornouillier
<i>Juniperus Virginiana</i>	Red cedar.....	Cedre rouge
<i>Larix Americana</i>	American larch.....	Epinette rouge
“ <i>Lyalli</i>	Mountain larch.....	“ des monts
“ <i>occidentalis</i>	Western larch.....	“ rouge
<i>Picea alba</i>	White spruce.....	Petite epinette
“ <i>Engelmannii</i>	Western black spruce.....	Epinette noir
“ <i>nigra</i>	Black spruce.....	Grosse epinette
“ <i>Sitchensis</i>	Western white spruce.....	Epinette blanche
<i>Pinus albicaulis</i>	White-bark pine.....	Cin blanc
“ <i>contorta</i>	Scrub pine.....	Cypres
“ <i>monticola</i>	White Mountain Pine.....	Pin blanc
“ <i>Murrayana</i>	Black pine.....	Cypres
“ <i>ponderosa</i>	Yellow Pine.....	Pin jaune ou rouge
<i>Pirus rivularis</i>	Western crab-tree.....	Pommier
<i>Populus balsamifera</i>	Balsam Poplar.....	Paumier
“ <i>monilifera</i>	Cottonwood.....	Biard
“ <i>tremuloides</i>	Aspen.....	Lremble
“ <i>trichocarpa</i>	Cottonwood.....	Tiard
<i>Prunus emarginata</i>	Cherry.....	Lerisier
“ <i>mollis</i>	“.....	“
<i>Pseudotsuga Douglassii</i>	Douglas fir.....	Pin d'Oregon
<i>Quercus Garryana</i>	Western white oak.....	Chene
<i>Salix lancifolia</i>	Lance-leaved willow.....	Saule
“ <i>lasiandra</i>	Willow.....	“
<i>Taxus brevifolia</i>	Western yew.....	If
<i>Thuja gigantea</i>	Giant cedar.....	Grand cedre
“ <i>excelsa</i>	Yellow cypress or cedar.....	Cedre jaune
<i>Tsuga Mertensiana</i>	Western hemlock.....	Pruche
“ <i>Pattoniana</i>	Alpine hemlock.....	“

Statement shewing the timber cut during 1896, not including that from the Dominion and the Esquimalt and Nanaimo railway lands :

	FEET.
On Crown lands.....	61,845,798
On timber leaseholds.....	30,575,180
On timber limits.....	6,986,900
On private property.....	13,549,228
Total.....	112,957,106 feet.

Export of Lumber, 1896.

DESTINATION.	SHIPPED FROM VANCOUVER.			SHIPPED FROM MOODYVILLE.			SHIPPED FROM NEW WESTMINSTER.			SHIPPED FROM VANCOUVER ISLAND.		
	Cargo, ft.	No. Vessels.	Value.	Cargo, ft.	No. Vessels.	Value.	Cargo, ft.	No. Vessels.	Value.	Cargo, ft.	No. Vessels.	Value.
Germany	776,772	1	\$13,181	887,330	2	\$14,574				1,125,776	4	\$ 3,200
South America	6,103,327	5	49,901									
Great Britain	6,094,845	6	74,070									
South Africa	3,831,830	3	28,217									
Australia:												
Adelaide.....	1,310,386	1	10,567	1,120,000	1	10,000				865,954	1	6,842
Freemantle.....	2,347,747	2	16,174	987,802	1	*				692,397	1	5,999
Geraldton.....										849,269	1	7,092
Melbourne.....	714,283	1	5,537							841,546	1	7,337
Port Pirie.....												
Sydney.....	469,972	1	4,254	767,566	1	*				2,775,505	2	11,732
France.....	1,019,000	1	16,263	2,888,815	3	23,739						
Gibraltar.....	1,797,000	2	19,316									
Valparaiso, f. o.	2,875,719	3	26,964	1,496,988	2	6,965				753,086	1	6,068
California.....	1,461,012	4	11,664									
Kobe, Japan.....	1,056,074	2	7,118									
China.....				7,890,429	10	71,838						
Exports for first 6 mos. 1897..	29,857,267	32	283,166	16,038,930	20	127,116				972,050	1	\$ 7,687
	22,334,369	20	.....	9,090,952	6	.....				2,232,597	4	7,687
			.....			.....				1,018,000	2	.....
			.....			.....				9,202,417	8	.....

* Particulars not received.

Mining Statistics.

REPORT OF MINISTER OF MINES, DECEMBER 31st, 1896.

TABLE I.

TOTAL PRODUCTION FOR ALL YEARS.

Gold, placer.....	\$ 57,704,855
Gold, lode.....	2,177,869
Silver.....	4,028,224
Lead.....	1,606,427
Copper.....	254,802
Coal and Coke.....	33,934,427
Building Stone, Bricks, etc ..	1,200,000
Other metals.....	25,000
	<hr/>
	\$100,931,604

The next Table shows the rapid increase in production during the last seven years, the increase for 1891 over 1890 being due to the larger export of coal, the output of which for that year of 1,000,000 tons, being the largest ever reached by our collieries. In the year 1892 the influence of the production of the lode mines began to be felt, and since then the very marked increase in production has been carried by the quickly growing value of the gold, silver, lead and copper produced.

TABLE II.

PRODUCTION FOR EACH YEAR FROM 1890 TO 1896 (INCLUSIVE.)

Scale, \$1,000,000.00 = $\frac{1}{4}$ inch.

YEAR.	AMOUNT.	
1890—	\$2,608,608	
1891—	3,546,702	
1892—	3,017,971	
1893—	3,588,413	
1894—	4,225,717	
1895—	5,655,302	
1896—	7,146,425	

Table III gives a detailed statement of the amount and value of the different mine products for 1895 and 1896, but it has as yet been impossible to collect statistics concerning the amount of building stone, brick, lime, fire-clay, tiles, etc., hence these tables do not contain any particulars this year about the mining of the economical materials which, of course, should be here included.

However the increase in the value of the precious metals produced, and the baser metals, especially of lead, is marked, and the total increase for 1896 over 1895, very gratifying, the total production of the mines, other than coal, having increased from \$2,834,000 to \$4,816,000.

TABLE III.
AMOUNT AND VALUE OF MATERIALS PRODUCED, 1895 AND 1896.

	Customary Measures.	1895.		1896.	
		Quantity.	Value.	Quantity.	Value.
Gold, Placer...	Oz..	24,084	\$ 481,683	27,201	\$ 544,026
“ Quartz ..	Oz...	39,264	785,271	62,259	1,244,180
Silver.....	Oz..	1,496,522	977,229	3,135,343	2,103,689
Copper.....	Lbs.	952,840	47,642	3,818,556	190,926
Lead.....	Lbs..	16 475,464	532,255	24,199,977	721,384
Coal.....	Tons..	939,654	2,818,962	846,235	2,327,145
Coke.....	Tons..	452	2,260	615	3,075
Other materials.	.....	.....	10,000	.....	15,000
			\$5,655,302		\$ 7,146,425

TABLE IV.
PRODUCTION OF METALS PER DISTRICT.

NAME.	DIVISIONS.		DISTRICTS.	
	1895.	1896.	1895	1896.
CARIHOO			\$ 282,400	\$ 384,050
Barkerville Division..	\$ 81,000	\$ 82,900		
Lightning Creek “ ..	40,700	53,000		
Quesnellemouth “ ..	18,200	51,100		
Keithley Creek “ ..	142,500	197,050		
CASSIAR			22,575	21,000
KOOTENAY, EAST.....			17,575	154,427
KOOTENAY, WEST.....			2,223,206	4,002,735
Ainsworth Division ..	388,944	189,589		
Nelson “ ..	63,608	545,529		
Slocan “ ..	1,057,677	2,010,048		
Trail Creek “ ..	702,457	1,243,360		
Other parts	10,520	14,209		
LILLOOET			40,663	33,665
YALE			241,581	266,078
Osoyoos Division.....	147,731	131,220		
Similkameen “ ..	41,650	9,000		
Yale “ ..	48,400	65,108		
OTHER DISTRICTS.....			10,000	15,000
	\$2,743,387	\$4,592,115	\$2,838,000	\$4,816,955

PLACER GOLD.

Table V. gives the yearly production of placer gold as determined by the returns sent in by the banks and express companies of gold sold to the mints, and from returns sent in by the Gold Commissioners and Mining Recorders. To these yearly amounts one-third was added up to the year 1878, and from then to 1895, one-fifth, which proportion was considered to represent approximately, the amount of gold sold of which there was no record.

The gold output is now beginning to steadily rise as the operations of the large hydraulic mining companies in Cariboo begin to assume such a scale, that with larger water supplies and the mines more opened out for work, a much larger amount of ground can be washed.

This placer gold contains from 10 to 25 per cent. silver, but the silver value has not been separated from the totals.

TABLE V.

YIELD OF PLACER GOLD PER YEAR TO DATE.

1858.....	\$ 705,000	1878.....	\$1,275,204
1859.....	1,615,070	1879.....	1,290,058
1860.....	2,228,543	1880.....	1,013,827
1861.....	2,666,118	1881.....	1,046,737
1862.....	2,656,903	1882.....	954,085
1863.....	3,913,563	1883.....	794,252
1864.....	3,735,850	1884.....	736,165
1865.....	3,491,205	1885.....	713,738
1866.....	2,662,106	1886.....	903,651
1867.....	2,480,868	1887.....	693,709
1868.....	3,372,972	1888.....	616,731
1869.....	1,774,978	1889.....	588,923
1870.....	1,336,956	1890.....	490,435
1871.....	1,799,440	1891.....	429,811
1872.....	1,610,972	1892.....	399,526
1873.....	1,305,749	1893.....	356,131
1874.....	1,844,618	1894.....	405,516
1875.....	2,474,004	1895.....	481,683
1876.....	1,786,648	1896.....	544,026
1877.....	1,608,182		
			\$57,704,855

PRODUCTION OF LODE MINING.

The next table shows very clearly the fact that lode mining in this Province has just fairly begun, and that the progress now being made, is decided and very satisfactory.

The gold production of course consists mostly of the output of Rossland mines as per smelter returns, but there are added the gold saved by amalgamation in the Osoyoos District, as at Camp McKinney, in the Nelson District as at the Poorman Mine, and the product of small lots of gold ore sent out to the smelters from other parts.

Some silver ore is known to have been sold prior to 1887, but no record has been obtained regarding these small sales.

TABLE VI.
PRODUCTION OF LOBE MINES.

YEAR.	GOLD.		SILVER.		LEAD.		COPPER.		TOTAL VALUES.
	Oz.	Value.	Oz.	Value.	Pounds.	Value.	Pounds.	Value.	
		\$		\$		\$		\$	
1887....			17,690	17,331					17,331
1888....			79,780	75,000					75,000
1889....			53,192	47,873					47,873
1890....			70,427	73,948		113,000		5,805	79,753
1891....			4,500	4,000		588,665		25,607	29,607
1892....			77,160	66,915		1,768,420		72,505	139,440
1893....		23,494	227,000	195,000		2,135,021		78,096	297,400
1894....	1,179	125,014	746,379	470,219		5,662,523		169,875	781,342
1895....	6,252	785,271	1,496,522	977,229		16,475,464		532,255	2,342,397
1896....	39,264	1,244,180	3,135,343	2,100,689		24,199,977		721,384	4,257,179
Totals .	108,915	\$2,177,869	5,907,993	\$4,028,224	50,943,072	\$1,606,427	5,006,076	\$254,802	\$8,067,322

PRODUCTION OF COAL AND COKE.

In Table VII. is given the total number of long tons (2,240 lbs.) of coal and coke for each year as reported to the Government by the different collieries in the Province. The production of coke is small, but will be now rapidly increased when the coke ovens, now being perfected at the Union mines at Comox, and the coking coal of the Crow's Nest Pass, will have begun the regular supply of this fuel to the smelting centres. For the last two years the output of coal has been declining by reason of the increasing competition of British and American coal in the Pacific Coast markets of the United States where most of the coal exported from British Columbia is sold.

TABLE VII.

COAL AND COKE PRODUCTION PER YEAR 'TO DATE.

YEAR.	TONS (2,240 lbs.)	VALUE.	YEAR.	TONS (2,240 lbs.)	VALUE.
1836-52....	10,000.....	\$ 40,000	1879.....	241,301.....	\$ 723,903
1852-59....	25,396.....	101,592	1880.....	267,595.....	802,785
1859, 2mos.	1,989.....	7,956	1881.....	228,357.....	685,171
1860.....	14,246.....	56,988	1882.....	282,139.....	846,417
1861.....	13,774.....	55,096	1883.....	213,299.....	639,897
1862.....	18,118.....	72,472	1884.....	394,070.....	1,182,210
1863.....	21,345.....	85,380	1885.....	265,596.....	1,096,788
1864.....	28,632.....	115,528	1886.....	326,636.....	979,908
1865.....	32,819.....	131,276	1887.....	413,360.....	1,240,080
1866.....	25,115.....	100,460	1888.....	489,301.....	1,467,903
1867.....	31,239.....	124,956	1889.....	579,830.....	1,739,490
1868.....	44,005.....	176,020	1890.....	678,140.....	2,034,420
1869.....	35,802.....	143,208	1891.....	1,029,097.....	3,087,291
1870.....	29,843.....	119,372	1892.....	826,335.....	2,479,005
1871-2-3....	148,459.....	493,836	1893.....	978,294.....	2,934,882
1874.....	81,547.....	244,641	1894.....	1,012,953.....	3,038,859
1875.....	110,145.....	330,435	1895.....	939,654.....	2,818,962
1876.....	139,192.....	417,576	1896.....	846,235.....	2,327,145
1877.....	154,052.....	462,156	Totals.....	11,248,759	\$33,926,602
1878.....	170,846.....	522,538			
Coke	1,565 tons.....	\$ 7,825			

Land Return.

RETURN SHOWING LAND TRANSACTIONS FOR THE YEAR ENDING 31ST DECEMBER, 1896.

	RECORDS ISSUED FOR THE DISTRICT OF												Total		
	Victoria.	Esqimalt.	Cowichan.	Nanaimo.	Comox.	Coast.	New Westminster.	Yale.	Kamloops.	Osoyoos.	Lillooet.	Kootenay.		Cariboo.	Cassiar.
Pre-emption Records.....	61	.....	3	6	.....	17	24	.....	26	177	36	89	45	2	485
Certificates of Improvement.....	42	.....	9	5	1	5	5	.....	1	37	6	26	5	2	144
" " Purchase.....	69	1	49	22	1	20	52	2	49	91	54	235	47	2	694
Crown Grants.....	29	1	20	6	1	5	16	2	14	57	13	238	19	.....	411
Timber Cutting Licenses.....	2	.....	.....	.....	.....	3	24	.....	.....	6	1	32	.....	.....	68
" " General.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	189
Coal Prospecting Licenses.....	.....	.....	.....	.....	1	4	.....	.....	.....	.....	1	.....	.....	.....	6

SUMMARY.

	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896
Pre-emption Records.....	308	345	311	303	548	496	616	988	869	832	709	630	486
Certificates of Improvement.....	77	82	69	73	157	132	169	660	272	173	117	113	144
" " Purchase.....	604	365	369	351	355	567	829	865	1,000	264	153	334	694
Crown Grants.....	406	306	274	320	332	481	573	685	820	393	159	215	411
Total Acreage Decided.....	146,197	128,811	50,472	73,950	94,278	134,109	99,334-33	143,455	300,878	124,634	47,166.86	95,456	36,821
Acreage Covered by Timber Cutting Licenses.....	1,947	1,389	23,012	16,865	58,566	55,217	57,716	51,124	112,694	110,646	38,257	.....	.....
Acreage Covered by Coal Prospecting Licenses.....	.....	.....	.....	8,960	90	.....	5,280	31,553	14,503	20,800	7,672	14,461	.....
Letters received.....	3,357	3,260	3,485	3,079	3,141	3,326	4,168	5,224	5,321	4,339	4,018	5,079	6,532

Municipal Statistics, 1896.
FROM INFORMATION FURNISHED BY THE PROVINCIAL BUREAU OF STATISTICS.

	Assessed Value of Real Estate (actually taxed)	Assessed Value of Improvements.	Total Value of Exemptions.	Number of Ratepayers on Roll.	Number entitled to Vote.	Number of Ratepayers	Receipts ending December 31st, 1896.	Expenditure ending December 31st, 1896.	Assets, December 31st, 1896.	Liabilities, December 31st, 1896.
Burnaby	\$ 779,855 00	.....	\$ 44,800 00	638	75	563	\$ 7,390 28	\$ 7,390 25	\$35,515 00	\$35,170 00
Chilliwack	812,970 00	.....	.....	516	178	196	8,846 67	8,799 07	13,881 59	20,000 00
Coquitlam	256,857 00	.....	.....	135	28	127	11,262 94	10,437 88	8,243 52	21,242 00
Delta	1,153,104 00	\$ 199,008 00	.....	265	27	1,100	57,944 37	49,113 71	14,294 11	20,935 86
Dewdney	101,524 00	.....	.....	129	73	56	29,992 31	1,861 54	9,083 72	22,339 78
Kamloops	152,420 00	157,350 00	3,000 00	171	116	34	40,145 52	25,905 92	55,869 54	44,500 00
Kaslo	235,201 00	48,435 00	.....	313	361	150	1,630 63	34,394 91	34 247 91	34,712 16
Kent	12,069 00	19,742 38	31,811 38	99	53	26	7,097 54	1,574 67	996 28	381 37
Langley	810,100 00	157,925 00	.....	606	240	.....	5,502 16	7,329 33	8,722 59	2,584 62
Maple Ridge	279,558 00	* 143,453 88	.....	267	122	115	6,828 48	5,408 55	4,619 61	1,397 91
Matsqui	583,663 61	.....	.....	317	144	173	3,466 10	5,015 67	11,041 68	1,259 50
Mission	194,396 00	21,522 00	7,700 00	215	82	92	33,675 67	3,244 80	3,117 47	791 07
Richmond	1,149,728 00	184,140 00	.....	333	208	171	25,242 28	24,165 16	52,343 17	180,000 00
Spallumcheen	497,647 00	55,105 00	28,221 00	179	179	32	14,385 86	11,637 86	79,771 58	69,642 00
Sumas	135,431 00	.....	.....	1050	153	600	18,152 09	15,176 80	4,621 04	2,214 58
Surrey	1,392,853 89	824,489 70	.....	500 00	63	497	15,594 82	11,867 22	25,231 15	62,300 00
South Vancouver	1,002,997 00	.....	.....	723	133	570	440,248 46	495,943 01	1,669,256 11	2,012,801 83
North Vancouver	862,014 11	2,218,285 00	667,003 00	5,000	5,000	2,000	10,325 51	10,323 03	11,080 10	8,000 00
Vancouver	13,000,869 00	.....	.....	.....	.....	.....	455,047 61	400,297 56	2,113,746 88	1,859,744 92
Vernon	384,515 00	114,318 00	9,130 00	91	91	146	69,576 28	69,576 28	97,145 64	94,248 76
Victoria	10,991,340 00	3,640,460 00	2,702,630 00	3,035	3,035	378	434,910 98	433,032 68	1,237,997 64	990,201 48
Nanaimo	1,304,203 00	.....	.....	1,216	1,216	73	1,227 75	1,063 74	1,438 90	445 50
New Westminster	2,566,405 00	959,260 00	1,292,720 00	1,139	1,139	.....	2,979 53	2,723 69	5,547,935 84	5,493,546 74
Wellington	38,500 00	77,000 00	.....	1,38	190	34	1,727 48	1,602,533 14	.....	.....
Cowichan	258,454 00	283,074 00	.....	247	190	34	.....	.....	.....	.....
	38,840,564 61	9,131,788 96	4,838,512 38	17,427	13,331	7,150	1,727,478 69	1,602,533 14	5,547,935 84	5,493,546 74

* Not taxed.

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

ENTERED FOR CONSUMPTION, JULY 1ST, 1896, TO JUNE 30TH, 1897.

	No. 37, Victoria, B. C.	No. 38, Vancouver, B. C.
Spirits.....proof gallons.	52,861.11	61,956.92
Spirits, exported....."	2,755.87	647.54
Malt.....lbs.	1,308,163	991,382
Manufactured Tobacco....."	138,727	136,480
" " exported....."	5,113	2,720
Raw Leaf....."	48,511	51,687
Cigars, ex-warehouse.....No.	317,850	120,425
" ex-factory....."	1,225,090	1,848,300
Malt Liquor.....gallons.	695,371	394,284
Petroleum....."	44,466	436,159.21
Total receipts.....	\$156,157.24	\$173,468.83

This Board is indebted to the kindness and courtesy of the Collectors of Inland Revenue at Victoria and Vancouver for the above information.

Area of British Columbia.

Land.....	382,300 square miles.		
Water.....	1,000 "	"	"
Total.....	383,300 "	"	"
Wooded area, estimated.....	285,554 "	"	"

Population of British Columbia.

Census of 1891—Males.....	63,003
" " —Females.....	35,170
Total.....	98,173

Density of population to the square mile, 0.3

Meteorological Register for the Year 1896, at Thirteen Stations in British Columbia.

COMPILED FROM RETURNS PUBLISHED BY THE PROVINCIAL DEPARTMENT OF AGRICULTURE.

	D	D	D	B	B	A	C	B	A	A	A	A	C	E
UPPER MAINLAND.....	A	28	.....	52	.....	760	.....	.....	.....	.....	.....	.....	.....	.....
LOWER MAINLAND.....	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NORTH-WEST COAST.....	C	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
VANCOUVER ISLAND.....	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
GULF ISLANDS.....	E	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elevation above Sea Level in feet.....		28	.....	52	.....	760	.....	.....	.....	.....	.....	.....	.....	.....
Highest temperature registered during the year 1896.....		86.4	88.0	95.0	93.0	104.0	84.0	89.0	98.0	100.1	100.1	94.3	90.0	88.5
Lowest temperature registered during the year 1896.....		16.7	8.0	9.0	3.0	-13.0	-30.0	-3.0	-17.0	-36.1	-36.1	-21.5	12.7	10.5
Annual Mean temperature during the year 1896.....		47.78	47.18	47.81	48.31	48.69	35.61	48.02	43.40	41.52	43.06	43.06	45.11	47.89
Mean daily range of temperature during the year 1896.....		13.5	17.1	20.1	18.3	23.2	19.6	21.4	25.7	26.3	26.3	23.5	13.2	16.6
Rainfall during the year 1896 in inches.....		38.67	33.71	64.70	54.12	2.44	8.01	71.14	46.06	5.52	10.18	7.87	92.55	45.12
Number of days of Rainfall.....		199	136	128	154	35	41	164	132	65	72	41	165	149
Amount of Snowfall in inches.....		41.9	43.1	35.5	20.9	30.9	120.0	70.0	19.9	59.7	34.0	87.5	101.4	77.3
First Frost.....		Oct. 5	Oct. 24	Sept. 7	Oct. 26	Oct. 22	Sept. 8	Sept. 25	Oct. 27	Sept. 8	Sept. 14	Sept. 23	Oct. 28	Nov. 4
Last Frost.....		April 17	May 15	April 16	April 18	April 18	June 4	May 15	June 2	June 13	June 11	June 6	May 8	May 15
First Snow.....		Nov. 4	Nov. 10	Nov. 11	Nov. 14	Nov. 9	Sept. 2	Nov. 30	Nov. 11	Nov. 11	Nov. 7	Nov. 11	Nov. 9	Nov. 4
Last Snow.....		April 7	April 28	Mar. 28	Mar. 28	Mar. 7	May 1	April 28	Mar. 27	April 14	Feb. 29	Mar. 7	April 29	Mar. 30
Warmest Day.....		July 21	July 14	June 26	June 26	July 15	June 29	July 21	June 26	July 6	July 6	June 28	June 26	July 14
Mean temperature.....		70° 10'	73° 50'	73° 50'	76° 50'	85° 25'	67° 00'	71° 67'	68° 00'	76° 50'	77° 10'	77° 15'	72° 50'	72° 70'

Educational.

British Columbia affords excellent educational opportunities, the schools being free and undenominational. In 1896 there were 202 common, 22 graded, and four high schools, under the supervision of trustees elected by the ratepayers, at a cost to the Provincial Government of \$234,315.04. New school districts can be created by the Lieutenant-Governor-in-Council as soon as there are fifteen children between six and sixteen years of age within the limits prescribed. For outlying agricultural districts and mining camps this arrangement is very advantageous.

The following statistics are taken from the Report of the Honourable the Minister of Education:

Number of pupils enrolled during the year 1895-6.....	14,460
Increase for the year.....	978
Number of boys enrolled.....	7,437
Increase for the year.....	580
Number of girls enrolled.....	7,023
Increase for the year.....	389
Average actual daily attendance.....	9,254.25
Increase for the year.....	643.94
Number of pupils enrolled in High Schools.....	460
Decrease for the year.....	55
Average actual daily attendance in High Schools.....	287.87
Average actual daily attendance in graded and Ward Schools.....	5,491.43
Average actual daily attendance in Rural Schools.....	3,474.95
Number of School Districts at the close of the year.....	193
Increase for the year.....	10

The gradual growth of the schools is fully shown by the record of attendance given in the following exhibit:

COMPARATIVE STATEMENT OF ATTENDANCE AND COST OF PUBLIC SCHOOLS FROM
1872-73 TO 1895-96.

Year.	Number of School Districts.	Aggregate Enrolment.	Average Daily Attendance.	Percentage of Attendance.
1872-73.....	25	1,028	575	55.93
1873-74.....	37	1,245	767	61.60
1874-75.....	41	1,403	863	61.51
1875-76.....	41	1,685	984	58.39
1876-77.....	42	1,998	1,260	63.06
1877-78.....	45	2,198	1,395.50	63.49
1878-79.....	45	2,301	1,315.90	57.19
1879-80.....	47	2,462	1,293.93	52.56
1880-81.....	48	2,571	1,366.86	53.16
1881-82.....	50	2,653	1,358.68	51.21
1882-83.....	59	2,693	1,381.00	51.36
1883-84.....	67	3,420	1,808.00	52.88
1884-85.....	76	4,027	2,089.74	51.89
1885-86.....	86	4,471	2,481.48	55.50
1886-87.....	95	5,345	2,873.38	53.75
1887-88.....	104	6,372	3,093.46	48.54
1888-89.....	109	6,796	3,681.14	54.16
1889-90.....	123	8,042	4,333.90	53.89
1890-91.....	141	9,260	5,134.91	55.45
1891-92.....	154	10,773	6,227.10	57.80
1892-93.....	169	11,496	7,111.40	61.85
1893-94.....	178	12,613	7,785.50	61.72
1894-95.....	183	13,482	8,610.31	63.86
1895-96.....	193	14,460	9,254.25	64.00

Shipping.

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

Vessels employed in the coasting trade of the Dominion of Canada arrived at and departed from Victoria, B. C., during the year ending 30th June, 1897.

Vessels Arrived.			Vessels Departed.		
No. Vessels.	Tonnage.	No. Crew.	No. Vessels.	Tonnage.	No. Crew.
1,367	476,379	26,635	1,413	498,233	27,203
Vessels entered outwards for sea at Victoria during year ending 30th June, 1897:					
With Cargo.			In Ballast		
No. Vessels.	Tonnage.	No. Crew.	No. Vessels.	Tonnage.	No. Crew.
669	466,958	23,921	626	394,038	21,728
Vessels entered inwards from sea during the year ending 30th June, 1897:					
With Cargo.			In Ballast.		
No. Vessels.	Tonnage.	No. Crew.	No. Vessels.	Tonnage.	No. Crew.
1,002	580,198	32,201	334	137,410	14,451
Number and tonnage of vessels built and registered at Victoria during the year ending 30th June, 1897:					
Built.			Registered.		
No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
9	631	8	3,914		

Postal Statistics.

Statement showing the accounting offices in operation, the gross postal revenue; the number and amount of money orders issued and paid; the amount of commission thereon, during the year ending 30th June, 1897:

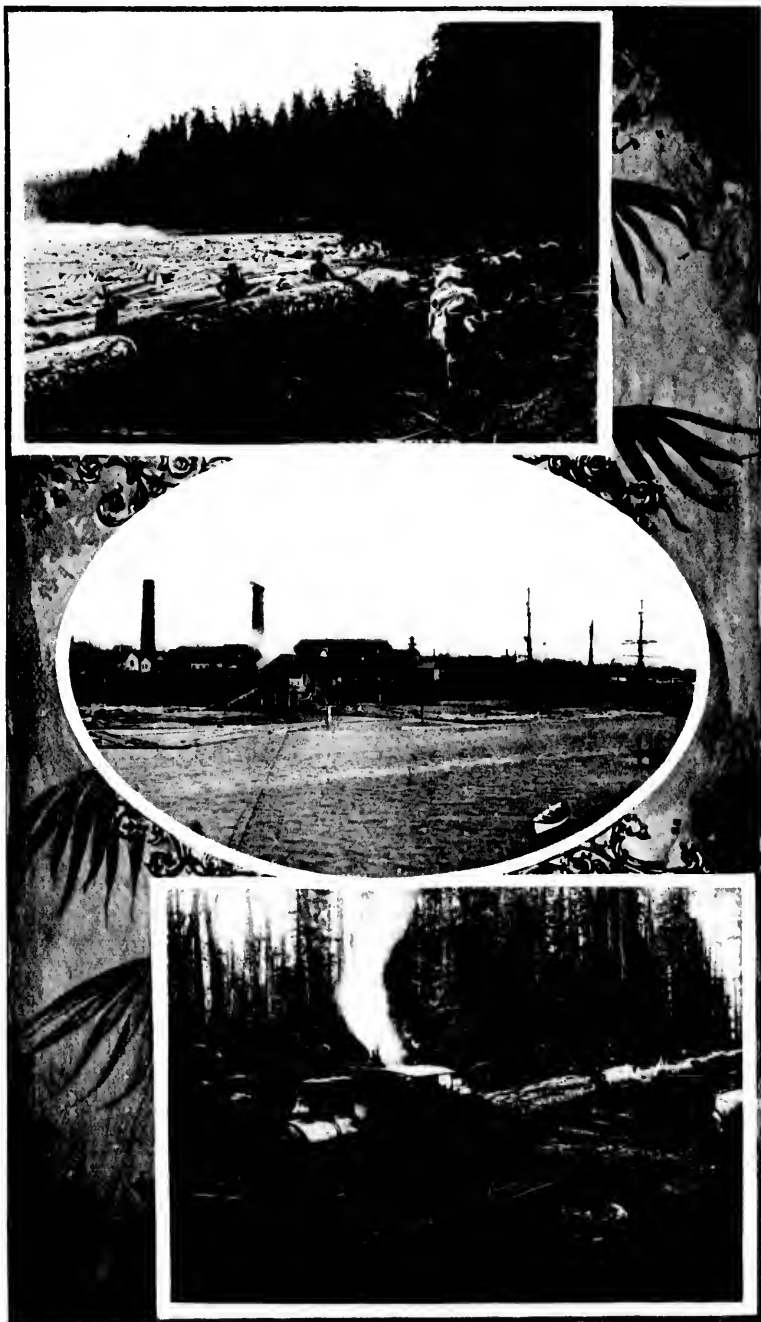
Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money of Orders Issued.	Total Comm'n Received from Public.	Total Amount of Money Orders Paid.
Nanaimo	Vancouver	\$ 5,802 44	5,688	\$ 78,557 84	\$ 767 62	\$ 36,977 17
New Westm'r.	New Westm'r.	9,024 31	4,450	55,836 22	540 59	43,619 33
Vancouver	Victoria.	32,653 08	11,023	61,618 62	1,626 18	131,719 74
Victoria	Burrard.	41,509 08	13,500	166,292 37	1,802 76	181,455 66
Other offices. ....	.....	67,893 78	34,631	591,034 03	4,872 39	152,153 35
		\$ 156,882 69	69,292	\$ 1,053,339 08	\$ 9,600 54	\$ 545,925 25

Table showing the number of post offices in operation, extent of mail travel, estimated number of letters and other articles of mail matter posted in British Columbia during the year ending 30th June, 1896:

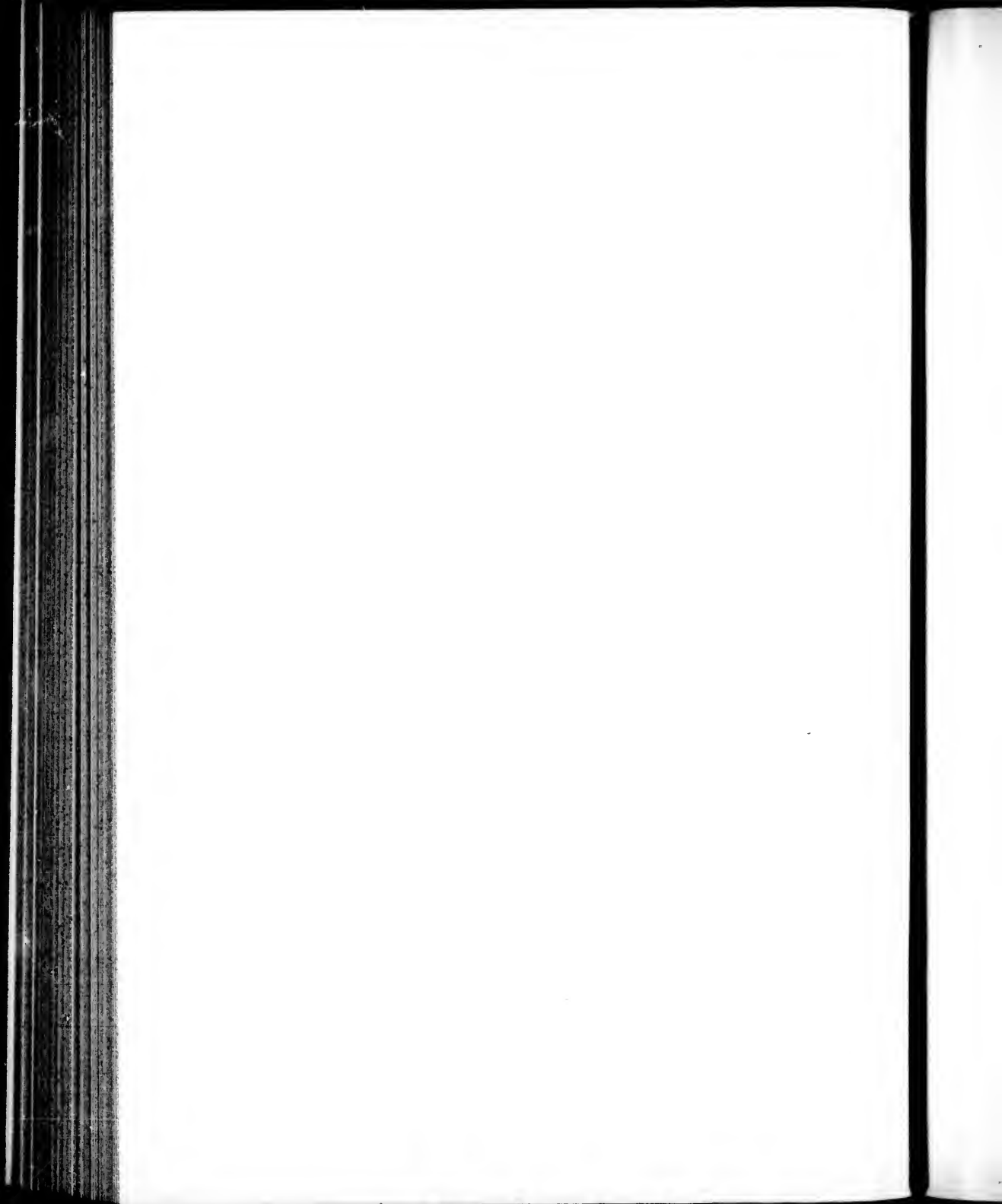
Number of offices in operation on 1st July, 1897.....	274
EXTENT OF MAIL SERVICE.	
Number of miles of post route.....	6,640
Annual travel thereon.....	1,395,318
Estimated number of letters and other articles of mail matter posted in Canada during the year ending 30th June, 1896:	
Letters.....	4,175,000
Post Cards	398,000
Registered Letters.....	118,000
Free Letters.....	129,800
No. of transient Newspapers and Periodicals, Packets, Circulars, Samples, Patterns, etc	461,000
No. of Packages of Printers' Copy, Photographs, Deeds, Insurance Policies, etc	88,000
No. of Packets of Fifth Class Matter, Ordinary Merchandise, open to examination	43,500
No. of Parcels by Parcel Post.....	30,000
No. of Closed Parcels for the United Kingdom and other countries.	2,100

Progress of Shipping.

DESCRIPTION.	1876		1886		1896	
	No.	Ton.	No.	Ton.	No.	Ton.
	Coasting Steamers In	273	59,950	1,872	726,879	5,731	1,375,381
“ Out	246	54,111	1,876	728,961	5,823	1,382,864
Coasting Vessels (sail) In	141	6,835	217	13,261	390	52,285
“ Out	1,511	7,112	215	10,232	401	59,260
Canadian Cargoes In	21	5,250	3	1,460	127	7,434
“ Out	7	1,242	2	1,084	30	3,064
British Cargoes In	23	18,124	33	33,907	98	186,076
“ Out	31	18,350	58	62,538	103	191,632
Foreign Cargoes In	301	160,811	505	313,021	1,202	759,791
“ Out	146	121,977	344	309,085	1,236	1,019,800
Foreign Ballast In	154	109,681	262	221,051	705	63,594
“ Out	284	140,775	508	224,082	682	342,490
British In	15	6,408	31	36,957	64	129,202
“ Out	6	3,709	6	5,274	50	107,817
Canadian In	10	1,925	7	896	69	17,458
“ Out	19	4,677	14	973	182	16,910



LOGGING AND LUMBER INDUSTRY, BRITISH COLUMBIA.



Contributions of British Columbia to the Dominion Treasury.

	1890-91.	1891-92.	1892-93	1895-96.	Grand Totals from 1871 to 1896.
Inland Revenue					
Customs	\$1,344,358 19	\$1,407,008 42	\$1,217,718 20	\$1,311,237 03	\$ 245,472 85
Excise	152,890 84	237,966 06	247,584 26	294,231 78	19,907,637 58
Seizures	15,022 06	3,947 62	19,145 00	2,613 27	2,147,433 25
Fees, Fines and Forfeitures	1,619 80		1,050 85		72,226 14
Chinese	107,787 50	139,777 00	113,491 00	88,800 00	742,349 50
Weights and Measures	338 93	312 90	376 50	385 30	9,719 61
Gas Inspection	80 00	54 00	268 75	469 00	5,437 57
Post Office	106,873 09	127,327 98	132,747 86	156,882 69	1,448,469 73
Telegraphs					104,155 79
Militia		338 87	410 02		1,440 87
Lighthouse and Coast	161 65				2,676 94
Steamboat Inspection	2,183 44	1,945 61	2,204 40	2,429 90	25,038 75
Sick Mariners' Fund	6,149 68	6,450 74	7,130 10	6,725 74	92,853 36
Fisheries	12,914 02	8,192 48	40,204 00	26,410 75	157,885 95
Superannuation	1,102 49	315 92	1,779 90	2,029 46	11,093 78
Interest on Investments					146,711 78
Premium, Discount and Exchange		2,327 12	1,094 02		70,776 45
Public Works					346 09
Penitentiary	489 05	471 55	689 06	868 94	10,051 19
Esquimalt Dock	29,467 14	18,416 23	23,204 38	10,221 68	132,147 32
Indian Trust Fund		659 46	3,193 80	1,041 21	8,915 68
Agassiz Experimental Farm	79 05	66 55	450 88	1,845 02	2,917 79
Miscellaneous	168 00	1,492 80	4,396 45	696 88	42,932 71
Dominion Lands	\$1,781,684 93	\$1,957,071 31	\$1,817,199 43	\$1,906,829 55	\$25,455,751 61
					496,613 05
					\$25,952,364 66

The above Table is taken by permission from the advance sheets of the British Columbia Year Book.

Dominion Expenditure in British Columbia.

	1890-91.	1891-92.	1892-93.	1895-96.	Grand Totals from 1871 to 1896.
Public Debt	\$ 29,376 87	\$ 27,755 01	\$ 27,214 40	.....	\$ 1,379,437 05
Sinking Fund	15,872 65	16,464 14	17,676 31	.....	834,859 77
Savings Bank .....	.....	.....	.....	.....	855,528 14
Assistant Receiver-General	3,728 66	3,989 24	3,661 48	\$ 3,700 25	161,572 38
Lieut. Governor	9,000 00	9,000 00	9,000 00	9,000 00	215,499 92
Administration of Justice	39,564 21	40,315 21	39,268 15	38,052 15	853,353 80
Superannuation	21,672 70	9,567 02	15,006 04	18,790 60	226,765 21
S. S. Subsidy, Victoria and San Francisco	17,640 00	17,640 00	17,640 00	5,000 00	740,291 07
Lighthouse & Coast Service—(1) Construction	3,865 38	7,167 11	.....	225 00	53,957 11
“ “ (2) Maintenance	19,995 22	27,027 43	24,458 27	11,787 09	432,552 44
Dominion Steamers	65,101 77	25,591 69	47,744 88	29,481 51	472,897 47
Marine Hospitals	3,422 62	3,570 37	3,504 15	5,803 49	80,803 16
Marine and Fisheries	7,660 04	9,954 74	9,121 28	22,027 14	137,046 49
Steamboat Inspection	2,752 07	2,196 55	2,561 55	2,723 72	29,621 48
Public W'ks and Bldg's—(1) Construction	49,128 60	39,333 53	82,251 05	69,943 84	671,299 28
“ “ (2) Maintenance	3,348 51	3,957 59	4,228 03	.....	102,985 02
“ “ (3) Public Works Agent	5,297 98	6,352 17	2,167 71	2,278 74	57,865 02
Penitentiary—(1) Construction .....	.....	.....	.....	.....	308,934 85
“ (2) Maintenance	37,839 87	36,711 82	42,548 03	37,189 97	571,584 49
Dredging	19,400 36	23,374 22	14,717 75	10,776 91	347,592 53
Harbors and Rivers	53,841 96	59,767 89	76,546 16	27,367 57	607,437 45
Telegraphs—(1) Construction	16,070 94	8,191 39	.....	2,327 93	189,027 65
“ (2) Maintenance	5,334 65	1,085 84	8,919 70	14,378 29	445,438 64
Post Office	106,541 32	114,945 77	117,324 96	201,198 60	2,473,608 40
Customs	49,388 92	51,508 12	56,143 16	76,866 32	865,893 55
Excise	9,669 13	11,892 56	13,252 04	16,492 60	189,313 44
Seizures .....	.....	.....	.....	1,797 71	6,472 54
Chinese	13,250 00	28,805 36	70,584 93	26,375 37	175,744 93
Weights and Measures	2,179 90	2,128 20	1,518 21	2,067 17	22,926 34

Gas Inspection.....	411 38	495 00	536 00	893 00	7,679 64
Indians.....	85,054 93	90,021 79	106,838 25	91,541 85	1,400,208 25
Militia.....	5,143 78	15,743 03	6 089 06	14,633 07	162,942 35
Immigration and Quarantine.....	6,684 94	8,524 24	21,421 74	8,297 15	101,285 28
Subsidies.....	212,151 06	242,241 46	242,241 46	242,689 40	5,252,254 34
Art and Agriculture.....	201 79	30,805 08	.....	.....	61,524 61
Agassiz Experimental Farm.....	10,381 74	20,110 75	8,623 19	9,779 93	93,073 02
Meteorological Station.....	1,519 64	1,325 00	.....	1,223 00	5,285 64
Skeena Expedition.....	47 80	.....	.....	.....	5,488 88
Civil Government.....	.....	.....	.....	.....	7,591 31
Miscellaneous.....	2,233 58	1,127 39	21 00	53 83	37,801 12
Dominion Lands.....	\$ 934,774 97	\$ 997,896 71	\$1,092,898 94	\$1,004,763 26	\$20,645,144 06
Esquimalt Dock—(1) Construction.....	.....	3,945 87	4,075 61	.....	\$21,022,485 24
“ (2) Maintenance.....	15,365 55	12,645 95	13,196 61	.....	736,093 54
Special Expenditure, C. P. R.—(1) Surveys.....	\$ 930,140 52	\$1,014,488 53	\$1,110,171 16	\$1,004,763 26	\$21,846,321 28
“ (2) Construction.....	.....	28,361 02	.....	.....	1,597,844 79
“ (3) Arbitration.....	.....	.....	.....	.....	12,922,484 03
E. & N. R. R. Subsidy.....	.....	.....	.....	.....	\$3,172 02
“C” Battery.....	39,396 57	39,462 77	45,415 18	.....	432,520 00
Behring Sea Seal Fishery.....	.....	3,956 78	.....	.....	268,469 55
Columbia & Kootenay R. R.....	.....	88,800 00	.....	.....	42,604 78
Shuswap & Okanagan R. R.....	.....	162,260 00	.....	.....	88,800 00
Fortifications, Esquimalt.....	.....	.....	.....	.....	162,260 00
Pay Roll,.....	.....	.....	.....	121,891 55	259,946 14
Alaska Boundary.....	.....	.....	.....	.....	67,839 84
Miscellaneous.....	104,562 00
.....	1,140 59
.....	\$ 989,537 09	\$1,337,329 10	\$1,155,586 34	\$1,126,654 81	\$37,877,965 02

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Number of Business Establishments in the Province.

	MAINLAND.														Vancouver Island.					
	Vancouver.	Westminster.	Kamloops.	Kaslo.	Vernon.	Rosland.	Trail.	Nelson.	Grand Forks.	New Denver.	Revelstoke.	Sandton.	Three Forks.	Chilliwack.	Outlying Towns and Villages.	Victoria.	Wellington.	Nanaimo.	Union.	Outlying Towns and Villages.
1	20	8	3	2	2	4	1	2	4	1	2	2	2	2	13	21	..	3	1	..
2	5	3	..	..	..	6	..	4	..	..	..	..	..	..	..	10	..	3	..	..
3	6	4	..	..	..	1	2	..	..	..	..	..	..	..	..	10	..	2	..	..
4	15	8	5	1	4	9	1	3	1	1	1	1	1	5	31	18	1	7	2	3
5	28	7	3	1	11	3	4	1	2	5	2	2	2	2	3	31	4	5	2	..
6	11	5	1	3	2	7	3	1	3	1	2	1	1	2	16	1	4	4	..	..
7	9	3	1	2	1	5	3	1	2	1	2	1	1	1	1	8	2	5	..	..
8	12	3	1	2	3	5	4	2	1	3	1	1	1	3	36	6	1	1	1	6
9	7	8	2	1	4	1	1	1	1	1	1	1	1	3	7	16	1	1	..	..
10	2	2	1	1	1	1	1	1	1	1	1	1	1	1	5	2	1	2	1	..
11	64	15	5	4	1	17	6	5	1	1	1	1	1	16	70	3	15	..	..	..
12	12	6	3	1	6	3	3	1	1	1	1	1	2	7	13	1	3	2	..	..
13	4	2	2	1	3	1	1	1	1	1	1	1	1	1	4	2	2	..	..	..
14	28	9	5	4	1	6	3	5	2	2	3	2	3	18	11	3	5	1	1	..
15	17	6	3	3	3	5	2	3	1	1	2	3	2	3	11	2	2	5	1	1
16	21	4	2	3	11	1	4	2	1	2	1	2	1	4	13	..	5	..	..	..
17	16	7	4	3	2	7	1	4	1	3	2	1	1	7	20	1	5	1	..	..
18	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19	61	14	7	20	6	29	22	20	7	5	9	17	4	3	161	79	5	28	5	31
20	2	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21	2	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22	2	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23	11	3	3	..	..	2	3	..	..	..	..	..	..	..	..	..	..	..	..	..
24	2	3	4	4	5	6	10	3	3	6	5	1	5	103	..	..	..	..	..	..
25	53	8	1	3	2	3	3	1	..	..	..	..	..	..	..	..	..	..	..	..
26	435	131	58	56	35	148	74	70	24	22	33	44	15	43	540	422	32	125	26	92

The above Table is taken by permission from the advance sheets of the British Columbia Year Book.

List of Municipalities.

Name of Municipality.	Date of Incorporation.		Reeve or Mayor.	Clerk.
	Month.	Year.		
<i>(Rural.)</i>			<i>(Reeve.)</i>	
Burnaby	Sept. 22.	1892	Nicolai C. Schou	Alfred Smithers.
*Chilliwack	April 26.	1873	A. C. Wells	Joseph Scott.
			(Vice T. E. Kitchen, dec'd.)	
Coquitlam	July 30.	1891	E. A. Atkins	Robert D. Irvine.
*Delta	Nov. 10.	1879	William McKee	Charles F. Green.
Dewdney	April 7.	1892	Albert L. Dion	Edwin Davis
Kent	Sept. 27.	1891	John McRae	Harry Fooks.
Langley	April 26.	1873	Phillip Jackman, Sr	Albert H. Hawkins.
*Maple Ridge	Sept. 12.	1874	Robt. Blackstock	Ernest Wm. Beckett.
Matsqui	Dec. 1.	1892	Louis R. Authier	Hugh G. Currie.
Mission	June 14.	1892	James A. Catherwood	Anthony M. Verchere.
Nicomen	Mar. 31.	1892	(Ceased to exist.)	
North Cowichan	June 18.	1873	Thos. A. Wood	James Norcross.
North Vancouver	Aug. 13.	1891	(No Reeve elected 1897)	W. L. Keene.
*Richmond	Nov. 10.	1879	Duncan Rowan	Alfred B. Dixon.
Salt Spring Island	Dec. 23.	1873	(Not now in existence.)	
South Vancouver	April 13.	1892	Geo. Rae	George Martin.
Spallumcheen	July 21.	1892	August Schubert, Jr	Richard Stuart Pelly.
Squamish	Oct. 27.	1892	(Did not organize.)	
Sumas	Jan. 5.	1892	Fred Fooks	A. C. Bowman.
*Surrey	Nov. 10.	1879	John Armstrong	Albert A. Richmond.
<i>(Urban.)</i>			<i>(Mayor.)</i>	
Grand Forks		1897	John A. Manly	J. A. Aikman.
Kamloops	July 1.	1893	Marshall P. Gordon	John J. Carment.
Kaslo	Sept. 14.	1891	Robt. F. Green	E. E. Chipman.
Nanaimo	Dec. 24.	1874	Jos. H. Davidson	Adam Thompson.
Nelson		1897	John Houston	Charles E. Sealey.
†New Westminster	July 16.	1860	W. B. Shiles	Fred R. Glover.
Rossland		1897	R. Scott	W. McQueea.
‡Vancouver	May	1886	Wm. Templeton	Thomas F. McGuigan.
§Victoria	Aug. 2.	1862	C. E. Redfern	W. J. Dowler.
Wellington	Oct. 10.	1895		R. H. Holmes.

* Letters patent of Chilliwack were surrendered and new letters patent issued in 1881 and again in 1883; those of Maple Ridge and Surrey in 1882; Richmond 1885, re-incorporated 1892; Delta, 1888.

† New Westminster was created a municipality by proclamation of Sir James Douglas, July 16, 1860. Its limits were extended October 22, 1861, and made subject to the provisions of the Municipality Act of 1872. Letters patent were surrendered and new letters issued in 1881. A special charter of incorporation was obtained in 1887, which was amended in 1895.

‡ Vancouver was incorporated by special act in 1886. The first by-law appointing officers (not dated) appeared in the B. C. Gazette, May 27, 1886. The act of incorporation was amended by the Legislature in 1887, 1889, 1893, 1891, 1892, 1893 and 1895.

§ Victoria was created a municipality by ordinance, dated April 2, 1867, which repealed the original act of incorporation of 1862, and subsequently came under the provisions of the Municipality Act of 1872 on the 25th of June, 1873. The General Municipal Act, under which it is governed, has been amended from time to time.

Rossland, Nelson and Grand Forks were incorporated under a special act passed last session of Parliament, entitled the "Speedy Incorporation Act."

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Game Protection Act of British Columbia, 1895-96-97.

Species of Birds, Animals, etc.	Unlawful to Shoot or Destroy during Close Seasons shown below.		UNLAWFUL TO BUY, SELL, OR EXPOSE FOR SALE.	UNLAWFUL TO KILL OR TAKE.
	EAST OF THE CASCADES. (<i>Inclusive.</i>)	WEST OF THE CASCADES. (<i>Inclusive.</i>)		
Beaver.....	1st April to 1st November.....	1st April to 1st November.....		
Birds living on noxious insects.....	At any time.....	At any time.....		
Bittern.....	1st March to 31st August.....	1st March to 31st August.....	During close season.....	
Blackbird, English.....	At any time.....	At any time.....		
Caribou.....	1st January to 31st July.....	1st January to 31st July.....	Before 1st October.....	More than five in one season.
Chaffinch.....	At any time.....	At any time.....		
* Deer under 12 months.....	At any time.....	At any time.....		
* Deer, buck.....	1st January to 31st July.....	1st January to 31st July.....	Before 1st October.....	Hunt with dogs. (Kill for hides alone.)
* Deer, doe.....	1st January to 31st July.....	1st January to 31st July.....	At any time.....	More than ten in one season.
Duck, wild, of all kinds.....	1st March to 31st August.....	1st March to 31st August.....	During close season.....	More than 250 in one season.
Elk, bull, wapiti.....	1st January to 31st July.....	1st January to 31st July.....	Before 1st October.....	More than two in one season.
Elk, cow.....	At any time.....	At any time.....		
Elk, fawn.....	At any time.....	At any time.....		
Fool-hen or Franklin's grouse.....	16th November to 31st August.....	Not mentioned.....	During close season.....	
Grouse, blue.....	16th November to 31st August.....	and January to 30th September.....	Before 1st October.....	
Grouse, ruffed.....	At any time.....	and January to 30th September.....	At any time.....	(East of Cascades for 2 years (from 7th April, 1896.
Grouse, willow.....	At any time.....	At any time.....		
Gull.....	1st January to 31st July.....	1st January to 31st July.....	Before 1st October.....	
Hare.....	1st March to 31st August.....	1st March to 31st August.....	During close season.....	
Heron.....	1st April to 1st November.....	1st April to 1st November.....		
Land Otter.....	At any time.....	At any time.....		
Linnet.....	1st April to 1st November.....	1st April to 1st November.....		
Marten.....	16th November to 31st August.....	1st January to 31st July.....	During close season.....	More than two in one season.
Meadow Lark.....	1st January to 31st July.....	1st January to 31st July.....	Before 1st October.....	
Moose, bull.....	At any time.....	At any time.....		
Moose, cow.....	1st January to 31st July.....	1st January to 31st July.....	Before 1st October.....	More than five in one season.
Mountain Goat.....	At any time.....	At any time.....		
Mountain Sheep, ewe or lamb.....	1st January to 31st July.....	1st January to 31st July.....	Before 1st October.....	More than 5 in 1 season. Sale of heads prohibited for 5 yrs. East of Cascades for two yrs. from 17th April, 1896.
Mountain Sheep, ram.....	At any time.....	At any time.....		
Prairie Chicken.....	At any time.....	Not mentioned.....		
Partridge, English.....	At any time.....	At any time.....		
Pheasant, cock.....	At any time.....	VANCOUVER ISLAND, and January to 30th September.....	At any time.....	On the Mainland.
Pheasant, hen.....	At any time.....	At any time.....	At any time.....	

	EAST OF CASCADES.	WEST OF CASCADES.	
Plover	1st March to 31st August	1st March to 31st August	During close season.
Parrimigan	16th November to 31st August	31st January to 20th August	During close season.
Quail, all specimens	At any time	At any time	
Kobin	May be shot in orchards or gardens bet. 1st June and 1st Sept.	At any time	
Skylark	At any time	At any time	
Thrush	At any time	At any time	
Troul, see below, No. 14	1st January to 31st July	1st January to 31st July	More than two in one season.
Wapiti, bull	At any time	At any time	At any time.
Wapiti, cow, Elk			
Eggs of protected birds			

NOTE--IT IS UNLAWFUL--

- 1--To enter land enclosed by fence, water or natural boundary, for hunting purposes, after notification, or if sign is exposed stating "Hunting or shooting on these lands forbidden under British Columbia Game Laws." Section 25 of 1895.
- 2--For non-residents to shoot without a license. Sections 19 and 20 of 1895.
- 3--For Indians, not residents of this Province, to kill game at any time of the year. Section 6 of 1896.
- 4--To export, and to transport for export by railway, steamship or express, in the raw state, game birds of every kind, and also all animals protected by the Act, except bear, beaver, marten and land otter. Section 7 of 1895 and 3 of 1896.
- 5--To use traps, nets, snares, gins or baited lines, to catch game birds. Section 10 of 1895.
- 6--To expose for sale any deer without its head on. Section 8 of 1896.
- 7--To use batteries, swivel-guns or sunken punts in non-tidal waters to take wild ducks or geese. Section 23 of 1895.
- 8--To use any traps, snares, gins or other contrivances for beaver, marten or land otter during the close season. Section 11 of 1896.
- 9--To shoot any wild fowl in Victoria Harbor. Section 5 of 1895.
- 10--For unlicensed non-residents to trap or kill bear or beaver for their pelts. Section 32 of 1895.
- 11--To kill any game bird between one hour after sunset and one hour before sunrise. Section 4 of 1896.
- 12--To kill game birds or animals imported for acclimatization purposes. Section 9 of 1895.
- 13--To sell heads of mountain sheep for five years. Section 6 of 1897.
- 14--To take trout by any other device than hook and line. No salmon row to be used as bait. Section 12 of 1895.

* Farmers may kill deer depasturing fields. 1895, 23, 16.

* Free miner has right to kill game for his own use. 1866, chap. 34, sec. 13.

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SCALE OF COMMERCIAL CHARGES.

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 the 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... $2\frac{1}{2}$ "
3. On purchase and sale of specie, gold dust and bullion..... 1 "
4. On sale of bills of exchange with endorsement..... $3\frac{1}{2}$ "
5. On sale of bills of exchange without endorsement..... 1 "
6. For endorsing bills of exchange when desired..... $2\frac{1}{2}$ "
7. On sale of produce, etc., from California, Oregon, Washington State, Sandwich Island Ports, and other Pacific Coast Ports, with guarantee $7\frac{1}{2}$ "
8. On sale of merchandise from other Ports, with guarantee..... 10 "
9. On goods received on consignment and afterwards withdrawn.. $3\frac{1}{2}$ "
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..... $7\frac{1}{2}$ "
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... $2\frac{1}{2}$ "
17. On purchase and 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. $2\frac{1}{2}$ "
20. For disbursements of vessels by consignees without funds on hand 5 "
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..... $2\frac{1}{2}$ "
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 $2\frac{1}{2}$ "
26. For advancing on freight to be earned 5 "

27. For effecting marine insurance on the amount insured. $\frac{1}{2}$ per cent.
28. The foregoing commissions to be exclusive of brokerage, and every charge actually incurred.
29. Vessels to pay clerk hire and the labour on wharf, sorting and delivering cargo.
30. The receipt of Bills of Lading to be considered equivalent to receipt of 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 “
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 2,240 pounds. 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.

(d.) When foreign bills of lading expressly stipulate that the freights 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.

The foregoing Scale of Commercial Charges, 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 9th, 1897.

NANAIMO PILOT GROUND.

The limits for speaking vessels bound for Nanaimo are at or outside a line drawn from Schooner Point, Gabriola Island, to Lighthouse Island, and from Lighthouse Island to Horsewell Bluff, Vancouver Island.

Vessels entering by way of Dodd's Narrows (it not being a ship channel) will be charged half pilotage whether spoken or not, if the pilot boat be on the cruising ground.

DUES.

The rates of pilotage both inward and outward are as follows :

- (a.) For all vessels, irrespective of draught, \$3 per foot.
- (b.) For all vessels in tow of a steamer, \$2 per foot.
- (c.) For all steam vessels, other than foreign tugs or tug boats or steamers employed as such, whose master or mate has not a pilot's license, one-third ($\frac{1}{3}$) less than the above rates if a pilot be employed.

PILOTAGE DISTRICT OF YALE AND NEW WESTMINSTER.

The Ports of the Pilotage District of Yale and New Westminster are as follows :

- Port of Vancouver ;
- Port of New Westminster ;
- Port of Yale and the several landings on the Fraser River.

(1.) The limit of the Port of Vancouver is inside a line drawn from Point Atkinson to the red buoy on Spanish Bank.

(2.) The limit of the Port of New Westminster is inside a line drawn between the outer buoys and north and south sand heads, at entrance of Fraser River.

DUES.

For vessels entering or clearing from the Port of Vancouver the rates of pilotage are as follows :

Vessels under sail.....	\$4 00 per foot.
“ in tow of a steamer.....	2 00 “
“ under steam.....	1 50 “

PORT CHARGES.

PORTS OF ESQUIMALT AND VICTORIA, BRITISH COLUMBIA.

Vessels bound to other Ports, and coming to an anchor in Royal Roads, the Pilotage is free, except the services of a pilot are employed, when Pilotage 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 "

For vessels entering into or clearing from undermentioned Ports, the rates are as follows:

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

When a vessel is bound to or from any other Port in the Province, either laden or in ballast, and does not discharge or receive any cargo, passengers or mails, but simply enters it as a harbour of refuge, such vessel shall be exempt from Pilot, age into and out of Esquimalt, excepting in cases where a Pilot is actually engaged by the Master for such services.



ESQUIMALT GRAVING DOCK, VICTORIA, B. C.

ESQUIMALT GRAVING DOCK.

1. Length of dock to gate, 450 feet, level with keel blocks.
2. Width of gates, 65 feet.
3. Depth of water, varying from 27 feet to 29 feet 6 inches at springs, according to season of year.

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

Gross Tonnage of Vessel.	For the first day of docking.	For each following day including the undocking day.
For all vessels up to 1,000 tons	\$300 00	5 cents per ton
From 1,000 to 2,000 tons	350 00	4½ " "
For all vessels above 2,000 tons	400 00	4 " "
	(Up to 2,000 tons, and 2 cents per ton on all tonnage above 2,000.	

All fractional parts of 50 tons to be counted and paid for as 50 tons.

ESQUIMALT MARINE RAILWAY.

Cradle, length	300 feet.
Beam, "	60 "
Capacity	3,000 tons, d. w.

For scale of charges, apply to the Manager, W. F. Bullen, Victoria, B. C.



ESQUIMALT MARINE RAILWAY, VICTORIA, B. C.

KLONDYKE AND NORTHERN GOLD FIELDS.

EXTRACTS FROM MR. OGILVIE'S REPORTS TO THE DOMINION GOVERNMENT.

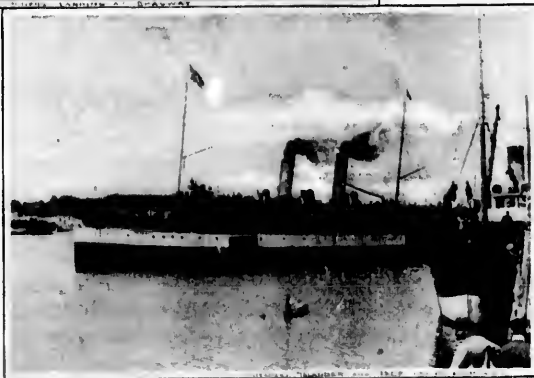
William Ogilvie, of the Department of the Interior, in his report to the Surveyor-General of Canada, dated November 6th, 1896, says the name Klondak, Klondyke, or Clondyke, as it is variously spelled, is "a mispronunciation of the Indian word or words Thron-dak or Duick," which means plenty of fish, from the fact that it is a famous salmon stream. It is marked Tondack on old maps. It joins the Yukon from the east a few miles above the site of Fort Reliance.

Concerning the discovery of gold on this stream, he says:—"The discovery, I believe, was due to the reports of Indians.



A white man named G. W. Carmach, who worked with me in 1887, was the first to take advantage of the rumors and locate a claim on the first branch, which was named by the miners Bonanza Creek. Carmach located here late

in August, but had to cut some logs for the mill here to get a few pounds of provisions to enable him to begin work on his claim, the fishing at Klondak having totally failed him. He



returned with a few weeks' provisions for himself, his wife and brother-in-law (Indians), and another Indian in the last days of August and immediately set about working his claim. As he was very short of appliances he could only put together a rather defective apparatus to wash the gravel with. The gravel itself he had to carry in a box on his back from 30 to 100 feet. Notwithstanding this the three men working very irregularly washed out \$1,200 in eight days, and Carmach asserts with reason that had he had proper facilities it could have been

done in two days, besides having several hundred dollars more gold, which was lost on the tailings through defective apparatus. On the same creek two men rocked out \$75 in about two hours, and it is asserted that two men in the same creek took out \$4,008 in two days with only two lengths of sluice boxes. This last is doubted, but Mr. Leduc assures me he weighed that much gold for them, but is not positive where they got it. They were newcomers and had not done much in the country, so the probabilities are they got it on Bonanza Creek. A branch of Bonanza, named Eldorado, has prospected magnificently, and another branch named Tilly Creek, has prospected well; in all there are some four or five branches to Bonanza Creek which have given good prospects. There are about 170 claims staked on the main creek and the branches are good for about as many more, aggregating say 350 claims, which will require over 1,000 men to work properly.

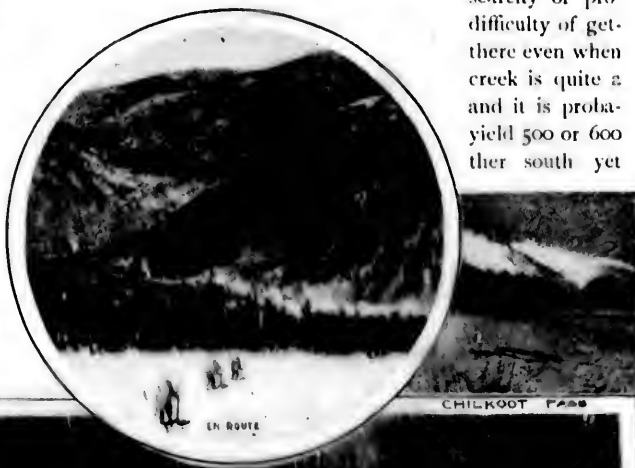


A few miles further up Bear Creek enters Klondak, and it has been prospected and located on. Compared with Bonanza it is small and will not afford more than 20 or 30 claims, it is said.

About 12 miles above the mouth of Gold Bottom Creek joins Klondak, and on it and a branch named Hunker Creek after the discovery very rich ground has been found. One man showed me \$22.75 he took out in a few hours on Hunker Creek with a gold pan prospecting his claim on the surface, taking out a panful here and there as fancy suggested. On Gold Bottom Creek and branches there will probably be two or three hundred claims. The Indians have reported another creek much farther up, which they call Too Much Gold Creek, on which the gold is so plentiful that as the miners say in joke, "You have to mix gravel with it to sluice it." Up to date nothing definite has been heard from this creek.

From all this we may, I think, infer that we have here a district that will give 1,000 claims of 500 feet in length each. Now, 1,000 such claims will require at least 3,000 men to work them properly, and as wages for working in the mines are from \$8 to \$10 per day, without board, we have every reason to assume that

this part of our territory will in a year or two contain 10,000 souls at least, for the news has gone out to the coast and an unprecedented influx is expected next spring. And this is not all, for a large creek called Indian creek joins the Yukon about midway between Klondak and Stewart river, and all along this creek good pay has been found. All that has stood in the way of working it heretofore has been the vastness and the difficulty of getting them up here. Indian creek is quite a large stream, and it is probably worth 500 or 600 dollars a year yet.



and good indications found, but the want of provisions prevented development. Now gold has been found in several of the streams adjoining Pelly river, and also along the Hootalinqua. In the line of these finds further south is the Cassiar gold field in British Columbia, so that the presumption is that we have in our territory along the easterly watershed of the Yukon a gold bearing belt of indefinite width and upwards of three hundred miles long, exclusive of the British Columbia part of it. On the easterly side of the Yukon prospecting has been done on a creek a short distance above Selkirk with a fair amount of success, and on a large creek some 30 or 40 miles below Selkirk fair prospects have been found, but as

before remarked "the difficulty of getting supplies here prevents any extended prospecting"

Dalton informed me he has found good prospects on a small creek nearly midway between the coast range and Selkirk on his route. His man showed me some coarse gold, about a dollar's worth, he found on the head of a branch of the Aetsek river, near the head of Chilcat Inlet, which is, of course, inside the summit of the coast range and of course in our territory. From this you will gather that we have a very large area all more or less gold bearing and will all yet be worked.

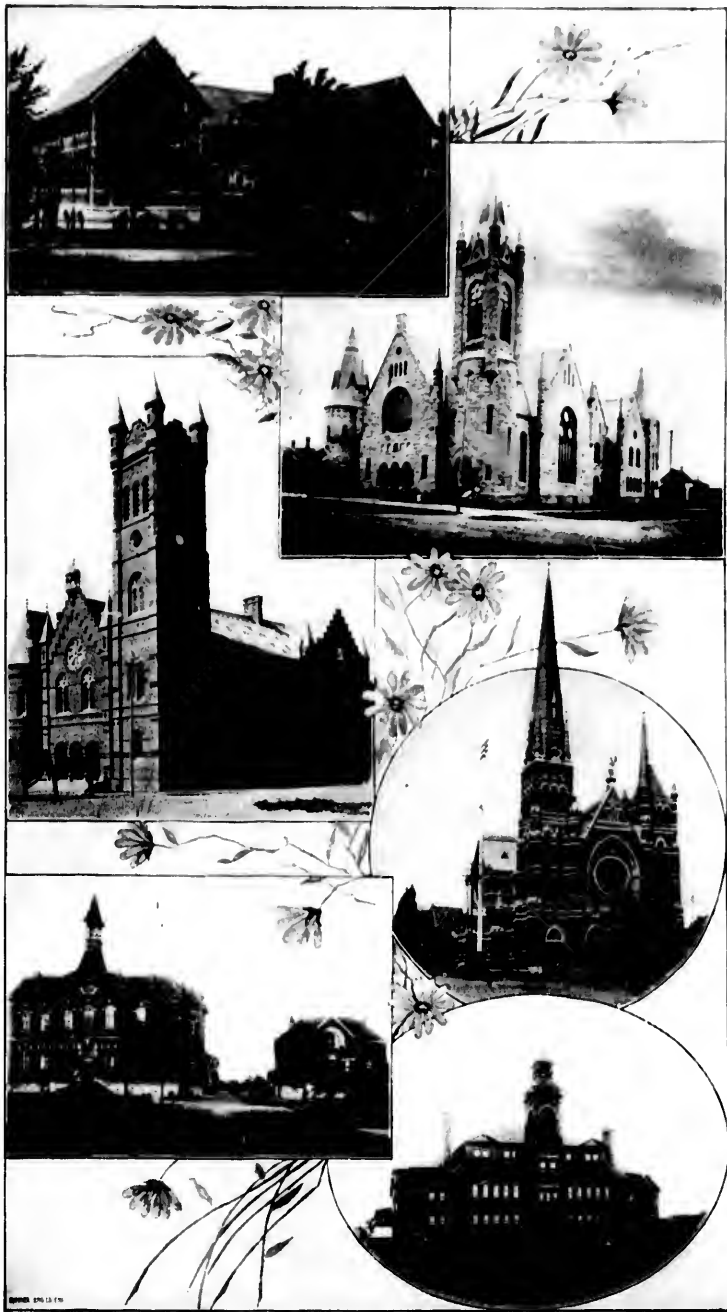
Good quartz has been found in place just across the line on Davis creek (see my map of the 141st sent you), but of what extent is unknown, as it is in the bed of the creek and covered with gravel. Good quartz is also reported on the hills around Bonanza Creek, but of this I will be able to speak more fully after my proposed survey. It is pretty certain from information I have got from prospectors, that all or nearly all of the northerly branch of White river is on our side of the line, and copper is found on it, but more abundantly on the southerly branch of which a great deal of it is in our territory also, so it is probable we have that metal too. I have seen here several lumps of native copper brought by the natives from White River, but just from what part is uncertain. I have also seen a specimen of silver ore said to have been picked up in a creek flowing into Bennet Lake, about 14 miles down it on the east side.

Before closing I may say that every report that comes in from Bonanza Creek is more encouraging than the last. Prospecting has only begun, and up to the date of mailing, November 22nd, very rich prospects have been found on the few claims prospected on. From one dollar to the pan of dirt up to twelve dollars are reported and no bed rock found yet. This means from \$1,000 to \$12,000 per day per man sluicing. The excitement is intense, but at this season of the year it is naturally very local.

Writing on December 9th, 1896, Mr. Ogilvie said :

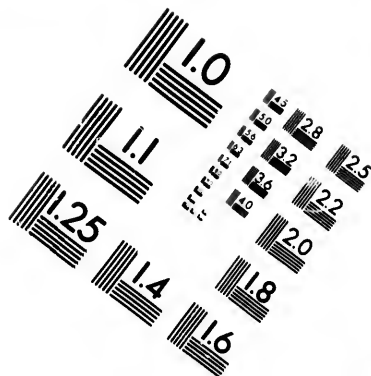
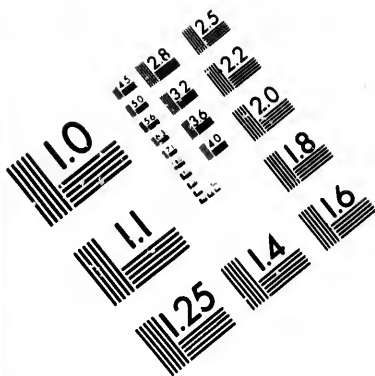
Since my last the prospects on Bonanza Creek and tributaries are increasing in richness and extent, until now it is certain that millions will be taken out of the district in the next few years. On some of the claims prospected the pay dirt is of great extent and very rich. One man told me yesterday that he washed out a single pan of dirt on one of the claims on Bonanza, and found \$14.25 in it. Of course that may be an exceptionally rich pan, but \$5 to \$7 per pan is the average on that claim, it is reported with five feet pay dirt and the width yet undetermined, but is known to be thirty feet; even at that figure, the result at nine or ten pans to the cubic foot, and five hundred feet long is nearly \$4,000,000 at \$5 per pan. One-fourth of this would be enormous.

Another claim has been prospected to such an extent that it is known there is about five feet pay dirt, averaging \$2 per pan, and not less than thirty feet. Enough prospecting has been done to show that there are at least fifteen miles of this extraordinary richness, and the indications are that we will have three or four times that extent, if not all equal to the above at least very rich.

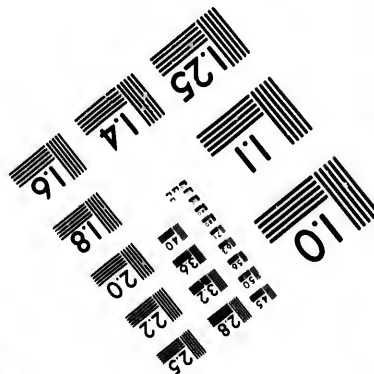
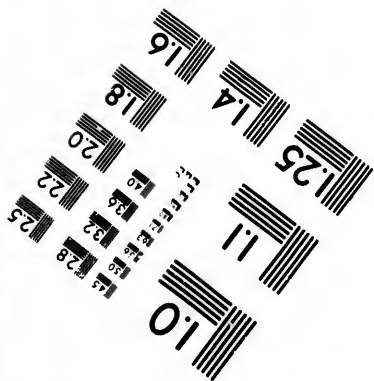
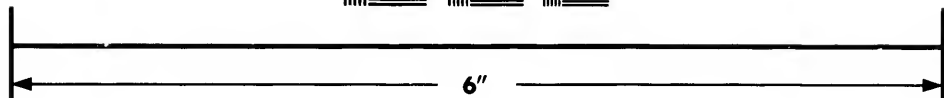
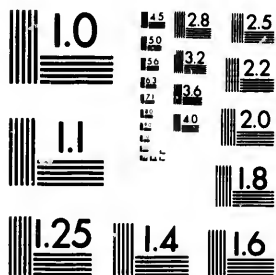


SOME CHURCHES AND SCHOOLS, VICTORIA, B. C.





**IMAGE EVALUATION
TEST TARGET (MT-3)**

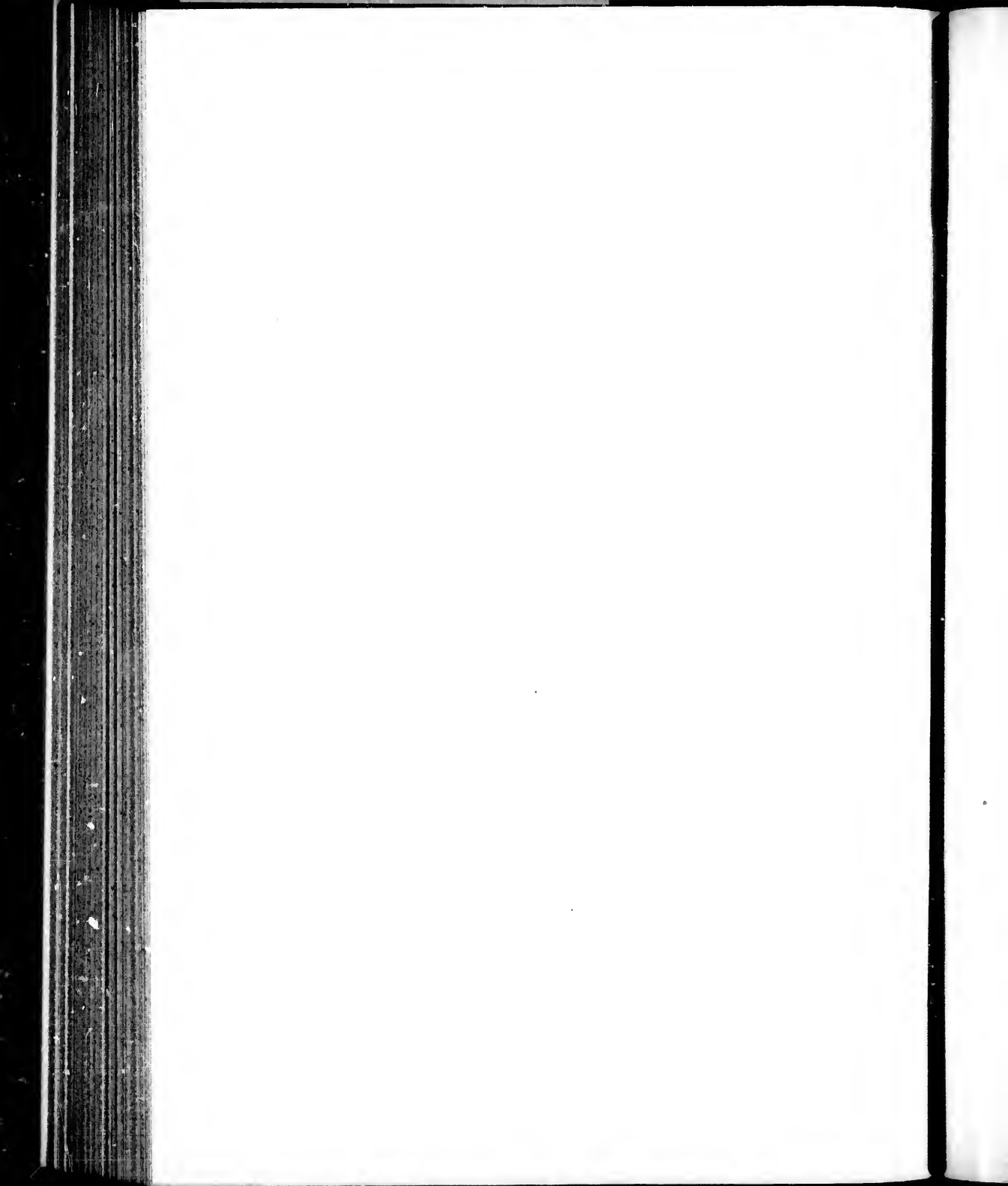


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On January 11th, 1897, he wrote :

The reports from the Klondak region are still very encouraging. So much so that all the other creeks around are practically abandoned, especially those on the head of Forty Mile, in American territory and nearly one hundred men have made their way up from Circle City, hauling their sleds themselves many of them. Those who cannot get their claims are buying in on those already located. Men cannot be got to work for love or money, and development is consequently slow ; one and a half dollars per hour is the wages paid the few men who have to work for hire, and work as many hours as you like. Some of the claims are so rich that every night a few pans of dirt suffices to pay the hired help when there is any. As high as \$204 has been reported to a single pan, but this is not generally



credited. Claim owners are now very reticent about what they get, so you can hardly credit anything you hear, but one thing is certain, we have one of the richest mining areas ever found, with a fair prospect that we have not yet discovered its limits.

Miller and Glacier Creeks, on the head of Sixty Mile River, which my survey of the 141st meridian determined to be in Canada, were thought to be very rich, but they are poor both in quality and quantity compared with Klondak.

Chicken Creek, at the head of Forty Mile, in Alaska, discovered a year ago, and rated very high, is to day practically abandoned.

January 21st, 1897.—There are applications in for about 380 acres of land on the flat north of the Klondak, on the east side of the Yukon, while all the extent of land available for use on it is about 200 acres. Joseph Leduc, who applied for 160, has only about 110 available for use in building on, the rest being steep hill-side, and the most of the flat is a moss-covered swamp. He had laid out and disposed of a few lots for building on in it, making his streets only 50 feet wide, and the main streets along the river even less, the builders going often close to the bank for convenience in getting water; but I stopped all that, and have the river front at least 66 feet wide, in most places much more. All streets parallel to the river are 66 feet, and all at right angles to those I have left at 50, as Leduc had them. It seems to me that 50 feet is wide enough in this country, as it is hardly likely there will be much heavy traffic on them. Had I made the streets running from the river 66 feet wide it would have put a good many people to much inconvenience. I will send out by the next mail a sketch showing the position of all the applications so far. The American Government has given a contract for four mails this winter to Circle City, at \$1,700 each mail, in and out. The mail carriers will take out letters at \$1 each.

January 22nd, 1897.—A quartz lode showing free gold in paying quantities has been located on one of the creeks, but I cannot yet send particulars. I am confident from the nature of the gold found in the creeks that many more of them, and rich too, will be found.

January 23rd.—I have just heard from a reliable source that the quartz mentioned above is rich, as it tested over \$100 to the ton. The lode appears to run from three to eight feet in thickness, and is about 19 miles from the Yukon River. I will likely be called on to survey it and will be able to report fully.

Placer prospects continue more and more encouraging and extraordinary; it is beyond doubt that three pans of different claims on Eldorado turned out \$204, \$212 and \$216, but it must be borne in mind that there was only three such pans, though there are many running from \$10 to \$50.

I have just received a petition from the miners to attend to the survey of their claims, they doing all the work and boarding and lodging me. I will begin at it in about ten days, and it will likely take me upwards of two months. I am glad to have the opportunity of doing it, for I think I can considerably, if not altogether, straighten out the tangle there is there.

PLACER MINING

Along the Yukon River and its Tributaries in the Northwest Territories is Regulated as follows.

“Bar diggings” mean any part of a river over which the water extends when the water is in its flooded state, and which is not covered at low water.

Mines on benches are known as “bench diggings” for the purpose of defining the size of such claims from dry diggings

“Dry diggings” mean any mine over which a river never extends.

NATURE AND SIZE OF CLAIMS.

“Bar diggings,” a strip of land 100 feet wide at high-water mark, and thence extending into the river to its lowest water level.

The sides of a claim for bar digging are two parallel lines run as nearly as possible at right angles to the stream and marked by four legal posts, one at each end of the claim at or about high-water mark, also one at each end of the claim at or about the edge of the water. One of the posts at high-water mark must be legibly marked with the name of the miner and the date upon which the claim was staked.

Dry diggings are 100 feet square and must have placed at each of the four corners a legal post upon one of which shall be legibly marked the name of the miner and the date upon which the claim was staked.

Creek and river claims are 100 feet long measured in the direction of the general course of the stream, and extending in width from base to base of the hill or bench on each side, but when the hills or benches are less than 100 feet apart, the claim may be 100 feet in depth. The sides of a claim must be two parallel lines run as nearly as possible at right angles to the stream. The sides must be marked with legal posts at or about the edge of the water and at the rear boundaries of the claim. One of the legal posts at the stream must be legibly marked with the name of the miner and the date upon which the claim was staked.

A Bench claim is 100 feet square, and must have placed at each of the four corners a legal post upon which is legibly marked the name of the miner and the date upon which the claim was staked.

Entry is only granted for alternate claims, the other alternate claims being reserved for the Crown to be disposed of at public auction, or in such manner as may be decided by the Minister of the Interior.

The penalty for trespassing upon a claim reserved for the Crown is immediate cancellation by the Gold Commissioner of any entry or entries which the person trespassing may have obtained, whether by original entry or purchase, for a mining claim, and the refusal by the Gold Commissioner of the acceptance of any application which the person trespassing may at any time make for a claim. In addition to such penalty, the Mounted Police, upon a requisition from the Gold Commissioner to that effect, take the necessary steps to eject the trespasser.

In defining the size of claims they are measured horizontally irrespective of inequalities on the surface of the ground.

If any person or persons discover a new mine and such discovery is established to the satisfaction of the Gold Commissioner a creek and river claim 200 feet in length may be granted.

A new stratum of auriferous earth or gravel situated in a locality where the claims are abandoned shall for this purpose be deemed a new mine, although the same locality shall have been previously worked at a different level.

An entry fee of \$15.00 is charged the first year, and an annual fee of \$15.00 for each of the following years. This provision applies to locations for which entries have already been granted.

A royalty of ten per cent. on the gold mined is levied and collected by officers appointed for the purpose, provided the amount so mined and taken from a single claim does not exceed five hundred dollars per week. In case the amount mined and taken from any single claim exceeds five hundred dollars per week, there is levied and collected a royalty of ten per cent. upon the amount so taken out up to five hundred dollars, and upon the excess, or amount taken from any single claim over five hundred dollars per week, there is levied and collected a royalty of twenty per cent.

Default in payment of such royalty, if continued for ten days after notice has been posted upon the claim in respect of which it is demanded, or in the vicinity of such claim, by the Gold Commissioner or his agent, is followed by cancellation of the claim. Any attempt to defraud the Crown by withholding any part of the revenue thus provided for, by making false statements of the amount taken out, is punished by cancellation of the claim in respect of which fraud or false statements have been committed or made. In respect of the facts as to such fraud or false statements or non-payment of royalty, the decision of the Gold Commissioner is final.

FORM OF APPLICATION FOR GRANT FOR PLACER MINING AND AFFIDAVIT
OF APPLICANT.

I (or we), _____ of _____ hereby apply
under the Dominion Mining Regulations, for a grant of a claim for placer mining
as defined in the said regulations, in (here describe locality) and I (or we) solemnly
swear :—

1. That I (or we) have discovered therein a deposit of (here name the metal or mineral)

2. That I (or we) am (or are) to the best of my (or our) knowledge and belief, the first discoverer (or discoverers) of the said deposit ; or :—

3. That the said claim was previously granted to (here name the last grantee), but has remained unworked by the said grantee for not less than

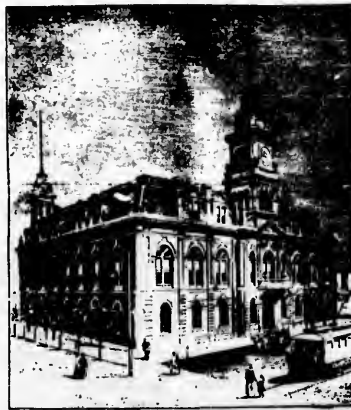
4. That I (or we) am (or are) unaware that the land is other than vacant Dominion land.

5. That I (or we) did, on the _____ day of _____ mark out on the ground, in accordance in every particular with the provisions of the mining regulations, for the Yukon River and its tributaries, the claim for which I (or we) make this application, and that in so doing I (or we) did not encroach on any other claim or mining location previously laid out by any other person.

6. That the said claim contains, as nearly as I (or we) could measure or estimate, an area of _____ square feet, and that the description (and sketch, if any) of this date hereto attached, signed by me (or us), sets (or set) forth in detail, to the best of my (or our) knowledge and ability, its position, form and dimensions.

7. That I (or we) make this application in good faith, to acquire the claim for the sole purpose of mining, to be prosecuted by myself (or us) or by myself and associates, or by my (or our) assigns.

Sworn before me at _____ day of _____ 18 . } (Signature)



CITY HALL, VICTORIA, B. C.

Routes, Duties, Outfits and Prices.

ROUTES. The route *via* St. Michael (shewn in key map) is not much availed of by passengers. It is very circuitous and expensive and rough weather is frequently experienced.

From the head of Lynn Canal there are three routes over the coast range of mountains, namely, *via* White Pass (No. 2 on map); Chilkoot Pass (No. 3 on map); and Chilcat Pass (No. 4 on map). The principal travel this year has been over the White Pass and Chilkoot Pass, but they are now so badly cut up as to be almost impracticable. Transportation over these passes between salt water and fresh water, distance about 36 miles, has cost \$700.00 per ton and at present no one can be found to engage in the business at this rate.

It is certain that the travel next year will be principally *via* the Stickeen River and Teslin Lake (route No. 1 on map). There is an established line of steamships between Victoria, Vancouver and Nanaimo and Wrangel, mouth of the Stickeen River, where connection is made with steamers which transport passengers and freight to telegraph Creek. The journey from any of the British Columbia coast cities can be made comfortably in six days. There is good land travel between Telegraph Creek and Teslin Lake (120 miles). The country is open and undulating, the grade not exceeding 200 feet in any one mile; excellent grass abounds for pack animals the entire distance. The Dominion and British Governments have surveyors in the field making thorough investigations with a view of locating the line of a railway, which it is expected will be under construction next spring. Parties who went over the present trail for the first time report it to have been easy travelling for horses packing 300 lbs. A steamer is being built on Teslin Lake and will be ready for the opening of navigation next May to carry passengers and freight to the Klondyke River. The Stickeen-Teslin Lake route to Klondyke avoids the dangers and hardships which are experienced on the mountain passes and the White Horse and other rapids, on the routes *via* Lynn Canal.

The Stickeen-Teslin Lake route has another very great advantage in the fact that the prospector upon leaving the steamer at Telegraph Creek finds himself in a country not fully examined. Many parties will detour towards Omineca and through Cassiar prospecting a country known to be rich in gold.

CANADIAN DUTIES. It is important to remember that all supplies for the gold fields are dutiable if purchased outside of Canada.

OUTFITS AND PRICES. All supplies for the miner, prospector and trader can be purchased in any of the cities of British Columbia **AT LOWER PRICES** than at any other place offering on the Pacific Coast of the United States, besides which **THE DUTY, 35%, on many goods, IS SAVED.**



OYEA



SLIDING LOG
AT KLONDIKE
MINES



THE MOUTH OF THE KLONDIKE RIVER



A Yukon Outfit.**LIST OF THE PRINCIPAL SUPPLIES NECESSARY.****PROVISIONS, &c.**

Flour,
 Bacon,
 Beans,
 Evaporated Fruits,
 Evap. Vegetables,
 Butter,
 Sugar,
 Condensed Milk,
 Coffee and Tea,
 Pepper, Salt, etc.,
 Baking Powder,
 Oatmeal,
 Meat Extract,
 Soap,
 Matches,
 Caniles,
 Rice.

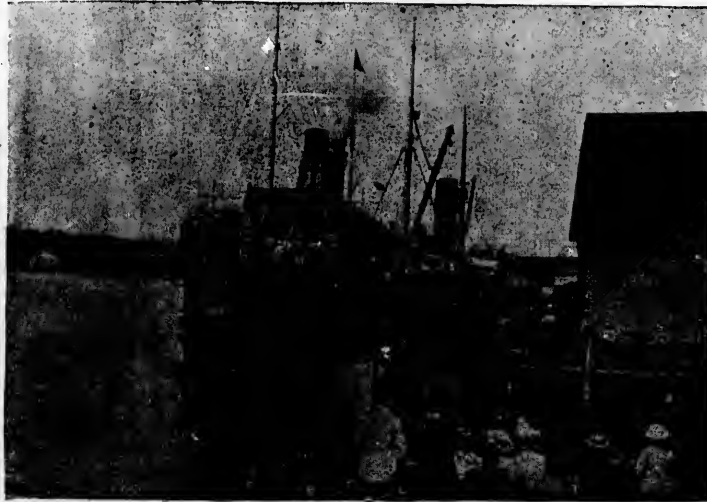
CLOTHING, &c.

Makinaw Suits,
 Overshirts,
 Heavy Tweed Shirts,
 Woollen Underwear,
 Woollen Socks,
 Buck & Wool Mitts,
 Felt and Fur Caps,
 Heavy Wool Pants,
 Navy Guernseys,
 Heavy W'l Blankets,
 Sleeping Bags,
 Cotton Tent,
 Glasses,
 Spectacles,
 Towels and Sundries,
 Arctic Shoes,
 Oil Clothing,
 Heavy Leather Boots,
 Rubber Boots.

HARDWARE, &c.

Gold Pans,
 Wire Nails,
 Whip Saw,
 Wedges,
 Hand Saw,
 5/8-in. Manilla Rope,
 Compass,
 Knife and Sheath,
 Pack Strap,
 Brace,
 Pick and Handle,
 Hand Axe,
 Hammer,
 Buckets,
 Cooking Utensils,
 Hooks and Lines,
 Stove,
 Piece Sheet Iron,
 Medicine Chest.

For particulars of quantities and prices apply to any merchant in British Columbia. The names of some will be found in this Board's Membership Roll, pages 5-10 herein.



STEAMERS ISLANDER AND TEES LEAVING VICTORIA, FOR SKAGWAY.



KEY MAP

Showing Route from Victoria to Klondyke
VIA ST. MICHAELS.

APPROXIMATE DISTANCES TO KLONDYKE GOLD FIELDS

	MILES VIA WHITE PASS	MILES VIA CHILKOOT PASS
VIA LYNN CANAL.		
VICTORIA to Skagway Bay (Ocean Steamship)	995	1000
VICTORIA to Dyes (Ocean Steamship)	70	73
Skagway Bay to Tagish Lake (pack trail and boat)		50
Dyes to Tagish Lake (pack trail and boat)		2
Head of Canon to White Horse Rapids (portage)	220	230
White Horse Rapids to Five Finger Rapids (boat)	230	230
Five Finger Rapids to Dawson City (Klondyke)	230	230
Distance between Victoria and Klondyke Gold Fields, via Lynn Canal, about 1575 miles.		
VIA STIKENE RIVER		
VICTORIA to Wrangel (Ocean Steamship)	750	150
Wrangel to Telegraph Creek (River Steamer)	120	120
Telegraph Creek to Teslin Lake (trail)	120	120
Teslin Lake to DAWSON CITY (Klondyke) (boat)	650	650
1870 miles		
VICTORIA to Dawson City (Klondyke) via St. Michael, about 4425 miles.		

- (1) STIKENE RIVER-TESLIN LAKE.
- (2) TAKU RIVER.
- (3) WHITE PASS.
- (4) CHILKOOT PASS.
- (5) CHILKAT PASS.
- (6) CHILKAT PASS AND G. BOUNDS TRAIL.
- (7) CHILKAT PASS AND DALTON'S TRAIL.

Statute Miles.

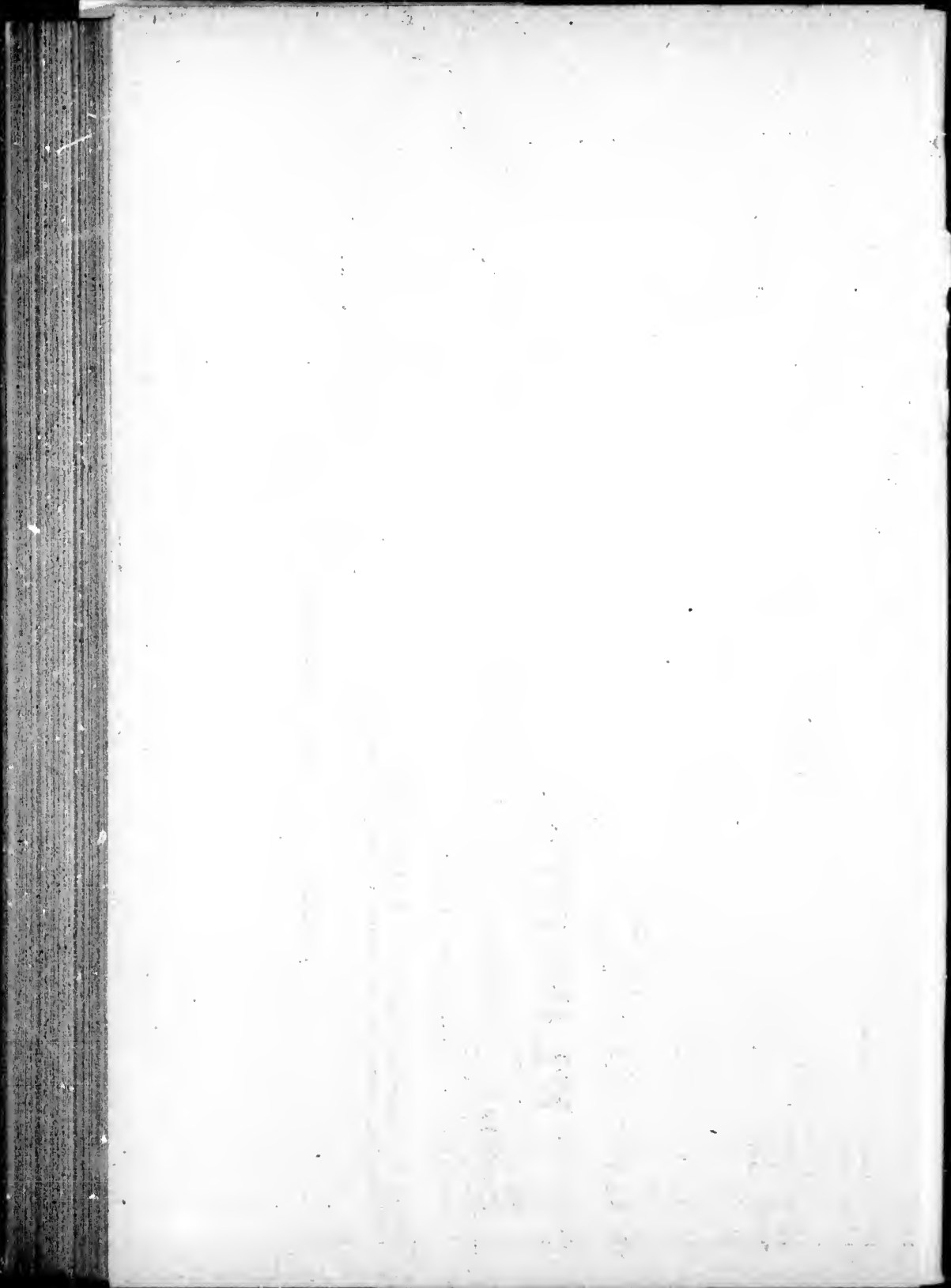


MAP
OF THE

KLONDYKE

CASSIAR & CARIBOO GOLD FIELDS
SHOWING ROUTES

COMPILED FROM THE LATEST OFFICIAL REPORTS
FOR THE BRITISH COLUMBIA BOARD OF TRADE, VICTORIA, B. C.





Y, 1898.



CITY OF VICTORIA:

VIEW TAKEN FROM MOUNT TOLMIE 2 1/2 M



CITY OF VICTORIA:

T TOLMIE 2½ MILES DISTANT, JULY, 1898.

