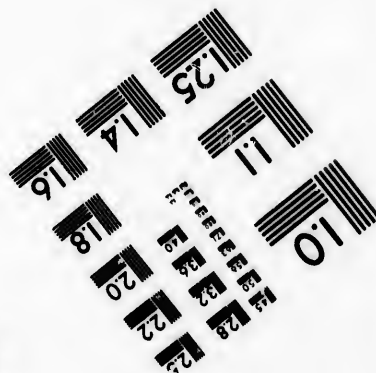
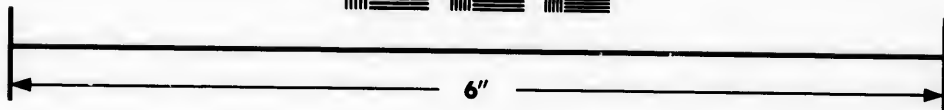
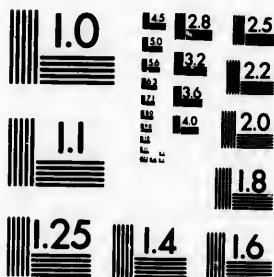


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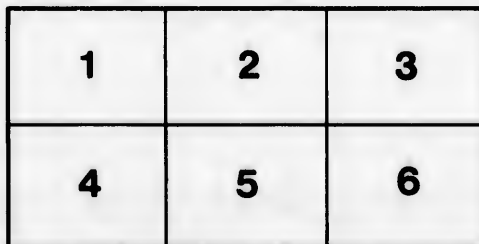
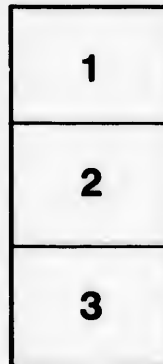
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REPORT

of the

VANCOUVER

# Board of Trade

for the Year

1897-98.

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Vancouver,  
British Columbia, Canada.

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## OFFICERS.

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### PAST PRESIDENTS.

1887-89. . . D. Oppenheimer (dec.)	1892-93. . . W. F. Salsbury.
1889-90. . . E. V. Bodwell (dec.)	1893-94. . . J. C. Keith.
1889-91. . . R. H. Alexander.	1894-95. . . G. R. Major.
1891-92. . . John Hendry.	1895-97. . . H. Bell-Irving.
1892-93. . . G. E. Berteaux (dec.)	1897-98. . . Wm. Godfrey.

### OFFICERS FOR 1998-9.

PRESIDENT—Wm. Godfrey.

VICE-PRESIDENT—C. E. Tisdall.

SECRETARY—Wm. T. Stein.

### COUNCIL.

R. H. Alexander.	F. Buscombe.	C. G. Johnson.
W. F. Salsbury.	J. C. McLagan.	F. Cockburn.
Wm. Murray.	H. Bell-Irving.	W. Pellew-Harvey
S. Oppenheimer.	Wm. Skene.	Campbell Sweeny.
G. I. Wilson.	W. H. Ker.	F. C. Cotton.

### BOARD OF ARBITRATION.

R. H. Alexander.	W. F. Salsbury,
Wm. Murray.	S. Oppenheimer.
G. I. Wilson.	F. Buscombe.
W. H. Ker.	C. G. Johnson.
F. Cockburn.	W. Pellew-Harvey.
Campbell Sweeny.	F. C. Cotton.

OFFICES :—Lefevre Block, Hastings Street, Vancouver, B. C.,  
Canada,



LIST OF MEMBERS OF THE VANCOUVER BOARD OF TRADE.  
MAY 31st, 1898.

YEAR.	NAME.	BUSINESS.	FIRM.	LOCATION.
1887.	Alexander, R. H.	Lumber Merchant.	B. C. Mills Timber & Trading Co., Ltd.	Alexander St.
1888.	Bailey, Wm.	Stationer.	Bailey Bros.	Cordova St.
1887.	Baker, S. H.	Wholesale Wine Merchant.	Baker Bros. & Co.	Cordova St.
1887.	Banfield, J. J.	Insurance Agent.		Hastings St.
1888.	Beecher, C. M.	Lumber Merchant.	B. C. Mills Timber & Trading Co.	Alexander St.
1889.	Bell-Irving, Henry.	Merchant and Shipper.	H. Bell-Irving & Co.	Cordova St.
1887.	Bennett, C. C.	Financial Agent.	F. C. Innes Co., Ltd.	Hastings St.
1895.	Boek, A. A.	Insurance Agent.	A. A. Boek & Co.	Hastings St.
1897.	Botsford, W. M.	Bank Manager.	Merchants' Bank of Halifax.	Hastings St.
1897.	Bout, Walter.	Musical Instruments & Music.		Hastings St.
1895.	Bowser, W. J.	Solicitor.	Bowser, Godfrey & Christie.	Hastings St.
1895.	Boyd, John.	Wholesale Hardware Merchant.	John Boyd & Co.	Hastings St.
1895.	Braid, Wm.	Wholesale Grocer.	Wm. Braid & Co.	Granville St.
1897.	Brown, G. McL.	Executive Officer.	C. P. Ry. Co.	Victoria, B. C.
1897.	Buntzen, J.	Comptroller.	B. C. Electric Railway Co., Ltd.	Cordova St.
1895.	Burns, F. F.	Wholesale Hardware Merchant.	John Boyd & Co.	Hastings St.
1895.	Buscombe, F.	China and Glassware Merchant.	J. A. Skinner & Co.	Hastings St.
1897.	Byron-Johnson, R.	Insurance Agent.		Cordova St.
1896.	Cameron, Allan.	Local Freight Agent.	C. P. Ry. Co.	Granville St.
1898.	Campbell, A. O.	Hardware Merchant.	Vancouver Hardware Co., Ltd.	Cordova St.
1898.	Campbell, Rod, Jr.	Dealer in Boots and Shoes.	R. Campbell & Son.	Hastings St.
1891.	Campion, J. W.	Secretary.	B. C. Iron Works Co., Ltd.	Alexander St.
1897.	Chipman, J. E.	Commission Agent.		Water St.
1891.	Cockburn, F.	Manager.	R. G. Dun & Co.	Hastings St.

1896. Cameron, Allan.....	Local Freight Agent.....	C. P. Ry. Co.....	Granville St.
1898. Campbell, A. O.....	Hardware Merchant.....	Vancouver Hardware Co., Ltd.....	Cordova St.
1898. Campbell, Rod. Jr.....	Dealer in Boots and Shoes.....	R. Campbell & Son.....	Hastings St.
1891. Cannon, J. W.....	Secretary.....	B. C. Iron Works Co., Ltd.....	Alexander St.
1897. Chipman, J. E.....	Commission Agent.....	R. G. Dun & Co.....	Water St.
1891. Cockburn, F.....	Manager.....	The Province Publishing Co., Ltd.....	Hastings St.
1896. Coltart, Ian.....	Manager.....	Costello & McMoran.....	Hastings St.
1897. Costello, M.....	Salmon Canner.....	The News-Advertiser.....	Cambie St.
1897. Cotton, F. C., M.P.P.....	Editor.....	J. G. Crawford & Co.....	Cambie St.
1897. Crawford, J. G.....	Wholesale Wine Merchant.....	Creed & Slater.....	Cordova St.
1898. Creed, Beaufre A.....	Wholesale Wine Merchant.....	Crickmay Bros.....	Cordova St.
1898. Crickmay, F. G.....	Customs Broker.....		Hastings St.
1895. Darling, H.....	Manager.....	Union S. S. Co. of B. C., Ltd.....	Carroll St.
1897. DeBeck, G. W.....	Financial Agent.....	Dixon & Wilson.....	Granville St.
1897. Diplock, A. B.....	Insurance Agent.....	H. Doyle & Co.....	Hastings St.
1897. Dixon, J. C.....	Commission Agent.....	McClary Manufacturing Co.....	Powell St.
1897. Doyle, H. J.E.....	Dealer in Cannery Supplies.....	T. Dunn & Co. Ltd.....	Granville St.
1896. Drake, W. E.....	General Agent.....		Water St.
1887. Dunn, Thos.....	Hardware Merchant.....		Cordova St.
1890. Evans, E. E.....	Coal Merchant and Shipper.....	Evans, Coleman & Evans.....	Columbia Ave.
1897. Evans, Percy.....	Coal Merchant and Shipper.....	Evans, Coleman & Evans.....	Columbia Ave.
1898. Evans, Thos.....	Printer.....	Evans & Hastings.....	Hastings St.
1898. Farrell, William.....	Manager.....	Yorkshire Guarantee & Securities Cor., Ltd.....	Hastings St.
1898. Ferguson, J. B.....	Insurance Agent.....	Ames, Holden Co., Ltd.....	Cordova St.
1898. Flumerfelt, A. C.....	Merchant.....		Victoria, B. C.
1896. Fraser, J. A.....	Mining Broker.....		Hastings St.

## LIST OF MEMBERS.—Continued.

YEAR.	NAME.	BUSINESS.	FIRM.	LOCATION.
1897.	Garden, W. F.	Surveyor.	Garden, Hermon & Burwell.	Cambie St.
1897.	Girdlestone, Geo. W.	Insurance Agent.	I. A. Yerex & Co.	Granville St.
1892.	Godfrey, Wm.	Manager.	Bank of B. N. A.	Hastings St.
1897.	Gorton, G. R.	Wholesale Clothier.		Cordova St.
1895.	Hach, Chas.	Furniture Dealer		Cordova St.
1898.	Hackett, J. W.	Contractor.	Robertson & Hackett.	Seymour St.
1897.	Hamilton, Robt.	Machinery Manufacturer.	Wm. Hamilton Mfg. Co.	Granville St.
1897.	Harvey, W. G.	Dry Goods Merchants.		Westminster Ave.
1890.	Heaps, E. H.	Machinery Agent.	E. H. Heaps & Co.	Cordova St.
1897.	Helliwell, J. F.	Accountant.	Clarkson, Cross & Helliwell.	Hastings St.
1897.	Henderson, J. N.	Wholesale Chemist.	Henderson Bros.	Cordova St. East.
1890.	Hendry John	Manager.	B. C. Mills T. & T. Co., Ltd.	Alexander St.
1898.	Hewke, H.	Auctioneer.	Hewke & White.	Hastings St.
1896.	Hope, Chas. E.	Architect.	B. C. Supply Co., Ltd.	Hastings St.
1897.	Hutchinson, J. G.	Grocer.	B. C. Supply Co., Ltd.	Cordova St.
1898.	Jackson, J. H.	Accountant.	W. T. Stein & Co.	Hastings St.
1897.	Johnson, C. G.	Ship Broker.	Johnson & Burnett.	Granville St.
1898.	Johnston, J. I.	Merchant.	Johnston, Kerfoot & Co.	Cordova St.
1896.	Jukes, Andrew	bank Manager.	Imperial Bank.	Hastings St.
1896.	Kelly, R.	Wholesale Grocer.	Kelly, Douglas & Co.	Water St.
1898.	Ker, D. R.	Miller.	Brackman & Ker Milling Co., Ltd.	Victoria, B. C.
1895.	Ker, W. H.	Miller.	Brackman & Ker Milling Co., Ltd.	Hastings St.

1886. Kelly, R.	Wholesale Grocer.	Kelly, Douglas & Co.	Water St.
1888. Ker, D. R.	Miller.	Brackman & Ker Milling Co., Ltd.	Victoria, B. C.
1895. Ker, W. H.	Miller.	Brackman & Ker Milling Co., Ltd.	Hastings St.
1888. Lawrence, W. C.	Dry Goods Merchant.	S. Green Shields, Sons & Co.	Granville St.
1888. Leonard, R. E.	Real Estate Agent.	Rand Bros.	Cambie St.
1885. Leckie, R. J.	Dealer in Cannery Supplies.	John Leckie.	Granville St.
1887. Legg, G. T.	Managing Director.	Union S. S. Co. of B. C., Ltd.	Carrall St.
1887. Lewthwaite, W. A.	Wholesale Prov. M'chn't.	W. A. Lewthwaite & Co.	Columbia Ave.
1888. Lockwood, Herbert.	Bank Manager.	Molson's Bank.	Hastings St.
1886. Lockyer, H. T.	Local Manager.	Hudson's Bay Co.	Granville St.
1887. Logan, J. J.	Manager.	International Ice & Cold Storage Co., Ltd.	Gore Ave.
1885. Macaulay, Jas.	Wholesale Prov. M'chn't.	Knowler & Macaulay.	Cordova St.
1887. Macdonald, G. E.	Assayer.	C. P. Ry. Co.	Granville St.
1886. Macfarlane, J. A.	Manager.	J. A. Macfarlane & Co.	Hastings St.
1886. Macfarlane, J. E. W.	Insurance Agent.	B. C. Iron Works Co., Ltd.	Alexander St.
1887. Mackenzie, Hector.	Mine Owner.	Ceperley, Mackenzie & Rounsefell, Ltd.	Hastings St.
1886. Mackinnon, J. M.	Capitalist.	Robert Ward & Co., Ltd.	Hastings St.
1887. MacLaren, J. Barnet.	M'chn't & Insurance Agent.	Ecuador Consulate.	Hastings St.
1886. MacLure, J. C.	Consul.	G. S. McConnell & Co.	Hastings St.
1887. MacQuillan, John.	Wholesale Boot & Shoe M'chn't.	McDowell, Atkins, Watson Co., Ltd.	Cordova St.
1889. McConnell, G. S.	Druggist.	Mahon, McFarland & Mahon, Ltd.	Hastings St.
1889. McDowell, H.	Mining & Insurance Agent.	McLennan, McFeely & Co. Ltd.	Cordova St.
1887. McFarland, J. W.	Hardware Merchant.	W. A. McIntosh & Co., Ltd.	Cordova St.
1887. McFeely, E. J.	Meat and Cattle Merchant.	Bradstreets.	Hastings St.
1890. McIntosh, W. A.	Local Manager.	The World.	Homer St.
1886. McKay, A. J.	Editor.	McLennan, McFeely & Co., Ltd.	Cordova St.
1889. McLagan, J. C.	Hardware Merchant.	Water St.	Water St.
1887. McLennan, R. P.	Wholesale Fruit Merchant.	McMillan & Hamilton.	Water St.
1891. McMillan, W. J.	Shingle Merchant.	W. H. Malkin & Co.	Westminster Ave.
1888. McNair, Jas. A.	Lumberman.	Can. Per. Loan & Savings Co., Ltd.	Carrall St.
1885. McPherson, Wm.	Wholesale Grocer.	Martin & Robertson.	Water St.
1887. Malkin, W. H.	General Agent.		Hastings St.
1885. Marani, C. J.	Wholesale Grocer.		Water St.
1890. Martin, Robt.			

## LIST OF MEMBERS.—Continued.

YEAR.	NAME.	BUSINESS.	FIRM.	LOCATION.
1897.	Meikle, J. D.	Accountant.		Hastings St.
1897.	Milne, Chas.	Wholesale Provision M'chn't.	Parsons Produce Co.	Powell St.
1897.	Morgan, E. B.	Manager.	B. C. Land & Investment Co., Ltd.	Hastings St.
1893.	Murray, Wm.	Bank Manager.	Bank of British Columbia.	Hastings St.
1897.	Nelson, Charles.	Chemist.	Nelson Drug Store Co., Ltd.	Cordova St.
1898.	Nichol, W. C.	Editor.	Province Publishing Co., Ltd.	Hastings St.
1891.	Oppenheimer, S.	Wholesale Grocer.	Oppenheimer Bros., Ltd.	Powell St.
1896.	Parsons, J. G.	Produce Merchant.	Parsons Produce Co., Ltd.	Powell St.
1891.	Paterson, R. H.	Commission Agent.		Cordova St.
1896.	Pellew-Harvey, W.	Assayer.	Cassel Gold Extracting Co., Ltd.	Pender St.
1897.	Phillips, G. W.	Cashier.	Thos. Dunn & Co., Ltd.	Cordova St.
1897.	Pin, W. H.	Local Manager.	Canadian General Electric Co., Ltd.	Granville St.
1895.	Plunkett, Osborne.	Solicitor.		Granville St.
1898.	Ponsford, H.	Outfitter.	Page Ponsford Bros.	Hastings St.
1890.	Pyke, J. A.	Dealer in Boots and Shoes.	J. A. Pyke & Co.	Hastings St.
1895.	Ralph, Wm.	Hardware Merchant.		Cordova St.
1895.	Ramsay, Jas.	Wholesale Confectioner.	Ramsay Bros. & Co.	Hastings St., East.
1898.	Robertson, W. R.	Broker.	Robertson Bros.	Granville St.
1898.	Robson, C. W.	Wine Merchant.	Weeks & Robson.	Hastings St.

ANNUAL REPORT.

1885. Ralph, Wm.	Hardware Merchant.	Ramsay Bros. & Co.	Cordova St.
1886. Ramsay, Jas.	Wholesale Confectioner.	Robertson Bros.	Hastings St., East.
1888. Robertson, W. R.	Broker.		Granville St.
1888. Robson, C. W.	Wine Merchant.	Weeks & Robson.	Hastings St.
1897. Roedde, G. A.	Book-binder.	British Columbia Agency Ltd.	Cambie St.
1897. Ross, W. Gordon.	Secretary.	Russell & Russell.	Hastings St.
1897. Russell, F. R. McD.	Barrister.		Hastings St.
1889. Salsbury, W. F.	Cashier.	C. P. Ry. Co.	Granville St.
1895. Schooley, C. A.	Agent.	Canadian Oil Co.	Cordova St.
1898. Scott, J. D.	Dry Goods Merchant.	Scott & Devlin.	Hastings St.
1897. Seymour, J. R.	Chemist.	Sheasgreen & Co.	Hastings St.
1897. Sheasgreen, J.	Dry Goods Merchant.	Shelton & Co.	Hastings St.
1897. Shelton, A. E.	Furniture Merchant.	Short & Squair.	Lulu Island.
1897. Short, B. J.	Salmon Canner.		Granville St.
1897. Skene, Wm.	Import, Com. Agt. and Assignee.		Water St.
1895. Skrine, O. P.	Merchant.	Creed & Slater.	Cordova St.
1898. Slater, C. R.	Wholesale Wine Merchant.	New England Fish Co.	Hastings St.
1897. Starratt, G. E.	Manager.	W. T. Stein & Co.	Water St.
1896. Stein, W. T.	Chartered Accountant.	F. R. Stewart & Co.	Cordova St.
1895. Stewart, F. R.	Produce Merchant.	Clarke & Stuart.	Cordova St.
1898. Stuart, J. Duff.	Stationer.	E. H. Heaps & Co.	Granville St.
1897. Sulley, Wm.	Machinery Agent.	Bank of Montreal.	
1887. Sweeney, Campbell.	Bank Manager.		
1897. Taffee, W. J.	Manager.	B. C. Fruit Canning & Coffee Co., Ltd.	Hamilton St.
1891. Taylor, Walter.	Dealer in Fire Arms.	Thomson Stationery Co., Ltd.	Hastings St.
1890. Tisdall, C. E.	Stationer.	Tomlinson & Mc.Nab.	Cordova St.
1897. Thomson, J. A.	Flour Merchant.	C. P. Ry. Co.	Westminster Ave.
1897. Tomlinson, J. A.	Assistant to Gen. Supt.		Granville St.
1890. Townley, J. D.	Registrar of Titles.		Hastings St.
1888. Townley, T. O.			
1897. Travers, G. D.			

## LIST OF MEMBERS.—Continued.

YEAR.	NAME.	BUSINESS.	FIRM.	LOCATION.
1886.	Tregent, A. E.	Salmon Canner.	Farrell, Tregent & Co.	Granville St.
1888.	Trorey, Geo. E.	Jeweller.		Cordova St.
1887.	Tufts, A. R.	Wholesale Grocer.	Wm. Tufts & Son.	Cordova St.
1886.	Twigge, Major-General.			Fender St.
1886.	Warren, Col. (late R. A.)			Nicola St.
1886.	Weeks, Geo. W.	Grocer.	Weeks & Robson.	Hastings St.
1885.	Williams, A., M.P.P.	Solicitor.	McPhillips & Williams.	Hastings St.
1891.	Wilson, G. I.	Salmon Canner.		Hastings St.
1889.	Winch, R. V.	Fruit and Fish Dealer.	Winch & Bower.	Cordova St.
1887.	Woodward, Charles	Dry Goods Merchant.		Westminster Ave.
1887.	Wulfsobn, Johann.	Financial Agent.	German Consulate.	Granville St.
1887.	Yerex, I. A.	Insurance Agent.	I. A. Yerex & Co.	Granville St.

## ANNUAL REPORT

OF THE

# Vancouver Board of Trade.

May, 1898.

### PRESIDENT'S ADDRESS.

Gentlemen,—It gives me great pleasure to be able to report briefly on a year of great progress in this community, and of considerable activity, and I think, appreciable results from work done by this Board.

**Membership.** There has been a large increase in the membership, which from 76 at the beginning of the year has now grown to 150.

While the attendance at the meetings has not been all that it might be, a much greater interest is taken in the work of the Board, and I think it is now in closer touch with the mercantile community than it has ever been hitherto.

It is with very great regret that we have to note during the year the death of Mr. D. Oppenheimer, who was the first President of this Board.

**Work Done.** The following subjects have been discussed by the Board during the past year, and resolutions with regard to them passed after due consideration: Customs Regulations *re* Ship stores; Establishment of a Mint; Delegation to meet Count Ito on 19th June; Beacons on Canoe Pass; Reciprocal Tariff; Report from Representative to Congress of Chambers of Commerce of the Empire; Extension of the Northern Shipping Trade, 8th June, 1897; Salmon Hatcheries; Kootenay Mail Service; Increase of Staff at Vancouver Custom House; Customs exacted by the United States on goods entering the Klondike; Steamers to the Yukon; C. P. N. Steamers not calling at Vancouver; Stikine River Route to the Yukon; Hon. Secretary, Wm. Skene resigned 12th Oct., 1897; W. T. Stein, Chartered Accountant, appointed Secretary; Proposed Music Hall; Proposed Improvements to Canadian Pacific Railway terminus; Address to the Hon. Clifford Sifton; Insolvency Legislation; to re-open old telegraph trail to Omineca and Cassiar; Stikine River Navigation; Mineral Exhibit for Board Room; Maps for Board Room; Trail from Squamish to Pemberton; Yukon Mining



Licences; Report by Trade Commissioner to South America; Pacific Cable; Steamers to Central and South American Ports; Trap Fishing for Salmon in Boundary Bay; Victoria, Vancouver and Eastern Railway; Duty on Canning Supplies (Tin Plate and Pig Lead); Smelter propositions; Duty on Fresh Salmon; Halibut Fisheries; Railway from Columbia River westward; Duty on Lumber; Advertising the Yukon, 19th August, 1897; Klondike Advertising Committee elected 26th Nov., 1897; Chamber of Mines; Additional Lights and Fog Horns on Northern Coast; Rocks and Snags in the Stikine; Duties on Lumber; Light House at the Narrows, Burrard Inlet; Kettle River Railway; Railway from British Columbia Port to Telegraph Creek; Inspection of Stationary Boilers.

**Klondike Advertising.** A committee made up of Members of the Board of Trade and other merchants, took up the matter of advertising Vancouver as an outfitting point, and its other advantages in connection with the "rush" of miners and others to the newly discovered gold fields of the Yukon. This met with great success, the sum of \$7,545 having been subscribed of which \$4,514 is paid and has been I think profitably expended.

The principal schemes engaged in were:—

- 1st Advertising in 20 Leading British Papers.
- 2nd " Eastern Canada "
- 3rd " United States "
- 4th " Kootenay "
- 5th " Australian "
- 6th Having a large photogravure of Vancouver prepared from a photograph for distribution in prominent places in England and elsewhere.
- 7th Distribution of City pamphlets and Klondike edition of *The World*.
- 8th Writing personal letters in reply to the many enquiries made as a result of these advertisements. Though this has entailed a great deal of work on the Secretary of the Committee, the results have amply justified the course taken.

- 9th Opening a Bureau of Information in Seattle with reference to outfitting here. This I think has been one of the best advertising means adopted, and on account of the attack made on it by the Press of Seattle did even more work than was expected of it.

The Board had also the pleasure of interviewing Sir Wm. Van Horne, Mr. J. G. Shaughnessy and the Hon. Mr. Clifford Sifton, besides others, the result of which meetings, especially that with Sir Wm. Van Horne, have been very satisfactory and productive of much good in the way of restoring confidence and assisting a wave of renewed prosperity, of which we are now receiving a tangible proof.

It is pleasing to observe that the Canadian Pacific Railway Co. are now going on with their magnificent terminal buildings as promised in these interviews.

Agriculture. Which has been very depressed for some years is now showing marked signs of improvement. The Klondike rush is giving large and profitable demand for all description of produce especially in the shape of horses, cattle, hay and feed of all descriptions.

Mining. The following figures giving the production of the "Lode Mines" of the Province, show the wonderful development taking place in this industry, covering only the production of Gold, Silver, Lead and Copper:—

	VALUE.
1892 - - - - -	\$ 139,440
1893 - - - - -	297,400
1894 - - - - -	781,342
1895 - - - - -	2,342,397
1896 - - - - -	4,257,179
Total for 5 years - - - - -	\$7,817,758
1897 - - - - -	\$7,052,432

The yield of placer gold, principally from the Cariboo District, was as follows:—

1892 - - - - -	\$ 399,526
1893 - - - - -	356,131
1894 - - - - -	405,516
1895 - - - - -	481,683
1896 - - - - -	544,026
1897 - - - - -	513,520

<b><u>Salmon Canning.</u></b>	This year (the 4th and largest in the usual circle of four years), the pack has reached the record figure of 1,015,477 cases made up as follows :—
	Cases.
Fraser River	- - - 860,459
Northern Pack	- - - 155,018
	<hr/> 1,015,477

The following figures shew the growth of the industry on the Fraser River :—

1890	- - - - 244,633
1891	- - - - 177,658
1892	- - - - 167,022
1893	- - - - 457,797
1894	- - - - 363,967
1895	- - - - 400,368
1896	- - - - 356,984
1897	- - - - 860,459

Prices for canned salmon have ruled very low this season, but on the other hand, the price of fish was less than it has been for several years, so that the result to the canneries should be satisfactory. A combine is now organized between the principal agents, with a view to keeping the price at a figure to give a fair profit, and recent sales have been made at satisfactory rates.

**Lumber.** The foreign shipments of Lumber are less than usual, partly through the fact that shipping is very scarce and freight high, but the local and Eastern Markets are improving, and the construction of Crows Nest Pass Railway has caused large orders to be placed here. Loggers are getting better prices, and there is generally a better feeling in this business.

**Shipping.** It is expected that the tonnage return when received will show a decrease from last year's statement. Toward the end of the year, freights increased very materially from 10/ to 11/, and there was a great scarcity of shipping on the coast, a large part of the local fleet being engaged in Klondike business.

In connection with this business it is gratifying to note that a large fleet of River Steamers and other craft are building at Vancouver and New Westminster.

**Revenue Returns.** The Revenue Returns for the Port of Vancouver are as follows :—

Imports for 1897	-	-	\$1,987,855
1896	-	-	1,578,819
			<hr/>
Increase	-	-	\$ 409,036
			<hr/>
Exports for 1897	-	-	\$1,302,363
1896	-	-	1,093,738
			<hr/>
Increase	-	-	\$ 208,625
			<hr/>
Revenue for 1897	-	-	\$ 485,838
1896	-	-	394,178
			<hr/>
Increase	-	-	\$ 91,660
			<hr/>

**General Business.** It is safe to assert that at no time within the past seven years did general business prospects look so bright as at present. From its position, and the facilities that the Canadian Pacific Railway Co. and others are preparing to give Vancouver in the way of first class lines of steamers to northern ports, there is no doubt that we shall get a large share of the out-fitting trade for the Klondike. These facts are well advertised and already we are feeling the benefits of this new trade, which has the great advantage of being entirely on a Cash Basis.

A large number of our merchants have made extensive preparations for it, and are doing a very satisfactory business.

**Real Estate.** Real Estate in good business localities has been in good demand toward the end of the year, and quite a number of business lots have changed hands at larger figures than have been given for some years.

There has never in the City's history been a time when so many people were passing through, and in many cases staying here, as at present, every available house is occupied, and a great many new ones are in course of erection,

Banking. Two additional Banks, the Merchants' Bank of Halifax and the Molson's Bank, have opened offices here during the year, making six banks in all with branches in Vancouver.

I hope that the prosperity, on which there can be no doubt we are now entering, may last for many years, and show itself in the steady growth and development of the City of Vancouver of which we must all feel proud, and that this Board will always be a factor in and an assistance to such growth; and I take this opportunity to thank the Members of the Board and my fellow officers for the uniform courtesy and assistance they have extended to me during the year.

W. GODFREY,  
*President.*



**Secretary's Report for the Year 1897-8.**

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**MEETINGS.**

General Meetings of the Board.....	12
Special " " " .....	4
Meetings of the Council.....	29

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**MEMBERSHIP.**

Members on the Roll at 31st March, 1897.....	76
Resigned.....	2
Deaths.....	2
	— 4
	—
New Members elected.....	72
	—
Members on the Roll at 31st March, 1898.....	<u>150</u>

## Secretary's Report for the Year 1897-8.

## FINANCIAL STATEMENT.

*Receipts—*

Balance in Bank at 31st March, 1897.....	\$ 180 52	
Dues, Entrance Fees, &c.....	1287 50	
		<u>\$1468 02</u>

*Expenditure—*

Current Expenses.....	\$ 598 40	
Annual Report .....	275 00	
Klondike Advertising.....	150 00	
Furniture Account.....	117 61	
		<u>\$1141 01</u>
Balance in Bank of British North America at 28th February, 1898.....	327 01	
		<u>\$1468 02</u>

## BALANCE SHEET AS AT 28TH FEBRUARY, 1898.

*Liabilities—*

Dues paid in advance.....	\$ 77 00	
Surplus of Assets over Liabilities.....	621 86	
		<u>\$698 86</u>

*Assets—*

Balance in Bank of British North America.....	\$327 01	
Furniture.....	195 85	
Unpaid Dues .....	176 00	
		<u>\$698 86</u>

WILLIAM T. STEIN, C.A.,  
*Secretary.*

## EXTRACTS FROM MINUTES.

**Canadian Mint.**

At a Meeting held on 18th May, 1897, it was resolved that the Vancouver Board of Trade endorse the proposal to establish a Mint in Canada for the coinage of Gold, Silver and Copper.

**Preferential British Tariff.**

At a Meeting held on 8th June, 1897, it was resolved that this Board desires to place on record its unqualified approval of the reciprocal clause in the new tariff, believing that the action taken by the Dominion Government in this matter will be productive of far-reaching results for the benefit of all parts of the British Empire.

**Duty on Imports to the Klondike.**

At a Meeting held on 13th July, 1897, the Board passed a resolution pointing out to the Dominion Customs authorities that considerable quantities of goods emanating from Puget Sound Ports are being carried into Canadian Territory without paying duty, by way of Dyea, from which place they are transported over the mountains to the head waters of the Stewart River, and thence into the Canadian Mining Territory of the Klondike.

**Klondike Transportation.**

On 2nd August, 1897, a special meeting of the Board was held to consider the question of transportation facilities to the Yukon, and a committee was appointed to obtain subscriptions for advertising the advantages which Vancouver possesses as the Out-fitting Port for the Klondike.

It was resolved at a Meeting held on 10th August, 1897, that; whereas there is a considerable and rapidly increasing trade to the Yukon, and it is desirable to afford facilities for commerce to reach it in order to compete successfully with foreign competition; therefore be it resolved that the desirability of opening up a route entirely through undisputed British Territory be strongly urged upon both the Dominion and Provincial Governments, and further, that they be asked to assist in the immediate construction of the same.

1468 02

1468 02

\$ 77 00

621 86

\$698 86

\$327 01

195 85

176 00

\$698 86

C.A.,



### Canadian Pacific Railway Terminal Buildings.

A Conference was held on the 19th October, 1897, by the Canadian Pacific Railway Co. of B.C. with the Members of the City Council and of the Board of Trade, when the question of permanent Terminal Buildings for the railway was discussed. The taxation of Railway property used for Railway purposes was fully considered; and also of obtaining wharf frontage for the City where it would not interfere with the Railway Company's proposed wharfs.

The Empress Line of steamers to China and Japan; the Australian Liners, and the proposed Line of Mail Steamships to the Northern Ports for the Klondike trade were also referred to.

### South American Trade.

A Meeting was held on 13th January, 1898, to interview Mr. E. E. Sheppard, Dominion Government Trade Commissioner to South American Ports, when Mr. Sheppard reported that he considered that a large trade with Central and South American Cities might be built up if the Canadian Merchants would take active measures to introduce their goods. The Market at the present time is being entirely supplied by the more enterprising American Merchants, but there is no reason why Canadian products should not hold their own, in that Market. With regard to a subsidy to a Steamship Line operating to South American Ports, he was decidedly in favor of recommending it, provided any parties could be found who would accept a reasonable subsidy to open such a line. He was doubtful if a Steamship Line would prove a paying enterprise, even with the assistance of a subsidy.

Copy of Address presented to the Hon. Clifford Sifton, at the Board of Trade Rooms, on 4th November, 1897.

*To the Hon. Clifford Sifton,  
Minister of the Interior,  
Canada.*

SIR:—The members of the Vancouver Board of Trade have pleasure in welcoming you to this City.

They desire to express their satisfaction at the prompt action you have taken in making yourself personally acquainted with the special conditions which govern mining in the Yukon district.

The Board anticipate that the experience gained will prove to be of great assistance in passing legislation specially adapted to the requirements of the district, and that great benefits will accrue to the Dominion from the personal and local knowledge which you have acquired of the great mining region.

The Board of Trade desire to congratulate you, as a member of the Dominion Government, on the great advance which Canada has made in the public estimation during the past year. In her lumber, fishing and mining industries, a large amount of British and foreign capital is being steadily invested, bringing in its train social and material prosperity to our people.

The Board of Trade congratulates the Government on the energetic manner in which the various departments are being administered, upon the increase of revenue at home, and the appreciation of Canadian securities abroad. They recognise to a large degree these encouraging facts are due to the vast mineral wealth in this Province and in the new gold fields of the Yukon in the North West Territories, both of which are daily becoming more widely known. They trust that the Government will show its appreciation of these conditions by aiding and assisting in every possible way in the development of these resources.

Believing that the Government will realize the importance of this opportunity, the Board of Trade begs respectfully to draw your attention to the following matters which will materially assist in the development so much desired:—

- 1st The necessity of telegraphic communication with Dawson City.
- 2nd Subsidizing a railway from Vancouver or other favourable point to the Yukon.
- 3rd The forwarding and receiving the Yukon mails at Vancouver as being the most direct and, from its position, the most natural point for that purpose.
- 4th A liberal mail subsidy to an efficient line of Canadian steamers operating from Vancouver to the other coast cities and to northern points.

- 5th Arrangements for issuing mining licenses for the Yukon District in Vancouver, and also appointing a Provincial Mining Recorder at Vancouver.
- 6th The abolition of the regulation respecting alternate claims, and the modifying of the royalty to ten per cent. on all gold extracted.
- 7th To provide an effective gold escort to miners returning from the Yukon diggings.
- 8th That systematic advertisement shall be made by the Government that the Yukon gold district is in British territory; that all goods required can be better purchased in Canada than elsewhere; that the goods purchased in Canada are admitted to the northern Canadian gold fields free of duty; that full lines of all classes of goods required by the miners are held by merchants in Vancouver and the other coast cities, and that a much greater guarantee for fair treatment and honest packing exists here than in other countries.
- 9th That full details representing the Ontario, British Columbia and Yukon mining districts be furnished to the agents of the British Government all over the world, and also that it be impressed by them upon the public that all goods purchased by them outside the Dominion have to pay duty when entering Canada.

Earnestly requesting the favor of your kind consideration and powerful influence in these matters, and wishing you a safe and pleasant journey home.

(Signed) SOL. OPPENHEIMER, Vice-Pres.  
" WM. T. STEIN, Secretary.

**Pacific Cable.**

At a Meeting held on 8th February, 1898, the following resolution was passed:—

Whereas the laying of a Pacific Cable from British Columbia to Australia to complete the circle of Imperial telegraphic communication and afford an alternate direct service between the Mother Country and her greatest dependencies of Canada, India and Australia, is of the highest strategical and commercial importance; and Whereas in this connection the Home Government would appear to be now awaiting more definite action on the part of the Colonies; and Whereas, further, all measures tending to facilitate more ready intercourse with Australia are of the first importance to Canada.

Be it resolved that, in the opinion of the Vancouver Board of Trade, the question of the earliest possible completion of a Pacific Cable from British Columbia to Australia is one which demands the careful and urgent attention of the Dominion Government.

Be it also resolved that as a further incentive to prompt action, this Board would suggest that the consummation of an all-British circumterrestrial telegraphic service might be a fitting event with which to inaugurate the first year of the twentieth century.

tion and  
safe and

re-Pres.

## SHIPMENT OF LUMBER BY SEA FROM VANCOUVER, 1897.

QUANTITIES IN FEET—BOARD MEASURE.

Destination.	Hastings Mill	Moodyville Saw Mill.	Royal City Planing Mills	Totals 1897	Totals 1896
South Africa.....	6,592,060			6,592,060	5,386,701
Australia.....	122,957	14,149,826		14,272,783	10,943,737
United Kingdom and Continent of Europe	7,669,577	3,624,421		11,293,998	9,743,043
Chili.....	1,968,763			1,968,763	7,572,390
Peru.....	1,375,606			1,375,606	1,989,166
China.....	4,665,036	1,252,642		5,917,678	8,043,264
Japan.....	3,613,780	2,112,443		5,726,223	1,551,692
Argentina.....					3,083,649
India.....		59,825		59,825	163,217
California.....					1,461,012
Hawaiian Islands.....					14,004
Shipments by Rail to points outside of B. C.....	19,697,239		4,029,436	23,726,675	
Totals.....	45,706,028	21,199,157	4,029,436	70,934,621	49,553,075

Increase over 1896 .....20,979,546 feet

**Strength of British Columbia Timber.**

Shewing the weights, specific gravities, deflection, breaking and crushing loads of some of the British Columbia woods. The pieces tested for transverse strength were one inch square, with a span of one foot, supported at both ends and loaded at the centre. The pieces tested for crushing were rectangular, and twice as long as they were thick. All the pieces were fair average specimens of timber, partly seasoned, but free from knots and flaws. The results obtained from exceptionally good or bad specimens are not included in this table.

DESCRIPTION OF TIMBER.	Weight of a cubic foot in lbs.	Specific gravity.	MEAN DEFLECTION IN INCHES.										Highest breaking load in lbs.	Lowest breaking load in lbs.	Mean breaking load in lbs.	Mean crushing Load in lbs per square inch			
			1/8	1/4	3/8	1/2	5/8	3/4	7/8	1	1 1/8	1 1/4				1 1/2	End-wise.	Side-wise.	
Alder	32.16	.5158	.117	.158	.2	.25	.3	.35	.4	.45	.5	.55	.6	.65	600	530	567	6540	1500
Ambur	53.29	.8347	.087	.117	.142	.2	.25	.25	.25	.25	.25	.25	.25	.25	660	630	650	7060	1600
Birch	37.57	.6025	.1	.133	.158	.2	.25	.25	.25	.25	.25	.25	.25	.25	400	350	433	7530	1500
Cedar	21.95	.4001	.1	.133	.158	.2	.25	.25	.25	.25	.25	.25	.25	.25	400	350	433	7530	1500
Cedar Apple	50.21	.8052	.082	.117	.15	.2	.25	.25	.25	.25	.25	.25	.25	.25	700	680	633	5000	1400
Cypress	31.21	.5133	.075	.109	.141	.181	.2	.25	.25	.25	.25	.25	.25	.25	650	600	628	7000	1750
Fire Red	34.41	.5687	.1	.14	.18	.2	.25	.25	.25	.25	.25	.25	.25	.25	420	380	400	5000	1000
Hemlock	37.41	.5989	.113	.15	.2	.27	.31	.354	.458	.5	.5	.5	.5	.5	610	550	580	7000	1500
Maple	51.73	.8296	.16	.229	.312	.341	.354	.458	.5	.5	.5	.5	.5	.5	550	550	550	6500	2500
Oak	27.70	.4157	.1	.125	.15	.2	.25	.25	.25	.25	.25	.25	.25	.25	500	400	473	5500	1000
Pine White	25.88	.4150	.1	.15	.2	.3	.3	.3	.3	.3	.3	.3	.3	.3	410	420	427	5000	1000
Spruce	51.04	.8185	.085	.117	.158	.2	.25	.25	.25	.25	.25	.25	.25	.25	600	530	567	5360	1600
White Thorn	49.05	.7825	.085	.117	.158	.2	.25	.25	.25	.25	.25	.25	.25	.25	600	530	567	5300	2400
Yew																			

Now frequently known as Abies D.

## BRITISH COLUMBIA LUMBER FLEET (FOREIGN) 1987-8.

NAME.	RIG.	TONS.	SAILED.	FROM.	FOR.	CARGO.-FT.	VALUE. \$	RATE.	ARRIVED.
City of Delhi.....	Br bark	1127	Jan. 2	Vancouver.....	Tocopilla.....	896,544	7,485	35	April 4
Ariadne.....	Ger bark	1792	Feb. 10	do	Valparaiso, f. o.	1,388,508	11,934	58	May 29
Whop.....	Br bark	1248	Feb. 11	do	Delagoa Bay.....	1,066,408	9,246	private	July 27
Khorasan.....	Ger bark	1065	Feb. 12	do	London.....	6,890	6,890	do	July 4
Speke.....	Br ship	2712	Feb. 12	Moodyville.....	Sydney.....	2,118,421	18,933	do	July 4
Bhairlogie.....	Br bark	1525	Feb. 10	Vancouver.....	South Africa.....	1,280,168	11,564	do	July 6
Lyderhorn.....	Br ship	2723	Feb. 17	Chemainus.....	Sydney.....	2,270,931	19,452	30	May 21
Verbena.....	Br ship	1719	Mar. 29	Moodyville.....	Australia.....	1,394,292	12,025	private	June 4
Province.....	Br ship	1686	Feb. 11	do	Fremsantle.....	1,563,922	11,467	48	May 4
Addenda.....	Am bkin	637	Feb. 20	Chemainus.....	Tientsin.....	810,472	8,477	50	April 30
Rosalia.....	Haw bark	668	Jan. 30	do	Geraldton.....	5,985,825	4,063	55	Honolulu
Kinkora.....	Br bark	1790	Mar. 24	Vancouver.....	Cork, f. o.....	1,508,761	12,375	58	Wrecked
Arnold.....	Ger bark	826	Mar. 12	do	Gibraltar.....	649,035	7,465	65	July 19
Katie Fickinger.....	Am bark	425	Feb. 20	do	Yokohama.....	592,782	7,373	45	April 19
Fass of Melford.....	Br ship	2167	April 1	do	Delagoa Bay.....	1,946,479	15,618	58	July 30
Oread.....	Br bark	774	Mar. 12	do	do	629,868	5,051	60	June 18
E. K. Wood.....	Am schr	405	Feb. 21	Chemainus.....	Tientsin.....	698,451	5,347	private	June 27
Dudhope.....	Br ship	1985	Mar. 30	do	Liverpool.....	1,570,378	15,378	50	Aug. 30
Melrose.....	Am bark	944	Mar. 9	Cowichan.....	Santa Rosalia.....	943,000	10,580	private	Aug. 4
Alexandra.....	Br bark	1133	April 16	Vancouver.....	Cape Town.....	1,012,781	18,053	60	Aug. 21
Arduwan.....	Ger bark	1287	Mar. 30	do	Geraldton.....	1,021,924	10,364	private	June 23
Dunboyne.....	Br bark	1380	April 5	do	Valparaiso.....	8,567	328, 6d.	52	June 23
Waterloo.....	Br ship	1792	May 27	Moodyville.....	Cork, f. o.....	1,071,983	8,567	6	Oct. 22
Eva.....	Br str	1926	May 12	Vancouver.....	U. K. Direct.....	1,579,801	11,453	30	Oct. 22
Hawaiian Isles.....	Haw ship	2027	May 18	do	Yokohama.....	1,988,946	14,351	40	May 5
Crown of India.....	Br ship	1855	April 18	Vancouver.....	Shanghai.....	1,835,543	16,991	40	July 31
Robert Sudden.....	Am bkin	585	April 19	Chemainus.....	Liverpool.....	1,539,594	14,896	43	Sept. 13
Wachusett.....	Am ship	1519	May 4	do	Shanghai.....	711,768	6,104	43	June 27
King Cyrus.....	Am schr	667	April 29	Vancouver.....	Sydney.....	1,135,000	8,313	31	July 8
John Smith.....	Am bkin	526	May 11	do	Shanghai.....	869,531	7,221	40	July 13
Erin's Isle.....	Br ship	1715	June 19	do	Delagoa Bay.....	611,655	4,500	55	Aug. 30
Wrestler.....	Nic bark	447	May 26	New Westminster	U. K. or Continent	1,278,299	18,755	6	Dec. 7
Comet.....	Nic bark	673	May 21	do	Valparaiso, f. o.	575,000	4,600	private	Aug. 14
Fantasi.....	Nor bark	1762	June 13	Vancouver.....	Shanghai.....	443,000	3,544	own, acct.	Aug. 13
Pomona.....	Br bark	1646	July 15	Moodyville.....	Cork, f. o.....	947,469	12,575	67	Dec. 6
Annie Thomas.....	Br ship	1807	June 22	do	Fremantle.....	968,086	8,476	47	Sept. 28
Alette.....	Nor bark	1206	July 3	Vancouver.....	Port Pirie.....	1,520,979	15,730	35	Oct. 2
					Japan.....	1,044,250	15,730	private	Wrecked

owner	3,544	own, acct.	Aug.	14
Nie bark	1,782	own, acct.	Dec.	13
Nor bark	1,646	own, acct.	Sept.	28
Fantasi	1,807	own, acct.	Oct.	2
Pomona	1,206	own, acct.	Wrecked	
Annie Thomas		private		
Alerte		private		

British Columbia Lumber Files (Foreign)—Continued.

NAME.	RIG.	TONS.	SAILED.	FROM.	FOR	CARGO.—FT.	VALUE.	RATE.	ARRIVED.
British Neoman	Br. ship	1808	July	Chemainus	Liverpool	1,346,819	\$ 12,136	private	Dec. 14
Honolulu	Hav. bark	946	June	Salt Spring Island	Santa Rosalia			do	
St. Katherine	Am. bark	1193	July	Chemainus	Shanghai	1,065,850	8,881	do	Sept. 19
North Riding	Br. ship	1371	July	Moodyville	Sydney	1,062,604	9,274	do	Sept. 22
Melrose	Am. bark	944	July	Salt Spring Island	Santa Rosalia			do	Sept. 10
Florence Stetla	Br. ship	1170	Aug.	Moodyville	Freemantle	952,311	7,838	do	Nov. 26
Astrucana	Br. ship	1572	Sept.	Chemainus	Queenboro	1,196,386	15,177	50	
Inoa	Am. schr.	902	July	do	Port Pirie	1,293,940	9,009	31	Oct. 18
Eloa	Am. bkn.	650	Aug.	do	Tientsin	835,337	6,721	47	Oct. 26
Flesh	Chil. ship	2915	Aug.	do	Antofagasta	7,175	7,589	own, acct.	
Golden Shore	Am. schr.	664	Aug.	Vancouver	Shanghai	7,40,950	6,424	43	9
Eisenada	Br. bkn.	680	Sept.	Moodyville	Buenos Ayres	865,373	8,036	40	Dec. 17
Louisiana	Am. ship	1365	Sept.	Chemainus	Melbourne	803,500	6,315	private	Jan. 6
Pattardale	Br. ship	1169	Sept.	Moodyville	Freemantle	1,062,523	7,539	48	abt Dec. 10
Carrier Dove	Am. schr.	672	Sept.	do	Freemantle	756,000	6,192	30	abt Nov. 30
Robert Sudden	Am. bkn.	585	Sept.	do	Melbourne	810,030		private	Dec. 31
J. M. Griffith	Am. bkn.	573	Sept.	Salt Spring Island	Sydney	671,298		do	Dec. 21
King Cyrus	Am. bk.	1073	Nov.	Saanich	Santa Rosalia			do	Dec. 18
General Fairchild	Am. bark	1307	Oct.	Chemainus	Sydney	883,451	7,508	32	Jan.
Amarapoort	Br. str.	1619	Oct.	Moodyville	Alelaide	1,150,756	9,940	37	
Kambira	Am. bark	1885	Nov.	do	Tientsin	1,252,642	9,735	37	
Colusa	Am. bark	1129	Dec.	Vancouver	United Kingdom	1,400,504	14,371	57	
Pamelia	Ger. bark	1364	Jan.	Chemainus	Port Pirie	935,971	6,551	35	
				Vancouver	Cork, f. o.	1,053,000	15,300	private	



**THE BRITISH COLUMBIA SALMON FISHERY,  
SEASON, 1897.**

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The pack of canned salmon for the Province for the 1897 season amounted to 1,015,477 cases an increase of 400,000 cases over any previous pack. This steady increase on the Fraser River Pack shows the beneficial effect of the hatcheries, so that, notwithstanding the increase in the number of canneries each year, the yearly pro-rata catch of fish is not reduced, while on all the other rivers along the coast there has been no increase in the total of the season's pack.

There is a general demand both by the canners and fishermen for additional hatcheries in British Columbia, but the Government has not taken any active steps in the matter. The increase in the pack on the Columbia River and elsewhere on the Pacific Coast, outside British Columbia, has taken place at the various points at which hatcheries are in operation, thus demonstrating the benefit to be derived from the construction of additional hatcheries.

A Cannery Association has recently been formed for the purpose of generally promoting the interests of the canning industry in the Province, while the joint action of the canners' representatives in England has considerably assisted in the marketing of the product.

Great care and attention are now being paid to the packing in British Columbia which, it is felt, will insure the product of this Province commanding a market at fairly remunerative prices. The high standard maintained by the Fraser River Cannery has secured the British Columbia pack the preference in the markets of the United Kingdom, but the canners are being forced to reduce the cost of their product by the keen competition elsewhere.

A shipment of frozen salmon was sent to London, England, during the past season but the results have not yet been made public.

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## Pack of British Columbia Salmon, Season, 1897.

## PACK BY CANNERIES.

## FRASER RIVER.

	Cases.
Alliance Canning Co.....	12,000
Anglo-American Canning Co.....	17,312
Anglo-British Columbia Packing Co.....	146,631
Bon Accord Fishery Co.....	32,137
Boutilier & Co., F.....	11,110
British Columbia Canning Co.....	27,149
Brünswick Canning Co.....	52,298
Canadian Pacific Packing Co.....	30,733
Cleeve Canning Co.....	19,000
Colonial Canning Co.....	15,031
Currie & McWilliams.....	20,727
Dinsmore Island Canning Co.....	12,966
Ewen & Co.....	33,820
Federation Brand Salmon Canning Co.....	23,385
Fishermen's Canning Co.....	20,004
Fraser River Canning Co.....	14,805
Fraser River Industrial Society.....	11,255
Hume & Co., John A.....	15,074
London Canning Co.....	19,841
McPherson & Hickey.....	20,002
Malcolm & Windsor.....	50,707
Ontario Packing Co.....	9,093
Pacific Coast Packing Co., Ltd.....	25,447
Provincial Canning Co.....	11,055
Sinclair Canning Co.....	12,400
Star Packing Co.....	21,819
Terra Nova Canning Co.....	21,384
Todd & Son, J. H.....	38,792
Victoria Canning Co.....	54,606
Welsh Bros.....	14,924
Western Fisheries Co.....	11,456
Westham Island Packing Co.....	14,504
Westminster Packing Co.....	18,932
<i>Carried Forward</i> .....	860,459

*Brought Forward*..... 800,450

## SKEENA RIVER.

Anglo-British Columbia Packing Co.....	16,205
Balmoral Canning Co. ....	6,885
British Columbia Canning Co.....	8,441
Carlisle Packing Co.....	6,306
Inverness Canning Co.....	8,783
Royal Canadian Packing Co.....	5,724
Skeena Packing Co.....	8,021
Victoria Canning Co.....	5,510

## RIVERS INLET.

Anglo-British Columbia Packing Co.....	8,044
British Columbia Canning Co.....	9,670
Brunswick Canning Co.....	5,850
Vancouver Packing Co.....	3,344
Victoria Canning Co.....	7,138
Wadhams, E. A.....	6,161

## NAAS RIVER.

Federation Brand Salmon Canning Co.....	20,847
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## LOWE INLET.

Lowe Inlet Packing Co.....	10,006
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## NAMU HARBOR.

R. Draney.....	4,357
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## ALERT BAY.

Alert Bay Canning Co.....	8,602
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## WEST COAST, V.I.

Clayoquot Fishing and Trading Co.....	4,434
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Total pack for 1897..... 1,015,477

## COMPARATIVE STATEMENT FOR FIVE YEARS.

## PACK BY DISTRICTS.

	1893	1894	1895	1896	1897
	Cases.	Cases.	Cases.	Cases.	Cases.
800,459					
16,205					
6,885					
8,441					
6,306					
8,783					
5,724					
8,021					
5,540					
8,044					
9,670					
5,850					
3,344					
7,138					
6,161					
20,847					
10,006					
4,357					
8,002					
4,434					
<u>1,015,477</u>	<u>590,229</u>	<u>494,371</u>	<u>566,305</u>	<u>601,570</u>	<u>1,015,477</u>

## SHIPPING.

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During the past year extensive improvements have been made in the wharfage accommodation which now extends along the greater portion of the city fronting on Burrard Inlet—the magnificent natural harbor of Vancouver—and arrangements have been made for the erection of a light-house at the entrance to the harbor known as “The Lions’ Gate.”

The shipping from this port has been largely increased during the past year on account of the Klondike excitement.

In addition to the lumber and salmon fleets, the steamships of the following lines now sail from Vancouver:—

The Empress Line of mail steamers, for Japan and China.

The Canadian-Australian Line, for Sydney, calling at Honolulu, the Fiji Islands, and Wellington, New Zealand.

The Canadian Pacific Navigation Company, from Victoria and Nanaimo.

The Union Steamship Company, to all Northern ports, including Alaska.

The Canadian Pacific Railway Company Steamers, Tartar and Athenian, are now on the Klondike route.

The Pacific Coast Steamship Company, from San Francisco every five days, calling at Victoria.

Provisions and supplies of all kinds are plentiful and at moderate prices, imported goods for ship’s use being re-shipped ex bonded warehouse.

Annexed will be found a list of the usual disbursement expenses:

**Ordinary Expenses of a Vessel in Vancouver.**

Hospital dues per register ton.....	\$	02
Health Inspector's Fee.....		4 00
Harbor dues.....		5 00
Bill of health, outwards.....		1 00
Pilotage, per foot (each way).....		2 00
Pilotage, per foot (steamers).....		1 50
Port Agency (according to size).....	\$25 00 to 100 00	
Discharge of ballast (usually done by ship's crew)		
or per ton.....		.25
Harbor towage.....	10 00 to 20 00	
Stevedoring—		
General cargo or salmon, per ton.....		45
Sugar, per ton.....		.25
Lumber and timber, per M. ft., according		
to the style of cargo and facilities of the		
ship.....	80 to 1 00	
Watering.....	15 00 to 20 00	

**Rates of Towage.**

PILOTAGE DISTRICT OF YALE AND NEW WESTMINSTER.

The ports of the Pilotage District of Yale and New Westminster shall be as follows :

Port of Vancouver.

Port of New Westminster.

Port of Yale and several landings on the Frazer River.

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

(2) The limit of the Port of New Westminster shall be 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 shall be as follows :

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

The pilotage from Cape Flattery or Royal Roads to a line drawn from Point Atkinson to the red buoy on Spanish Bank and *vice versa* is not compulsory, but if the services of a pilot are required, he shall be paid the following rates, viz.:

For vessels under sail—

From Cape Flattery.....	\$6 00 per foot	1.
“ Callum Bay.....	5 00 “	2.
“ Beachy Head.....	4 00 “	3.
“ Race Rocks or Royal Roads.....	3 00 “	4.

For vessels under steam or in tow of a steamer, the following rates shall be paid :

From Cape Flattery.....	\$3 00 per foot	5.
“ Callum Bay.....	2 50 “	6.
“ Beachy Head.....	2 00 “	7.
“ Race Rocks or Royal Roads, vessels under steam	2 00 “	8.
“ “ “ “ “ in tow of a		9.
steamer.....	1 50 “	10.

NEW WESTMINSTER.

From the lighthouse on Fraser sand heads to New Westminister:		11.
For vessels under sail.....	\$4 00 per foot	12.
“ “ in tow of a steamer.....	2 00 “	13.
“ “ under steam.....	1 50 “	14.

From the lighthouse to Cape Flattery or Royal Roads and *vice versa* the pilotage is not compulsory, but if the services of a pilot are required he shall be paid the following rates :

For vessels under sail—

From Cape Flattery.....	\$6 00 per foot	15.
“ Callum Bay.....	5 00 “	16.
“ Beachy Head.....	4 00 “	17.
“ Race Rocks or Royal Roads.....	3 00 “	18.

For vessels under steam or in tow of a steamer, the following rates shall be paid :

From Cape Flattery.....	\$3 00 per foot	19.
“ Callum Bay.....	2 50 “	20.
“ Beachy Head.....	2 00 “	21.
“ Race Rocks or Royal Roads, vessels under steam	1 00 “	22.
“ “ “ “ “ in tow of a		23.
steamer.....	1 50 “	24.

Any fraction of a foot not exceeding six inches shall be paid for as half a foot, and any fraction of a foot exceeding six inches shall be paid for as a foot.

**Customs of the Port of Vancouver.**

## RATES OF COMMISSION.

Amended Schedule recommended by Special Committees and adopted by the Board (1896).

XV. When no special agreement exists, the following shall be collectable:—

1. On purchase of stocks, bonds, and all kinds of securities, including the drawing of bills, for payment of the same . . . . .  $2\frac{1}{2}$  per cent.
2. On sale of stocks, bonds, and all kinds of securities, including remittances in bills and guarantee . . . . .  $2\frac{1}{2}$  per cent.
3. On purchase and sale of specie, gold dust and bullion . . . . . 1 per cent.
4. On sale of bills of exchange, with endorsement . .  $2\frac{1}{2}$  per cent.
5. On sale of bills of exchange, without endorsement  $\frac{1}{2}$  per cent.
6. For endorsing bills of exchange when desired . . .  $2\frac{1}{2}$  per cent.
7. On sale of produce and merchandise, with guarantee . . . . .  $7\frac{1}{2}$  per cent.
8. On goods received on consignment, and afterwards withdrawn . . . . .  $2\frac{1}{2}$  per cent.
9. On purchase and shipment of merchandise, on cost and charges . . . . . 5 per cent.
10. For collecting and remitting delayed or litigated account . . . . . 10 per cent.
11. For collecting freight money, on amount collected . . . . .  $2\frac{1}{2}$  per cent.
12. For collecting general claims . . . . . 5 per cent.
13. For collecting general average—on the first \$20,000 or any smaller amount . . . . . 5 per cent.
14. For collecting general average—on any excess over \$20,000 . . . . .  $2\frac{1}{2}$  per cent.
15. On purchase or sale of vessels . . . . . 5 per cent.
16. For entering and clearing vessels and attending to the Customs business of the ship . . . . . \$ 25 00



17. For "Port Agency" attending to discharge of cargo and transacting ship's business other than entering and clearing at Customs:
- |   |          |
|---|----------|
| On vessels not exceeding 250 tons cargo.....            | \$ 25 00 |
| " with 251 tons and not exceeding 500 tons cargo.....   | 35 00    |
| " with 501 tons and not exceeding 750 tons cargo.....   | 50 00    |
| " with 751 tons and not exceeding 1,000 tons cargo..... | 75 00    |
| " over 1,000 tons.....                                  | 100 00   |
| " in ballast.....                                       | 10 00    |
18. For disbursements of vessels by consignees..... 2½ per cent.
19. For procuring freight or passengers..... 5 per cent.
20. 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 per cent.
21. For landing and re-shipping goods from vessels in distress, on invoice value, or in its absence, on market value..... 5 per cent.
22. For receiving and forwarding goods—on invoice amount..... 2½ per cent.
23. For effecting marine insurance—on the amount of premium..... 5 per cent.
24. The foregoing Commissions to be exclusive of Brokerage, and every charge actually incurred.
25. Vessels to pay clerk hire and labor on wharf, sorting and delivering cargo,

Members of Special  
Committee.

RICHARD ALEXANDER,  
E. E. EVANS,  
H. DARLING,  
C. G. JOHNSON,  
ROBT. H. PATERSON.

## VANCOUVER CUSTOM HOUSE.

## IMPORTS.

	1891.	1895.	1896.	1897.
Dutiable .....	\$ 700,761	\$ 831,713	\$1,201,121	\$2,087,000
Free.....	670,783	202,951	371,395	1,087,765
	\$1,410,544	\$1,096,667	\$1,578,819	\$4,074,825

## EXPORTS.

1891.....	\$ 731,175
1895.....	882,481
1896.....	1,093,738
1897.....	1,302,363

## REVENUE.

	1891.	1895.	1896.	1897.
Duties .....	\$245,911 37	\$251,309 66	\$332,470 82	\$435,800 38
Other Revenue.	40,529 71	51,493 94	51,708 02	49,948 00
	\$286,441 08	\$305,803 60	\$384,178 84	\$485,838 38

**Returns, Division of Vancouver,**  
For the Year ending 31st December, 1897.

Articles.	Ware- housed.	Ex-Warehoused.		
		Consumpt.	Export.	Removal.
Spirits, gals.....	69,352.35	64,227.60	484.53	1,221.18
Malt, lbs.....	1,339,014	1,259,125	.....	.....
Tobacco, lbs.....	118,104	110,672½	1,008½	1,047
Raw Leaf Tobacco, lbs..	69,190¾	56,847¾	.....	645
Cigars .....	94,025	74,000	.....	.....
Petroleum inspection...	96,567 pkgs.	469,835.31 gals.	.....	.....

Duty collected—\$184,989.77.

Quarters ending.	ENTERED FOR CONSUMPTION.			Duty Col.
	Free.	Dutiable.	Total.	
March 31.....	\$ 411,300	\$ 598,010	\$1,009,310	\$116,584 20
June 30 .....	649,689	572,444	1,222,133	99,891 10
Sept. 30.....	617,293	516,606	1,133,899	112,424 18
Dec. 31.....	309,483	400,000	709,483	106,990 90
	\$1,987,765	\$2,087,060	\$4,074,825	\$435,890 38

REVENUE.

Custom Duties.....	\$435,890 38
Other Revenues.....	49,948 00
<b>Total.....</b>	<b>\$485,838 38</b>

TOTAL REVENUES.

	1895.	1896.	1897.
Customs.....	\$305,803	\$394,178	\$485,838
Inland.....	111,504	141,989	184,939
	\$417,307	\$536,167	\$670,827



**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.....	2,191,011	1,569,112	507,361	2,076,476	302,147 65
From Canada.....	75,698		75,694	75,694	
To 30th June, 1874.....	2,085,560	1,676,492	371,511	2,048,336	336,494 47
From Canada.....	66,104		66,104	66,104	
To 30th June, 1875.....	2,513,552	1,924,482	566,111	2,490,535	413,921 50
From Canada.....	117,054		117,054	117,054	
To 30th June, 1876.....	2,937,597	2,237,072	707,366	2,944,978	488,381 52
From Canada.....	129,735		129,735	129,735	
To 30th June, 1877.....	2,220,968	1,820,391	316,318	2,166,709	403,520 21
From Canada.....	163,142		163,142	163,142	
To 30th June, 1878.....	2,214,503	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	484,701 01
From Canada.....	184,951		184,951	184,951	
To 30th June, 1880.....	1,689,394	1,644,165	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.....	2,899,223	2,472,174	404,287	2,875,461	678,104 53
From Canada.....	449,768		449,768	449,768	
To 30th June, 1883.....	3,937,536	3,331,023	550,833	3,896,856	907,655 54
From Canada.....	624,207		624,207	624,207	
To 30th June, 1884.....	4,142,436	3,337,612	702,693	4,040,335	884,076 21
From Canada.....	789,287		789,287	789,287	
To 30th June, 1885.....	4,089,492	3,158,529	564,923	4,021,152	966,143 64
From Canada.....	927,054		927,054	927,054	
To 30th June, 1886.....	3,953,290	2,951,379	1,060,347	4,011,726	880,226 65
To 30th June, 1887.....	3,547,852	3,065,791	560,318	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	2,002,616	897,110	3,809,786	974,675 69
To June 30th, 1890.....	4,379,272	3,357,111	1,030,375	4,287,486	1,075,215 20
To June 30th, 1891.....	5,478,883	4,261,207	1,071,983	5,339,190	1,346,059 42
To June 30th, 1892.....	6,495,589	4,123,414	1,803,005	6,226,419	1,412,878 00
To June 30th, 1893.....	3,934,066	3,662,673	1,253,495	4,918,168	1,367,250 32
To June 30th, 1894.....	5,320,615	3,582,333	1,738,292	5,336,961	1,308,631 23
To June 30th, 1895.....	4,403,976	3,131,490	1,296,935	4,368,425	1,437,727 49
To June 30th, 1896.....	5,566,238	3,333,050	1,503,894	5,496,944	1,306,738 56
To June 30th, 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.**

SUMPTION.

Duty  
Collected.

\$ 342,400 48  
302,147 65  
336,494 47  
413,921 50  
488,381 52  
463,520 21  
426,125 14  
484,701 01  
450,175 43  
589,403 62  
678,104 53  
907,655 54  
881,076 21  
966,143 64  
880,226 65  
883,421 53  
861,165 14  
974,675 69  
1,075,215 20  
1,346,059 42  
1,412,878 00  
1,367,250 32  
1,308,631 23  
1,137,727 49  
1,306,738 56  
1,701,512 16

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	5,206	443	2,051,743
1875..	1,029,294	133,986	292,468	411,810	9,727	....	2,777,285
1876..	2,032,139	71,338	273,430	320,027	3,080	68	2,709,082
1877..	1,708,848	105,603	287,012	230,893	3,083	1,500	2,346,969
1878..	1,759,171	423,840	327,300	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	330,218	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	1,333,385	407,624	287,394	6,791	443	3,345,233
1884..	1,441,052	890,371	458,365	271,796	1,745	1,413	3,100,404
1885..	1,759,512	727,672	262,071	414,364	2,324	5,948	3,172,391
1886..	1,720,335	643,052	194,488	329,248	1,907	2,811	2,891,811
1887..	1,832,827	910,559	235,913	380,120	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..	2,930,229	2,271,686	374,996	294,616	5,017	20,434	6,257,158
1892..	2,979,470	2,351,083	425,278	390,854	25,018	31,976	6,574,989
1893..	2,898,947	1,501,831	454,994	310,621	30,173	446,231	5,642,797
1894..	3,521,543	3,541,305	411,623	149,269	23,323	106,895	7,843,958
1895..	4,615,452	3,264,500	500,048	454,618	20,366	85,190	8,949,174
1896..	5,762,960	3,288,776	685,740	434,647	60,763	57,922	10,289,998
1897..	8,909,392	3,567,815	742,173	307,845	104,744	552,539	14,184,708

Statement of the Number and Tonnage of Sailing and Steam Vessels entered Inwards from Sea at the Port of Vancouver, during the fiscal year ended 30th June, 1897.

FROM.	BRITISH.		UNITED STATES.		NORWEGIAN and SPANISH.		GERMAN.		CHILIAN and HAWAIIAN.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Great Britain, Sail.....	8	15,282	..	..	..	..	..	..	..	..	8	15,282
United States, Steam.....	19	3,549	29	180,496	..	..	..	..	1	953	29	184,045
United States, Sail.....	6	8,042	5	2,378	1	1,926	3	4,288	2	2,898	18	20,485
Japan, Steam.....	19	53,611	..	..	..	..	..	..	..	..	19	53,611
Central America, Steam.....	1	1,852	..	..	..	..	..	..	..	..	1	1,852
Australia, Steam.....	12	23,589	..	..	..	..	..	..	..	..	12	23,589
Australia, Sail.....	9	12,513	..	..	..	..	..	..	..	..	10	13,389
Peru, Sail.....	4	4,815	2	726	1	1,015	1	636	..	..	8	7,032
Chili, Sail.....	5	6,640	..	..	..	..	..	..	1	1,499	7	9,663
Belgium, Sail.....	1	1,473	..	..	..	..	..	..	..	..	1	1,473
Dutch East Indies, Steam.....	..	..	..	..	1	1,418	..	..	..	..	1	1,418
Dutch East Indies, Sail.....	1	1,653	..	..	..	..	..	..	..	..	1	1,653
Ecuador, Sail.....	..	..	..	..	..	..	1	1,035	..	..	1	1,035
Hawaii, Sail.....	..	..	..	..	1	1,270	..	..	..	..	1	1,270
St. Pierre, Sail.....	2	3,109	..	..	..	..	..	..	..	..	2	3,109
Total.....	87	136,128	227	183,600	4	5,629	7	8,181	4	5,375	32	388,916

Statement of the Number and Tonnage of Sailing and Steam Vessels Entered Outwards for Sea  
at the Port of Vancouver during the Fiscal Year ended 30th June, 1897.

CLEARED TO.	BRITISH.		UNITED STATES.		NORWEGIAN AND SWEDISH.		GERMAN.		CHILIAN, HAWAIIAN AND PERUVIAN.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Great Britain, Sail.....	6	9,223	..	..	1	1,015	2	1,571	..	..	9	11,809
United States, Steam.....	16	3,211	22	182,136	1	1,417	..	..	..	..	28	186,764
United States, Sail.....	6	11,990	2	927	..	..	..	..	..	..	8	12,917
France, Sail.....	1	1,315	..	..	1	1,270	..	..	..	..	2	2,585
Portuguese E. Africa, Sail.....	3	4,263	..	..	..	..	..	..	..	..	3	4,263
Australia, Steam.....	12	23,699	..	..	..	..	..	..	..	..	12	23,699
Australia, Sail.....	10	15,486	..	..	..	..	..	..	..	..	10	15,486
British S. Africa, Sail.....	4	4,680	1	526	..	..	..	..	..	..	5	5,206
Argentine Republic, Steam.....	1	1,852	..	..	..	..	1	1,286	..	..	1	1,852
Chili, Sail.....	3	3,437	..	..	..	..	..	..	2	2,495	6	7,218
Japan, Steam.....	17	48,762	..	..	..	..	..	..	..	..	17	48,762
Japan, Sail.....	..	..	3	1,221	..	..	..	..	..	..	3	1,221
Gibraltar, Sail.....	..	..	..	..	..	..	1	826	1	839	2	1,665
Peru, Sail.....	..	..	..	..	..	..	1	1,002	1	1,499	2	3,201
China, Sail.....	..	..	5	3,424	..	..	..	..	1	2,027	6	5,451
Total.....	79	127,924	232	188,234	3	3,702	5	5,385	5	6,800	324	332,105



## SHIPPING RETURNS

## Port of Vancouver.

Year ending 31st December, 1897.

## INWARDS.

	Number.	Tonnage.	CARGO.	
			Tons Weight	Tons Measurem't
British .....	50	115,700	29,302	38,656
Canadian .....	30	5,495	9,477	11,440
Foreign.....	227	210,807	19,517	21,117
Total.....	307	332,011	58,386	71,213

## OUTWARDS.

	Number.	Tonnage.	CARGO.	
			Tons Weight	Tons Measurem't
British.....	56	115,136	81,908	113,255
Canadian.....	24	6,727	2,896	3,869
Foreign.....	226	203,059	51,718	62,081
Total.....	306	324,922	136,582	179,205

## COASTWISE.

	Number.	Tonnage.
Outwards .....	2,108	510,569
Inwards.....	2,113	515,659

(By the courtesy of the Collector of Customs).

**Port of Westminster (Fraser River) B. C.**

Returns for the year ending 31st December, 1897.

LOCAL SHIPPING.	No.	TONNAGE.
Steam vessels on register..	72	7,662
Sailing " " " " ..	19	1,884
Total.....	<u>91</u>	<u>9,546</u>
Vessels built during 1897....	11	472
IMPORTS—Dutiable.....		\$501,475 00
Free.....		240,834 00
Total.....		<u>\$742,309 00</u>
EXPORTS—Total value.....		\$3,396,387 00
REVENUE—Total collection, 1897.....		\$ 149,612 88

(By the courtesy of the Collector of Customs.)

**Port of Nanaimo (Vancouver Island).**

For the year ending 31st December, 1897.

SEA-GOING VESSELS—	No.	TONNAGE.
Inwards.....	<u>290</u>	<u>242,778</u>
Outwards.....	<u>327</u>	<u>289,599</u>
EXPORTS—	TONS.	VALUE.
Coal.....	<u>630,204</u>	\$2,221,128
Produce of the forest.....		162,131
Miscellaneous.....		9,058
Total.....		<u>\$2,392,317</u>
IMPORTS—Dutiable, value.....		\$137,481 00
Free.....		40,112 00
Total.....		<u>\$177,593 00</u>
REVENUE—Duties.....		\$ 48,255 86

(By the courtesy of the Collector of Customs.)

**Port of Victoria (Vancouver Island).**

Returns for the year ending 30th June, 1897.

*(From the Official Returns).*

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:

<i>Vessels Arrived.</i>		<i>Vessels Departed.</i>	
No. Vessels.	Tonnage.	No. Vessels.	Tonnage.
1,367	476,379	1,413	498,233

---

Vessels entered outwards for sea at Victoria, during year ending 30th June, 1897:

<i>With Cargo.</i>		<i>In Ballast.</i>	
*No. Vessels.	Tonnage.	No. Vessels.	Tonnage.
669	466,958	626	394,038

---

Vessels entered inward from sea during year ending 30th June, 1897:

<i>With Cargo.</i>		<i>In Ballast.</i>	
*No. Vessels.	Tonnage.	No. Vessels.	Tonnage.
1,002	580,198	334	337,410

---

Number and tonnage of vessels built and registered at Victoria during the year ending 30th June, 1897:

<i>Built.</i>		<i>Registered.</i>	
No.	Tonnage.	No.	Tonnage.
9	631	8	3,914

\*Include Puget Sound daily service.

**Statement of Cargoes handled at the Ports of Vancouver and  
Victoria, British Columbia.**

For the year ending 30th June, 1897.

*(From the Official Returns.)*

**Outwards.**

**PORT OF VANCOUVER (Burrard Inlet).**

	Number.	Tons Reg.	Quantity of Freight.	
			Tons Weight	Tons Measure
British .....	60	120,662	97,067	120,330
Canadian.....	3	110	198	223
Foreign.....	169	188,345	47,152	57,745
<b>Total.....</b>	<b>232</b>	<b>309,117</b>	<b>144,417</b>	<b>187,298</b>
Average Cargo per vessel.....			622.50	807.31

**PORT OF VICTORIA (Vancouver Island).**

	Number.	Tons Reg.	Quantity of Freight.	
			Tons Weight	Tons Measure
British .....	40	69,186	10,990	1,108
Canadian.....	<i>nil</i>	.....	.....	.....
* Foreign.....	629	397,772	13,018	4,593
<b>Total.....</b>	<b>669</b>	<b>466,958</b>	<b>24,008</b>	<b>5,701</b>
Average Cargo per vessel.....			35.88	8.52

\*Including daily services to and from Puget Sound ports.

**Inwards.****PORT OF VANCOUVER (Burrard Inlet).**

	Number.	Tons Reg.	Quantity of Freight.	
			Tons Weight	Tons Measure
British.....	45	101,356	39,809	56,983
Canadian.....	10	930	9,677	11,580
Foreign.....	172	179,100	16,141	17,760
<b>Total.....</b>	<b>227</b>	<b>281,395</b>	<b>65,627</b>	<b>86,323</b>
Average Cargo per vessel.....			280·37	380·28

**PORT OF VICTORIA (Vancouver Island).**

	Number.	Tons Reg.	Quantity of Freight.	
			Tons Weight	Tons Measure
British.....	57	103,742	15,367	10,200
Canadian.....	77	6,194	266	639
*Foreign.....	868	470,262	19,727	5,255
<b>Total.....</b>	<b>1,002</b>	<b>580,198</b>	<b>35,360</b>	<b>16,094</b>
Average Cargo per vessel.....			35·03	16·00

\*Including daily services to and from Puget Sound ports.

**Summary of Cargoes of Sea-going Vessels Entered Outwards or  
Inwards at the Ports of Vancouver and Victoria for the  
Year Ending 30th June, 1897.**

PORT OF VANCOUVER.

	Tons Weight.	Tons Measure.
Outwards.....	144,417	187,298
Inwards.....	65,687	86,323
<b>Total.....</b>	<b>210,104</b>	<b>273,621</b>

PORT OF VICTORIA.

	Tons Weight.	Tons Measure.
Outwards.....	24,008	5,701
Inwards.....	35,360	16,004
<b>Total.....</b>	<b>59,368</b>	<b>21,705</b>

Freight.

Tons  
Measure56,983  
11,580  
17,760

86,323

380.28

Freight.

Tons  
Measure10,200  
639  
5,255

16,091

16.00

cs.

## VANCOUVER CITY.

## From the City Records.

June 13th, 1886, Vancouver destroyed by fire, one building only left.

	Jan. 8th, 1890.	Jan. 1st, 1898.
Streets graded.....	50.33 miles	79.51 miles
“ gravelled.....	835 “	10.95 “
Macadamized with broken rock.....	.....	21.85 “
Paved with bituminous rock.....	.....	1.82 “
“ “ wooden blocks.....	.....	.05 “
Planked.....	6.30	2.00 “
Sidewalks.....	.....	79.91 “
Water mains, cast iron.....	10.14	44.00 “
Sewers.....	7.00	22.05 “
Box and surface drains.....	.....	14.03 “
Basement drains.....	.....	1.90 “
Number of houses.....	1,462	3,750
Hydrants.....	65	220
Public Fountains.....	.....	4
Assessed value, real property.....	\$8,077,505.00	\$13,000,869.00
“ “ improvements.....	1,326,910.00	2,220,745.00
being 50 per cent. of actual value.		
Population, Dominion Census.....	1891. 14,000	1898. Estimated 22,000

## Public Schools of Vancouver.

High School.....	8 rooms.	5 occupied
West School.....	16 “	14 “
Central School.....	8 “	8 “
Old High School.....	2 “	2 “
East School.....	16 “	14 “
Mount Pleasant School.....	16 “	10 “
Fairview School.....	4 “	3 “
Total.....	70 rooms.	56 occupied.

Staff of Teachers, 56.

Number of Children, 2,644.

Value of School Property in the city, \$290,000.

**Churches in the City of Vancouver.**

**PRESBYTERIAN.**

First Presbyterian Church.  
St. Andrew's Church.  
Mount Pleasant Presbyterian Church.  
Zion Church.

**ROMAN CATHOLIC.**

Church of Our Lady of the Holy Rosary.

**CHURCH OF ENGLAND.**

St. James' Church.  
Christ Church.  
St. Michael's Church.  
St. Paul's Church.

**CONGREGATIONAL.**

First Congregational Church.

**METHODIST.**

Homer St. Methodist Church.  
Princess St. Methodist Church.  
Mount Pleasant Methodist Church.

**BAPTIST.**

First Baptist Church.  
Jackson Ave. Baptist Church.  
Mount Pleasant Baptist Church.

**REFORMED EPISCOPAL.**

Reformed Episcopal Church.

**LUTHERAN.**

German Lutheran Church.

**SALVATION ARMY.**

Building  
at, 1898.  
4 miles  
5 "  
5 "  
2 "  
5 "  
0 "  
1 "  
0 "  
5 "  
3 "  
6 "  
0 "  
20 "  
4 "  
00,860.00  
20,745.00  
1898.  
d 22,000

occupied  
"  
"  
"  
"  
"  
occupied.



**Synopsis of Weather and Periodic Events, Compiled from Latest  
Official Reports (1896).**

JANUARY.

*Vancouver Island and Gulf Islands.*—Frequent storms of snow and rain; mild at end of month.

*Lower Mainland.*—Stormy; much rain and snow; cold; about two inches of ice.

*Upper Mainland.*—Generally milder than usual, snow disappearing during first part, then cold; precipitation everywhere above the average.

FEBRUARY.

*Islands.*—Moderately fine, some snow and plenty of rain, ending up with bitterly cold weather and several inches of snow; plowing; early flowers blooming; frogs croaking.

*Lower Mainland.*—Heaviest rain-fall during last four years on 23rd and 24th; grass growing; plowing; very cold at the end of the month.

*Upper Mainland.*—Generally mild and snow going fast until the 28th, when it got very cold.

MARCH.

First few days excessively cold throughout the Province.

*Islands.*—Disagreeable at first, warm later; wild flowers blooming; plowing and seeding.

*Lower Mainland.*—First half very wet and snowy; peaches and salmon berries blooming at end of month.

*Upper Mainland.*—Mild after the first seven days of excessively cold weather, and plowing began on the 24th.

## APRIL.

*Islands.*—Bleak on the whole and inclement, though fruit blossoms were much advanced and wild flowers abundant.

*Lower Mainland.*—Weather cold and spring backward; fruit trees not showing blossoms; heavy rains.

*Upper Mainland.*—Spring about two weeks late; a good deal of snow low down on hills; seeding in some parts.

## MAY.

*Islands.*—A frost about the middle of the month cut down some tender crops on low lands; hay crop promising well.

*Lower Mainland.*—About the same; very little warmth.

*Upper Mainland.*—Warm days, cold nights; crops promising well.

## JUNE.

Very hot weather for a few days throughout the Province.

*Islands.*—Light showers and thunderstorm on 28th; rain wanted for crops.

*Lower Mainland.*—Crops looking exceptionally well; enough rain; Fraser River very high, flooding all delta lands.

*Upper Mainland.*—Light showers; light frost 12th; Columbia River very near 1894 flood level.

## JULY.

Want of rain general throughout the Province, and forest fires raging everywhere.

*Islands.*—Dry and hot; root crops suffering from drought; fruit promising poorly; electric storm 21st.

*Lower Mainland.*—Same. The electric storm on the 20th and 21st did much injury to foliage. Fraser flood receding rapidly.

*Upper Mainland.*—Intensely hot and smoky: Kicking Horse River in flood and submerging low-lying lands.

## AUGUST.

*Islands.*—Very hot and dry, stifling smoke and light fogs ; cereals harvested ; fair crop ; other crops generally below average.

*Lower Mainland.*—Three days' rain ; dense smoke and hot ; cereals up to average.

*Upper Mainland.*—Most welcome rain during first part of month ; cereals good ; other crops average.

## SEPTEMBER.

*Islands.*—No rain ; thick, heavy smoke, intermingled with fog ; deer on West Coast driven by fire to settlements for refuge, and injuring fruit trees and gardens ; turnip aphids very bad.

*Lower Mainland.*—Rain on five nights in small quantities ; slight frost 8th ; more rain further north ; potatoes and turnips in some parts withered away ; apples small and inferior ; dense smoke and fog.

*Upper Mainland.*—Rain only in very small quantities ; several frosts on high lands ; root crops improving ; thick smoke.

## OCTOBER.

*Islands.*—No rain to amount to anything until the 30th at Victoria ; some rain further north ; no frost ; smoky the greater part of the time.

*Lower Mainland.*—Fraser Valley, rained twelve days ; smoke clearing ; foggy, frosty nights.

*Upper Mainland.*—About four rainy days ; rest fine ; frosty nights ; first snow on mountains 4th.

## NOVEMBER.

The stormiest and coldest November ever experienced in the Province. The rain-fall was phenomenal during the first five days, literally flooding the country ; this was succeeded by snow-storms of extraordinary severity, accompanied by excessive cold, all stations north of Victoria, both on the Island and Mainland, reporting temperature below zero for short periods.

*Islands.*—In Victoria and vicinity, although the temperature was a little above zero, the wind which prevailed rendered the cold most trying, but, happily, as far as has been ascertained, there has been no loss of fruit trees anywhere in the islands, although many were in full leaf.

*Lower Mainland.*—Rivers were stopped with ice, but no loss of fruit trees, as far as is known.

*Upper Mainland.*—The unprecedentedly heavy snow caught most of the cattle on the summer ranges, and it was feared that heavy loss would occur, but, luckily, the cold moderated towards the end of the month. Fruit trees were, however, not so fortunate, it being pretty well ascertained that heavy losses will occur.

#### DECEMBER.

About the end of November the excessive cold had begun to moderate, and by the first of the present month a general thaw had set in, which carried off the snow in all parts of the lower country and in most parts of the upper Mainland.

*Islands.*—Very mild; excessively heavy rains, washing out fall wheat in places.

*Lower Mainland.*—About the same weather, with more rain.

*Upper Mainland.*—Abnormally mild; cattle being got off the higher ranges; snow gone on lower levels.

## AGRICULTURE.

The history of agriculture in British Columbia is thus described by Mr. R. E. Gosnell in the Year Book of British Columbia :

Ten years ago, although agriculture was but slightly developed here, the highest hopes for success were held out. On the face of it the conditions were most favorable—comparatively limited area of agricultural lands; protection by tariff and freight rates from outside competition; generous, even extraordinary, yield of all kinds of crops; freedom from blights, parasitic diseases and the like; sure crops, and a demand for farm products, which brought high prices and imports per annum amounting to between \$1,500,000 and \$2,000,000 in the aggregate. The drawbacks were those, of course, incident to a new country—imperfect communication, immature methods, the difficulty and expense (in our case peculiarly so) of bringing the accessible land into cultivation, and all the rest of it. On the whole, however, the advantages were clearly in favor of the farmer who could reach the market. For a time he prospered, or should have prospered, like a green bay tree. Just about the time referred to good farm lands began to be at a premium. Knowledge of the conditions referred to above impressed most people that farming some day would become the most prosperous of industries, and it was thought, and with good show of reason, that when the varied resources of the Province began to develop—mining, timber and fisheries—with the constant inflow of population, the demand for farm products would place those fortunate enough to have the land quite on the “velvet.”

The farmer has found out that there is no royal road to fortune, except by pursuing farming as a business on a business basis. By the work of the Fruit-Growers' Association, the influence of

the Dominion Experimental Farm, the educative effect of farmers meetings, and the dissemination of agricultural intelligence by means of the several Departments of Agriculture and other agencies, considerable development has taken place on right lines and knowledge greatly increased. Farming is really on a better basis than ever it was, because the difficulties in the way of getting along are understood and the necessities of the situation more fully appreciated. It is understood now that better and more improved methods of sowing, reaping, and selling are required, and that eternal vigilance and industry are the price to be paid for success.

Present tendencies, therefore, are in the direction of the systematic effort rather than the slipshod and happy-go-lucky ways that prevailed in the past, which have been described by one writer as "playing at farming," and by another as "scratching the earth in places" instead of cultivating it. Tendencies are, to be more definite, in the direction of smaller holdings, proper clearing and drainage of land, better care of orchards, co-operation for dairy purposes, improved method of marketing, and generally an attempt to supply the home market in butter, eggs, poultry, fruit, meats, and the like, and in a way to attract the buyer.

As to the needs of agriculture in the Province, that opens a wide field which cannot satisfactorily be traversed in one article. Local conditions, too, vary so much that no particular remarks will apply to the whole. On the lower Mainland, for instance, dyking and draining is a problem for solution; while in the upper Mainland irrigation is a prominent need. All along the coast the cost of clearing and the necessity for fertilizing wooded lands when cleared are worthy of every attention. Everywhere roads giving easy access to railway or steamboat communication are required. Cheaper lands and cheaper money are desirable objects. Railways giving communication with the mining districts are of the greatest importance; and so on.

Co-operation in dairying, fruit-marketing, road-making, and in other directions in which a farmer's isolation is his weakness, is required. I do not mean to say that farmers should become Grangers

or Patrons, for in the present state of society the fewer societies the better; but that they should co-operate for business purposes. This is especially a need of British Columbia at the present time.

As I have already intimated, our farmers along the coast districts especially, require a knowledge and appreciation of the economy of fertilization. A cheap and readily available manure is one of the greatest requisites to success. I do not now refer to the bottom or prairie lands, which are abundantly fertile, by careful cropping for some time, but to that characteristic and predominant brownish, gravelly soil of which our wooded land is composed. It is largely destitute of potash and lime—two essential elements. I have advocated strongly the utilization of the fish offal, some 6,000 tons of which are annually dumped into the waters out of which the salmon are taken, to the detriment of the fishing industry. There are millions of tons of kelp and other seaweed on our coast which can be got for the gathering. This, mixed with the offal and composted with lime, would furnish a "dirt cheap" and invaluable fertilizer, available to all.

I have always been sanguine of the future of farming in British Columbia, and never more than at the present time, notwithstanding the reverses of the past few years. The conditions are not less favorable than before. The opening up of the mines alone will afford an outlet for all kinds of farm produce at paying prices. Our farmers will not have a monopoly of this, but will work under healthy competition. When the lands revert from the hands of the speculators into the hands of users; when the terms of payment and rate of interest will enable a settler to buy and yet live; when the farmers have easy communication to markets, and the lands now lying idle brought into cultivation by means of clearing; of land by machinery; when mixed farming becomes general and special attention is devoted to the growing of fruits best adapted for the market and for industrial purposes, to the growing of hops, flax, sugar beets, tobacco, and other special products for which the province is adapted; when the surplus of products, (especially fruits) becomes so great as to force the farmer to seek a market in other lands; when industrial products can be manu-

factured cheaply enough to compete with those of England in the markets of China, India and Australia ; when, in short, the Province becomes fully developed and its resources are utilized to their greatest extent, the position of agriculture among other industries will be pre-eminent, and what now occupies a very secondary place in the Provincial economy will be established as the basis of our wealth and possess a permanency which cannot be shared by any of the other natural resources of the future of which we now speak so hopefully.



### Agricultural Associations in British Columbia.

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- British Columbia Agricultural and Industrial Association, Victoria  
Secretary, A. J. Dallain, Victoria.
- Royal Agricultural and Industrial Society, New Westminster.  
Secretary, Arthur Malins, New Westminster.
- North and South Saanich Agricultural Society, Saanich. Secretary,  
G. C. Fox, Turgoose P. O.
- Cowichan Agricultural Association, Duncan. Secretary-Treasurer,  
G. H. Hadwen, Duncan P. O.
- Nanaimo District Agricultural and Horticultural Society, Nanaimo.  
Secretary, W. H. Morton, Nanaimo.
- Wellington District Agricultural Society, Wellington. Secretary,  
William Russell, Wellington.
- Comox Agricultural and Industrial Association, Comox. Secretary,  
John Mundell, Sandwick P. O.
- Islands Agricultural and Fruit Growers' Association, Salt Spring  
Island. Secretary, John Purvis, Vesuvius Bay.
- Mission City Agricultural and Arts' Association, Mission City.  
Secretary, J. A. Catherwood, Mission City.
- Delta Agricultural Society, Delta. Secretary, A. De R. Taylor,  
Ladner P. O.
- Chilliwack Agricultural Society, Chilliwack. Secretary, C. B.  
Reeves, Chilliwack.
- District of Surrey Agricultural Society, Surrey. Secretary, S. H.  
Shannon, Cloverdale.
- Richmond Agricultural and Industrial Society, Richmond. Secre-  
tary-Treasurer, A. B. Dixon, Terra Nova P. O.
- Langley-Glenwood Agricultural Association, Langley. Secretary,  
Albert Deans, Langley Prairie.
- Agricultural and Trades' Association of Okanagan, Mission. Secre-  
tary-Treasurer, F. J. Watson, Kelowna.
- Kamloops Agricultural Association, Kamloops. Secretary, J. J.  
Carnment, Kamloops.
- Okanagan and Spallumcheen Agricultural Society. Secretary  
A. Postill, Vernon.

Inland Agricultural Association. Secretary, Joseph W. Burr, Ashcroft.

British Columbia Horticultural Society and Fruit Growers' Association. Secretary-Treasurer, T. R. Pearson, New Westminster.

British Columbia Fruit Exchange society. Secretary, T. R. Pearson, New Westminster.

Lower Fraser Fruit Union, New Westminster. Secretary-Treasurer, Arthur Malins, New Westminster.

Fraser Valley Fruit Union, Limited. Secretary, J. A. Catherwood, Mission City.

Chilliwack Valley Fruit Growing and Shipping Association, Ltd. Secretary, Jos. Ogle, Chilliwack.

Maple Ridge Fruit Union. Secretary, J. W. White, Port Haney.

Victoria District Fruit Growers' Association, Victoria. Secretary-Treasurer, D. D. Dove, Mount Tolmie, Victoria.

Vancouver Island Flockmasters' Association. Secretary-Treasurer, T. A. Wood, Quamichan P. O.

British Columbia Dairymen's Association. Secretary-Treasurer, G. H. Hadwen, Duncan P. O.

Cowichan Creamery Association, Duncan. Secretary-Treasurer, A. R. Wilson, Westholme.

Delta Creamery Company, Ltd. Secretary-Treasurer, A. E. Fawcett, Ladner's P. O.

EXPORTS from British Columbia to countries outside of Canada of products of Agriculture and its branches for the three years ending 30th June, 1896.

(The returns for 1897 are not yet obtainable.)

	Year ending 30th June, 1894.		Year ending 30th June, 1895.		Year ending 30th June, 1896.	
	Quantity	Value	Quantity	Value	Quantity	Value
<b>LIVE STOCK:</b>						
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
<b>MEATS, &amp;c.:</b>						
Hides, horns and skins (not fur).....		\$5,985		\$5,752		\$6,131
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....."					130	7
Sheep pelts.....(No.)	15,833	4,563	81,461	39,290	49,258	17,618
Wool.....(lbs.)			214,897	20,565	150,770	14,750
<b>GRAIN, SEEDS, BREADSTUFFS AND PRODUCTS OF:</b>						
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

Peas.....	35	18	.....	28	31
Wheat.....	48	173	5,500	62,965	37,900
Flour.....	.....	.....	.....	12,402	8,447

EXPORTS (Continued).

GRAIN, ETC.—Continued.	8 \$	66	1 \$	4	1 \$	4
Biscuits and Bread.....(cwt.)	.....	.....	8	32	124	790
Oatmeal and all other.....(bbls.)	.....	165	.....	420	.....	257
All other seeds.....	.....	.....	.....	.....	.....	.....
FRUITS AND VEGETABLES:						
Apples (green).....(bbls.)	75	472	30	108	42	180
Fruits (canned).....	.....	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	1,053	12,828	3,650
Cheese.....	4,655	695	6,201	957	8,935	1,239
Eggs.....(doz.)	34	11	4	10	11	19
HAY.....(tons)	.....	.....	4	31	15	77
STRAW.....	.....	.....	.....	.....	16	13
TREES AND BUSHES:						
HOPS.....(lbs.)	44,907	12,201	42,633	6,309	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.)	.....	7,177	.....	.....	33	82
OTHER ARTICLES.....	.....	.....	.....	4,815	.....	4,405
	\$ 90,100			\$147,066		\$191,157

‡And Berries.



IMPORTS—Continued.

			5,845 \$	8,453 \$	865 65	12,454 \$	11,572 \$	1,817 54
GRAIN SEEDS, ETC.	Other Countries,	bush.	7,762	5,101	582 28	11,567	6,215	804 26
	"	"	153	105	15 65	1,485	1,175	28 30
	Provinces,	"	294,422	63,868	21,524 41	161,475	12,508	18,730 81
	Countries,	"	7,470	25,341	95,417	65,417	35,476	18,730 81
	Other Countries,	"	2,615	1,000	260 55	1,572	968	122 60
	Provinces,	"	6,855	311	160 65	1,772	79	107 30
	Countries,	"	197,622	78,787	22,163 57	169,171	7,801	18,462 45
	Other Countries,	"	2,412	1,483	(Free)	14,846	11,846	(Free)
	Provinces,	"	3,432	545	(Free)	23,546	316	(Free)
	Countries,	"	2,621	1,293	(Free)	1,539	316	(Free)
	Other Countries,	"	15,513	3,258	1,292 50	165,811	8,271	1,888 70
	Provinces,	"	262,060	11,170	876 75	5,644	7,574	1,888 00
	Countries,	"	111,767	5,600	1,192 71	103,620	8,175	1,921 58
	Other Countries,	"	63,047	1,410	1,800 55	73,658	5,869	2,254 81
	Provinces,	"	9,271	2,620	3,197 81	8,491	2,377	3,112 32
	Countries,	"	83,175	3,492	1,670 30	52,682	2,628	1,652 02
	Other Countries,	"	89,482	6,019	1,783 24	50,412	3,278	1,000 41
	Provinces,	"	670	63	162 52	230	768	100 50
	Countries,	"	220,568	6,069	2,202 08	249,012	7,531	2,181 32
	Other Countries,	"	5,687	5,578	1,546 25	63,750	3,448	453 05
	Provinces,	"	80	45	45 25	1,000	7	11 75
	Countries,	"	181,460	7,674	3,369 86	331,664	13,756	7,222 32
	Other Countries,	"	1,031,000	35,731	1,224 19	2,106,289	3,683	1,622 04
	Provinces,	"	43,671	3,413	35 25	48,282	1,674	911 21
	Countries,	"	1,025	1,423	347 17	1,169	1,381	381 71
	Other Countries,	"	4,963	11,333	7,065 10	39,243	14,282	5,834 14
	Provinces,	"	21,001	5,339	62	3,260	1,338	1,565 25
	Countries,	"	642	49	167 71	98,196	4,416	19 29
	Other Countries,	"	148	68	19 43	2,010	142	60 29
	Provinces,	"	2,919	170	4 38	211	13	19 22
	Countries,	"	5,214	354	66 56	524	19	17 02
	Other Countries,	"	53	157	50	6,203	384	191 70
	Provinces,	"	4,620	211	42 50	4 30	0	0
	Countries,	"	15	1,875	32 00	5,570	1,116	227 93
	Other Countries,	"	266	160	78	1,567	406	182 30
	Provinces,	"	311	212	13 60	39	78	35 00

Bran and mill feed,	42,585	8,367 00
Other breadstuffs,	13,696	1,712 600
Barley,	7,982	7,982
	8,691	2,508 32
	1,083	1,083
	6,623	13,225 60
	9,792	2,555 12
	11,361	908 70
	3,070	3,070
	1,300	1,300

TREES AND BUSHES—		
Other vegetables,	lbs.	5,339 62
Apple,	No.	167 71
Cherry,	"	19 43
Peach,	"	4 38
Pear,	"	66 56
Plum,	"	157 50
Quince,	"	42 50
Other,	"	311
Not specified,	"	15
Lard,	gals.	266
Neatsfoot,	"	311

IMPORTS—Continued.

		Year ending June 30, 1885.			Year ending June 30, 1886.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
OILS—	Other Countries,	(gals.) 484	905	1,513 40	16,885	7,697	\$ 1,468 60
"	Provinces,	178,400	11,075		902,000	13,241	
DAIRY	Countries,	268,147	15,265	10,531 04	308,800	52,100	11,150 04
PRODUCTS—	Provinces,	1,398,147	343,570		1,672,000	367,810	
"	Countries,	33,075	7,046	1,844 03	32,878	4,635	987 79
"	Provinces,	40,680	40,680		400,000	38,000	
"	Countries,	54,201	8,331	2,853 18	221,373	21,136	7,224 56
"	Provinces,	11,366	68,805		16,600	95,450	
CONDENSED MILK,	Countries,	13,108	601	434 08	16,177	617	535 06
CHOCOLY,	"	1,393	867	105 90	1,470	727	124 03
CIDER,	"	1,758	12,861	3,517 06	2,556	24,817	5,124 04
HAY,	"				17	52	10 40
STRAW,	"	17,636	2,323	1,040 16	19,265	1,745	1,164 24
HOPS,	"	8,328	1,040	1,961 00	23,349	2,579	760 46
HONEY,	"	4,353	83,157	7,403 25	55,227	35,110	8,288 58
MALT,	Provinces,	3,609	2,464		2,610	1,782	
"	Countries,	13,803	2,803	764 75	15,314	3,896	1,065 00
MUSTARD,	Provinces,	102,551	43,544	5,112 56	272,629	31,568	8,322 11
Eggs,	Countries,	547,200	82,048		558,972	83,845	
OIL CAKE AND MEAL,	"		4,689	2,003 00	3,492	3,498	Free.
PICKLES,	"	3,847			11,803	7,174	2,844 10
Add to the above the following animals imported from other countries for breeding purposes and therefore entered duty free—							
Horses		8	7,100	Free.	4	795	Free.
CATTLE					13	1,300	
SHEEP					4	105	
FOWLS			182	Free.	4	409	
SWINE		3	75		10	156	
			\$2,181,200	\$202,549 85		\$2,302,208	\$ 225,925 94

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### MINERAL PRODUCTION OF BRITISH COLUMBIA.

As the most authentic source of information regarding the general characteristics and present position of our mines, the following extracts have been taken from the Annual Report of the Minister of Mines for British Columbia for the year ending 31st December, 1897.

#### RETURNS.

Showing the total amount and value of the output of the mines of British Columbia to January 1st, 1898.

#### METHOD OF COLLECTING RETURNS.

In the following tables the method followed in assembling the out-put of the lode mines is to take the mill and smelter returns received during the year. The smelter returns for ore shipped in December are often not received until February or later, and it has been thought most expedient to follow the above plan, or to take the returns for ore paid for, or realized upon, during the year.

TABLE I.

TOTAL PRODUCTION FOR ALL YEARS UP TO 1898.

Gold, placer . . . . .	from 1858 to 1897 . . . . .	\$59,317,473
Gold, lode . . . . .	" 1893 to 1897 . . . . .	4,300,689
Silver . . . . .	" 1887 to 1897 . . . . .	7,301,060
Lead . . . . .	" 1887 to 1897 . . . . .	2,971,618
Copper . . . . .	" 1887 to 1897 . . . . .	521,060
Coal . . . . .	" 1836 to 1897 . . . . .	36,529,605
Coke . . . . .	" 1895 to 1897 . . . . .	96,980
Building stone, bricks, &c. for 1897 . . . . .		1,350,000
Other metals . . . . .	" 1897 . . . . .	25,000
Total . . . . .		<u>\$112,413,485</u>

The following table shows the steady rate of increase during the past seven years, and of the marked increase during the past year of 1897. The influence of lode mining begins to be felt in the year 1892, since when the rate of increase has been entirely due to the production of the metalliferous mines, as the out-put of the collieries has not increased.

\$2,362,298 \$ 232,925 94  
 \$2,181,269 \$202,549 35



TABLE II.

PRODUCTION FOR EACH YEAR FROM 1890 TO 1897 (INCLUSIVE).

YEAR.	AMOUNT.	YEARLY INCREASE.
1890.....	\$2,608,803 .....	
1891.....	3,521,102 .....	35%
1892.....	2,978,530 .....	
1893.....	3,588,413 .....	21%
1894.....	4,225,717 .....	18%
1895.....	5,643,042 .....	33%
1896.....	7,507,956 .....	34%
1897.....	10,455,268 .....	40%

Table III. gives the statement in detail of the amount and value of the different mine products for the years 1896 and 1897. As it has yet been impossible to collect the statistics regarding building stone, lime, bricks, tiles, etc., these are estimated for 1897, but not estimated for or included in the out-put for 1896.

However, although 1896 showed a very decided increase over 1895, 1897 shows a still greater advance in the production of gold, silver, lead and copper.

TABLE III.

AMOUNT AND VALUE OF MATERIALS PRODUCED 1896 AND 1897.

	Customary Measures	1896		1897	
		Quantity.	Value.	Quantity.	Value.
Gold, Placer.....	Oz.....	27,291	\$ 544,026	25,676	\$ 513,520
Gold, Lode.....	Oz.....	62,259	1,241,180	106,111	2,122,820
Silver.....	Oz.....	3,135,343	2,100,689	5,472,971	3,272,836
Copper.....	Lbs.....	3,818,556	190,326	5,325,180	265,258
Lead.....	Lbs.....	21,190,977	721,384	38,811,135	1,390,517
Coal.....	Tons.....	804,882	2,688,666	882,854	2,618,562
Coke.....	Tons.....	615	3,075	17,832	89,155
Other materials.....			15,000		151,000
			\$7,507,916		\$10,455,268

TABLE IV.

PRODUCTION OF METALS PER DISTRICT AND DIVISION.

NAME.	DIVISIONS		DISTRICTS.	
	1896	1897	1896	1897
CARBIDOO.....			\$ 384,050	\$ 325,000
Barkerville Division.....	\$ 82,900	\$ 65,000		
Lightning Creek .....	53,000	25,000		
Quesnellemouth .....	51,100	35,000		
Keithley Creek .....	197,050	200,000		
CASSIAR.....			21,000	37,060
KOOTENAY, EAST.....			154,427	163,796
KOOTENAY, WEST.....			4,002,735	6,765,703
Ainsworth Division.....	315,626	440,545		
Nelson .....	545,529	789,215		
Slocan .....	1,854,011	3,280,686		
Trail Creek .....	1,243,360	2,097,280		
Other Parts.....	14,209	157,977		
LILLOOET.....			33,365	39,810
YALE.....			200,078	226,762
Osoyoos.....	131,220	142,082		
Similkameen.....	9,000	25,100		
Yale.....	65,108	58,680		
OTHER DISTRICTS.....			15,000	9,390
			\$4,816,955	\$7,567,551

\*For Cassiar, the production of \$25,000 in 1896 from Omenica was lately reported.

## PLACER GOLD.

Table V. continues the yearly production of placer gold to date, as determined by the returns sent in by the banks and express companies, of gold transmitted by them 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 proportions were considered to represent, approximately, the amount of gold sold of which there was no record.

The placer gold out-put for 1897 shows no advance over 1896. This placer gold contains from 10 to 25 per cent. silver, but the silver value has not been separated from the totals as it would be insignificant.

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\$ 513,520  
2,122,820  
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2,618,562  
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151,600

\$10,155,268

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	1897.....	513,520
Total.....		<u>\$59,317,473</u>	

TABLE VI.

Since last report further information has been secured that has modified in some details this table as it then appeared, more especially in reference to the production of lead. This information of production in the earlier years is obtained from the "Mineral Statistics and Mines for 1896," Geological Survey of Canada.

TABLE VI.—PRODUCTION OF LOBE MINES.

Year.	GOLD,			SILVER,			LEAD,			COPPER.			Total Value
	Ounces.	Value.	Ounces.	Value.	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.	
1887	.....	.....	17,680 \$	17,331	204,800 \$	9,216	.....	.....	.....	.....	.....	.....	26,547
1888	.....	.....	79,780	75,000	674,500	20,813	.....	.....	.....	.....	.....	.....	104,833
1889	.....	.....	53,192	47,873	165,100	6,498	.....	.....	.....	.....	.....	.....	54,571
1890	.....	.....	70,427	73,948	.....	.....	.....	.....	.....	.....	.....	.....	73,948
1891	.....	.....	4,500	4,000	.....	.....	.....	.....	.....	.....	.....	.....	4,000
1892	.....	.....	77,160	66,935	808,420	35,064	.....	.....	.....	.....	.....	.....	90,989
1893	1,170 \$	23,404	227,000	195,000	2,135,023	78,986	.....	.....	.....	.....	.....	.....	297,400
1894	6,232	125,014	746,379	470,219	5,682,523	169,875	324,080 \$	16,234	.....	.....	.....	.....	781,342
1895	39,264	785,271	1,496,522	977,229	16,475,464	532,255	952,810	47,612	.....	.....	.....	.....	2,342,397
1896	62,259	1,244,180	3,135,343	2,100,689	24,190,977	721,384	3,815,536	190,926	.....	.....	.....	.....	4,257,179
1897	106,141	2,122,820	5,472,971	3,272,836	38,841,135	1,390,517	5,325,180	266,258	.....	.....	.....	.....	7,052,431
	215,086 \$	4,300,689	11,380,964 \$	7,301,060	89,166,942 \$	2,971,618	10,421,236 \$	521,000 \$	15,094,427				

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TABLE VII.

## COAL AND COKE PRODUCTION PER YEAR TO DATE.

YEARS	TONS (2,240 lbs.)	VALUE
1836-52	10,000	40,000
1852-59	25,396	101,592
1859 (2 months).	1,989	7,956
1860	14,246	56,988
1861	13,774	55,096
1862	18,118	72,472
1863	21,345	85,380
1864	28,632	115,528
1865	32,819	131,276
1866	25,115	100,460
1867	31,239	124,956
1868	44,005	176,020
1869	35,802	143,208
1870	29,843	119,372
1871-2-3	148,549	493,836
1874	81,547	244,641
1875	110,145	330,435
1876	139,192	417,576
1877	154,052	462,156
1878	170,846	512,538
1879	241,301	723,903
1880	267,595	802,785
1881	228,357	685,071
1882	282,139	846,417
1883	213,299	639,897
1884	394,070	1,182,210
1885	265,596	796,788
1886	326,636	979,908
1887	413,360	1,240,080
1888	489,301	1,467,903
1889	579,830	1,739,490
1890	678,140	2,034,420
1891	1,029,097	3,087,291
1892	826,335	2,479,005
1893	978,294	2,934,882
1894	1,012,953	3,038,859
1895	939,654	2,818,962
1896	896,222	2,688,666
1897	882,854	2,648,562
Total	12,081,687 tons.	\$36,626,585

## COKE.

1895-6 .....	1,565.....	7,825
1897 .....	17,831.....	89,155
Total.....	19,396 tons.	\$96,980

The foregoing shows little change during the past year in the coal production, but a decided increase in the out-put of coke, of which the bulk has been shipped to the Kootenay smelters. All this coke came from the coke ovens at Comox, Vancouver Island.

A new and important market for this coke is now opening in Mexico, where one shipload has already been sent to one of the large smelting works situated not far from the coast.

## THE PROGRESS OF MINING.

Figures speak for themselves, and the statistical tables just given show very clearly the steady but gratifying growth of the mining industry in this Province.

The results so far are not startling or phenomenal, but the increase in the out-put of the lode mines from \$100,000 in 1892 to \$7,050,000 in 1897, or five years, with an increase of \$2,750,000 or 65%, during the past year, commands attention.

**Increases.** The increase in the amount of gold (lode) was 43,882 ounces, or 70%; of silver, 2,337,682 ounces, or 75%; of lead 14,641,158 pounds, or 65%; of copper, 1,506,624 pounds, or 40%.

That 1898 will see a substantial increase is now assured from the amount of ore now in sight in the different districts, and from the fact that the amount of customs returns from shipments of ore for January, 1898, were \$1,193,458 as compared with \$675,506 in 1897 (these shipments from West Kootenay only).

## MINING COMPANIES.

During the early part of the year, pending the enactment of the new Company's Act with more stringent regulations, a great many mining companies were registered with a capitalization that savoured of the ridiculous, but the payment of \$50 or \$100 for the license on July 1st was more than a great many of these companies could stand, and they ceased to exist.

To the public at large it may be well to state in reference to the mining resources of this Province, that they now promise to become yearly more valuable, that British Columbia can now claim a place among the mining countries of the world, and that with favourable climatic and natural conditions, excellent laws and good government, and rapidly extending means of transportation and cheaper treatment of ores, many opportunities for the careful and proper investment of money are here now afforded. But it is also to be remembered that this is no longer a terra incognita, that there are many here already closely watching for and prepared to purchase any good claims that may be discovered, and that it is quite absurd to suppose that any one probably totally ignorant of mining affairs, can come here and in a few weeks, pick up properties with phenomenally rich showings, as has been claimed by some who have come, bought and gone back to float companies by means of most specious prospectuses.

There are many good properties that, from surface indications and scanty development, promise favourably, but for such capital is needed; when, however, a company promises definitely large and speedy returns from properties with little or no development done upon them, the public should be extremely careful in making investments.

The Province has been made to unjustly suffer for the deeds of a few such companies, which have quickly proved their inability to fulfil their glowing promises of quick and large returns, although in some instances, when proper work has been done, these promises may yet be redeemed.

## MINING DEVELOPMENT.

During the past year, much new work was done and much new territory prospected, but no important discoveries of ore were made in new localities or on new locations, although, in the Nelson Division and along the coast, what may yet prove properties of great importance were being explored. On some of the older claims, new and large shutes of good ore were found, and some claims, hitherto unproductive, at the close of the year promised to join the list of shipping mines during the succeeding one.

**Prospects.** To the arduous work and privation of the prospector must be due the opening up of any mining region, but, without the aid of capital, his efforts will be discouraging and often fruitless. At the present time, with the interest now taken in British Columbia, capital will send its agents to the most remote and difficult parts, while many other countries are languishing for even a little attention; but these agents naturally demand that some work be done to enable them to form some judgment of the value and possibilities of the "prospect." During the past two years, many seeking mining property for strong companies or syndicates have found that their choice must be greatly confined to "prospects" or undeveloped properties, and as ore deposits very rarely display their charms on the surface, they have had to turn away disappointed in that so little was done on claims they might have been willing to buy at good prices.

In some districts, prices of property have risen to very high figures, even for mere locations, but this phase is gradually correcting itself, and as many owners now wish to join the great rush northward to the new gold-fields, they will be willing to sell their claims at more reasonable rates. This stampede to the north will take many from the southern portion of the Province, but an increasing amount of work will be done here, and investors waiting for a lull in the former high prices will return, so that, while the different mining towns may be quieter, mining will continue to advance.

**Cassiar.** Into the northern portion of the Province, in Cassiar and Cariboo, long known as an almost untracked wilderness, will now spread a great wave of prospectors, with the



consequence that trails and routes will be opened up throughout this vast domain, and what discoveries may be made none can foresee. In earlier days were seen gold excitements at several points, but quartz ledges were not looked for and ignored, but now both placer and lode mines will be eagerly hunted for. Quite a number of men have in the past ventured into parts of these fastnesses, to return with favourable reports that were then not listened to, but will now be willingly received.

Hence the activity in the north will be great, and the discoveries may be of great value.

### GOLD.

Gold is obtained either from the gold-bearing gravels of the placer mine or from veins or lodes, and after these methods:

(a) By smelting ore from the veins or lodes.

(b) By milling and amalgamation, together with cyaniding, of quartz ores.

(c) By placer, hydraulic mining, or dredging of gravels.

Gold ores, not amenable to amalgamation or any of the wet processes, but profitably treatable by smelting to a copper-iron matte or base lead bullion and refining, are now the source of most of the lode gold produced in the Province, as at Rossland. By many who are only familiar with free-milling ores, the importance of these smelting ores is not appreciated, but their importance increases when it is learned that by this process a return of 95 to 98 per cent of the assay value is guaranteed; that smelting charges are decreasing, and that with smelting plants becoming more easily accessible the owner of the producing property of this class has not to incur the cost of a plant or mill to treat his ores, but can sell to the smelter at once.

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Hence large bodies of sulphide, and otherwise refractory gold ores, carrying from \$15 to \$20 per ton in gold, being developed in the Province, are becoming profitable, and in some centres will become more so when the railroads building or projected are completed. In Rossland, as stated elsewhere, the average yield value in 1897 for 68,804 tons was \$30.48 per ton, with a net value or profit of \$12 to \$16 per ton, which net value will, in all probability, soon increase.

In the Boundary Creek region the low grade, gold-bearing sulphide ores may prove, on proper development, to improve in grade, as is already promised in the work being done on some of the properties, and in other parts ore of this character may become available with easier access to the smelters. Again, ore of this class, too low grade to pay to smelt, may yet be found profitable by some wet process of treatment, for which experiments have not been exhausted.

Hence, with the extensions of the railroad systems now building, cheaper coal and coke and better smelter rates, these smelting gold ores will become more profitable.

Until recently only placer gold was sought out, and Free-Milling quartz veins received scanty and very desultory attention. Now, this search for free-milling gold ores has become more general, but so far the amount discovered has not been large, partly because there has not been time to determine by mill tests the value in the quartz veins found, most of which, so far, appear to be low grade, hence requiring most careful testing, and partly because enough work has not been done to disclose pay shutes.

A large amount of quartz has been found in Fairview and Camp McKinney, in Yale, in Cariboo, in East Kootenay, in the Nelson Division, in Lillooet, and along the coast and coast islands, but, with a few exceptions, these veins, as tested, have proved to have low values. Several properties in these districts are now on the list of shippers, but this class of mining has not yet made much headway, although the greater attention now being paid

the erection of stamp mills, etc., will greatly tend to prove up these leads.

Mention has been made of the rush northward to search for quartz leads. Samples of good gold-bearing rock have already been received from there, and much quartz is known to exist.

The annual output of placer gold for many years has not been large, but companies are now opening up hydraulic mining leases in different parts of the Province, and some very extensive work is being done in Cariboo. During the past year some parties engaged in dredging on the Fraser have met, for the first time, with encouraging success, and as the conditions are better understood, and more experienced men with means and the plant experience recommends attack this problem, the more hopeful it becomes that the gold lying in these rivers will be at last secured.

#### SILVER-LEAD.

The silver mines of the Province produced by far the greater part of the output of the mines for 1897, and although silver is not now held in such high favor, its friends are getting handsome returns from the high grade ores, as produced in West Kootenay. With the notable exception of the silver-copper ore of the Hall mines, and some of the smaller properties, all of the silver ore carries a very high percentage of lead or occurs in galena, and, in two or three cases, galena and blende.

During the past summer the rapid decline in the value of silver, that proved so disastrous to other silver countries, had little effect on our silver mines other than to check investment, as the ores were usually of such high grade as to leave, even at the lowest price, a good margin of profit. The price of lead rose considerably, but this increase was offset by the increase of export duty on lead into the United States, our best market, of  $1\frac{1}{2}$  cents per pound on the gross lead contents in the ore.

So far all this silver-lead ore has had to be exported to the United States for treatment, but at both the Trail and Nelson smelters lead stacks are being erected, and the smelting of this high grade ore will be attempted, provided "dry ore," or that containing less than 5 per cent. of lead, can be got to intermix. So far, the amount of this "dry" silver ore has been very small in this Province, and its discovery would greatly serve to simplify the smelting of these silver-lead ores within our own borders.

West Kootenay produced nearly all of this ore during 1897, the North Star mine in East Kootenay suspending shipments until the completion of the Crow's Nest Pass Railway. As stated elsewhere, the average net or yield values of 33,576 tons of the Slocan ore were 108.5 ounces silver per ton and 45.7 per cent. lead, with a total gross value of \$97.70 per ton, or \$50 to \$55 net.

#### COPPER.

No large copper mines have yet developed. The production of 5,325,000 pounds during 1897, came almost entirely from Rossland and the Hall mines at Nelson, the average yield value of the former being 1.32 per cent., at the latter 3.63 per cent.

Work is now in progress on the, at present, low grade copper-bearing deposits in Boundary Creek district, and considerable prospecting was done at Kamloops, on the St. Mary's, in East Kootenay, and on the Island of Vancouver and adjacent islands, especially at the Van Anda, on Texada Island, whence several hundred tons of good grade bornite ore were shipped.

In these districts last named, the ore is usually chalco-pyrite, in eruptive diabasic rock, associated with pyrrhotite and sometimes manetite. Small bodies of massive "yellow copper" ore have been uncovered, but for such ore to be profitable, there will need to be large bodies carrying a fair percentage in copper, and enough silver or gold, or both values, for in mining large quantities, as would be imperative, the copper averages would almost certainly become low, hence requiring certain values in precious metals to make a total value sufficient to leave a margin of profit. In these districts some very promising discoveries have been made, and work is being begun upon them,

## COAL AND COKE.

The production of the collieries on Vancouver Island was about the same as that of the previous year, but in 1898 the demand for coal should greatly increase in consequence of the very great increase in the number of steamers engaged in the northern trade. The coke ovens at Comox produced over 17,000 tons of coke, mostly for the Kootenay smelters, and large barges are being built, so that the coke can be sent to the mainland in cars to avoid re-shipment there.

The great fields of coal in East Kootenay will soon be available, as the railroad through the Crow's Nest Pass, west to the Columbia river, will be completed in another year, when coal and coke will be delivered in East and West Kootenay at easy rates, and thus effect great improvement in the conditions affecting the smelting industry of the interior.

## OTHER MINERALS.

**Iron.** About 2,000 tons of magnetic iron were shipped from the Glen Iron mines, near Kamloops, to American smelters for a flux.

**Platinum.** Some platinum was secured from the hydraulic and placer mines, in Cariboo and Yale, and the Minister of Mines has asked for samples of black sand to be sent into the laboratory of the Department, where such will be tested free for platinum and iridium, for both of which are ever a good market and good prices.

**Mercury.** The cinnabar mines in the Kamloops district have temporarily shut down, without proving anything yet of value.

## CARIBOO DISTRICT.

Since the year 1858 to the present time it is estimated that over \$35,000,000 in gold has been taken from the Cariboo gravel deposits, of which two and a-half miles of Williams Creeks yielded up over \$20,000,000.

The intense interest now aroused by the great Yukon discoveries will lead many to explore a great extent of territory in this Northern country, yet untouched, to test many of the creeks by sinking to bedrock where only the bars have been tried.

Lack of water at suitable elevations has long deterred undertakings that otherwise would be very profitable, as in the creeks above Barkerville, where there is a large amount of good pay dirt that with water could be easily moved and made to yield handsome returns, while the old channel deposits in the Quesnelle District are just now being exploited. Whether this needed water can be supplied or stored is doubtful in many instances, but such will be quite possible in others, if the means are available to build waterways on a bold plan to bring water from long distances, as was done in California.

#### LOCATION.

Access is gained by the excellent Government road running north from Ashcroft, on the Canadian Pacific Railway, 210 miles to Quesnelle Forks, or 280 miles to Barkerville.

From May to November a bi-weekly stage, carrying passengers, mail and express, runs each way, stopping over at hostelrys along the road, where good meals and accommodation can be secured, while a weekly stage runs during the other months. During the period of navigation the stage is left for the steamboat running between Soda Creek and Quesnellemouth, making an agreeable change of fifty miles on the long ride to Barkerville. At Quesnellemouth the trails start for Omenica and Cassiar, and other points in the great wilderness to the North, while the stage road turning sharply to the east runs about forty miles to Barkerville. During the coming season this highway promises to become of greater importance, as a large number of men with their supplies may enter the northern country via this route, bound, not as far as Dawson City, but for the great stretches of untried country that are about to be more carefully explored.

#### OPPORTUNITIES FOR INVESTMENT.

In the Cariboo mining district are opportunities for the,

probably, very remunerative investment of capital, provided that careful investigation is first and always made of any property proposed to be mined, and of all the requirements and difficulties likely to be met with prior to the commencement of regular mining operations. In most cases this preliminary work to determine the possible gold yielding values of the deposits, whether gravel deposits suitable for hydraulicing, drift mining or quartz ledges, will require considerable capital to thoroughly test such, as up to the present time all known enterprises amenable to more limited financial means have been worked out, leaving only such undertakings as abundant capital alone can afford to attempt.

Some strong companies are now engaged in large mining ventures that will greatly demonstrate in the near future what and where successful issues may be expected. If some of these prove successful, other and similar opportunities are abundant, and much property is now held speculatively awaiting the results of those being tested.

It is needless to specify that to embrace any such opportunities there are demanded—First, abundant capital; and secondly, men of undoubted experience, able to make the proper preliminary explorations, and then to work such property after the best possible manner that experience can dictate. Several enterprises here are now in the hands of thoroughly experienced men, past-masters in the kind of mining in which they are engaged, but unfortunately others have met failure, or will do so, by reason of the fatal inability of the men in charge to correctly prospect the properties, to foresee and forestall difficulties, to estimate the needed amount of capital, or to expend it to the best advantage.

## CASSIAR DISTRICT.

Since the issue of the Report of 1896, a year ago, the discoveries of placer gold on the Klondike and its tributaries, in Canadian Yukon, have become known throughout the world, and now is being seen a large rush of prospectors, investors, speculators, and adventurers into this northern region, led on by the desire for gold. In all probability this stampede will surpass any other of the century, as from all quarters of the globe come accounts of men leaving for the Arctic Eldorado.

The great northern reaches of British Columbia comprise the districts of Cassiar and Cariboo, of which we know very little, excepting of certain isolated portions, and great areas have never been explored for the precious metals; but the Omenica and Cassiar have in the past produced considerable placer gold, and, it is claimed, quartz untested and unworked is to be found in these districts.

This year will see the beginning of the great influx of prospectors, as many, instead of going further north into the Yukon, are preparing to enter and prospect Cassiar and Northern Cariboo, and parties will be entering by all known means of ingress and by every route. The interest and excitement now aroused, the building of two lines of railroads, and the opening up of new roads and trails, are now about to effect the exploration of a great amount of territory hitherto almost totally unknown.

**Routes.** (a) Via Edmonton, in the N. W. T., up the Peace, Finlay and Parsnip rivers. This route will have to be opened up to a very great extent by those now entering.

(b) From Ashcroft to Quesnellemouth, thence by trail into the Omenica district, and on to the Stickine river, or by water and portage to the waters of the Finlay and Parsnip rivers.

(c) By the Skeena river to Hazelton, and thence by trail into the Omenica,



(7) By the Stikine River with steamers to Telegraph Creek or Glenora, whence the northern part of Cassiar can now be reached by trails and waterways.

**Railroads.** The Provincial Government has granted a charter, with land concessions, to the Cassiar Central Railway Company, and this company is preparing to build a railroad from Glenora to Dease Lake, and is also preparing to offer very favorable inducements to prospectors entering this part of Cassiar to search for gold, more especially gold-bearing quartz ledges

### EAST KOOTENAY DISTRICT.

**Railroad Construction.** During the past year the construction was begun by the C. P. R. of the Crow's Nest Pass Railway from Fort McLeod, in the Northwest Territories, through the Crow's Nest Pass, in the Rocky Mountains, thence across the valley of the Kootenay River and along the valleys of the Moyie and Goat rivers to Kootenay Lake and Nelson. The company promises that by this autumn trains will be running as far as Kootenay Lake.

The commencement of the railroad precipitated a great influx of prospectors, speculators, etc. last spring, a large number of whom started into the mountains to prospect, but only to encounter an unusually wet season that deterred a large majority from moving off the trails. Hence, after grubstakes were gone, many of these at once left the country. But very little advance was made in East Kootenay during the past year, as very few discoveries were reported, and not much work was done on the old claims, pending the coming of the railroad and new conditions and facilities.

**Coal and Coke.** The great coal-fields of the Crow's Nest Pass are now being opened up in two places, where the seams of high grade coking coal are each from six to seven feet thick. The work is in charge of Mr. Blackmore, M. E., who is opening up the properties so as to admit of a large production of coal on the completion of the railway, and is also erecting coke

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ovens, so that when the railway reaches the heart of West Kootenay coal and coke can be at once delivered, at greatly reduced prices, at the smelting centres there, the price of coke delivered to be about \$6 per ton, the present price varying from \$12 to \$14.

These fields were examined by Geo. S. Ramsay, M. E., Denver, Colo., who says: "It is my opinion that the Kootenay coal field is the greatest in the Rocky Mountain series. I must say that I know of no coal field in the west where the evidence indicating large tonnage per acre is so prominent as I find it in the Kootenay fields." He also gives the following comparative table:

## STEAM AND COKING COAL.

Mine.	Fixed Carbon.	Vol. Matter.	Water.	Ash.
Crow's Nest No. 1 (entire vein) . . . . .	73.01	21.13	2.75	3.08
Crow's Nest No. 2 (lower part of vein) . . . . .	68.04	19.46	4.04	7.66
Crested Butte, Colorado . . . . .	56.93	37.23	4.12	5.50
Sunshine, Colorado . . . . .	56.16	34.22	4.12	5.50

Mr. Ramsay also gives the next table:

## COMPARATIVE ANALYSIS OF COKE.

	Carbon.	Ash.
Crow's Nest, B. C. . . . .	91.97	8.03
Crested Butte, Colorado . . . . .	89.00	11.00
Cardiff and Sunshine, Colorado . . . . .	87.13	12.82
Belt, Montana (washed coal) . . . . .	91.00	9.00
Trinidad Colorado (washed coal) . . . . .	85.00	15.00
Connellsville Pennsylvania . . . . .	86.88	11.51

In East Kootenay the construction of this railway and the opening up of these coal mines will yet be a great influence, as more persistent prospecting will be done on both sides of the valley, up which a railroad may be run to Golden. The country lying between the head waters of McMurdy Creek, south to Toby Creek, will be yet more thoroughly prospected, and bodies of low grade ore reported to be there will receive greater attention, when better means of egress to smelters that may be erected closer home will encourage a much greater amount of work.

### Hydraulic Mining.

As no reports of 1897 were received at this office from the Gold Commissioner, no information is at hand concerning the progress of hydraulic mining on Wild Horse and other creeks.

## WEST KOOTENAY DISTRICT.

### AINSWORTH DIVISION.

There has been increased activity here during the past year, but still many properties are lying idle. Again the fall in silver proved disastrous, as money becoming interested here was to a great extent withdrawn.

### DUNCAN RIVER.

Much prospecting was done during the past season in this region, resulting in the discovery of silver-lead ores up in the same formations as found in the Trout Lake district, the great up-tilted belt of lime extending down thus far.

The Dominion Government has instructed their engineer for the Province, Mr. Roy, to examine the Duncan River as to the possibility of opening it up for navigation by small steamers.

### THE TOWN OF KASLO.

This town had a return to prosperity during this season, and many new buildings were put up, but at the present time trade is very quiet, as the tide of transient strangers has greatly decreased, and men are saving up for the Klondike.

### NELSON DIVISION.

The town of Nelson has grown very rapidly during the past year, many new buildings have been erected, as, from its location on the lake and on the different lines of railroad, it must always be an important and central point.

### SLOCAN DIVISION.

During the past year this division was sub-divided into three recording divisions, but in this Report the term "Slocan" will refer to the territory within the old boundaries.

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**Production  
of Mines.**

The following tables give the net smelter returns of ore from the Slocan District sold during the years 1895, 1896-97. The tonnage is the dry weight of the crude ore and concentrates shipped, *i.e.*, with the moisture deducted. The silver and gold values represent 95 per cent. of the assay values, and the lead 90 per cent, as the smelters do not pay for the balance.

The average market values at New York have been taken, or, for silver for 1896, 67 cents, and for 1897, 59.8 cents per ounce. For lead for 1896, \$2.98 per 100 lbs.; for 1897, \$3.58.

NET PRODUCTION, PER SMELTER RETURNS.

Years.	Tons. 2,000 lbs.	SILVER.	LEAD.	GOLD.	Values.
		Ounces.	Pounds.	Ounces.	
1895.....	9,514	1,122,770	9,606,324	6	\$ 1,015,600
1896.....	16,560	1,951,258	18,175,974	152	1,851,011
1897.....	33,576	3,641,287	30,707,705	193	3,280,686
Totals.....	59,650	6,728,315	58,579,103	351	\$ 6,180,297

ACTUAL YIELD VALUES PER TON.

Years.	SILVER.	LEAD.	Value.
	Ounces.	Per cent.	
1895.....	118.0	50.8	\$ 109.90
1896.....	118.0	54.9	111.95
1897.....	108.5	45.7	97.71
For 59,650 tons.....	111.12	49.1	\$ 103.60

**Progress of  
Mining.**

In the autumn of 1896 and the spring of 1897, the silver mines of the Slocan attracted unusual attention as the great money-making possibilities of very high grade silver-lead veins became apparent. A real boom was inaugurated, the different towns built up rapidly as many people crowded in, but in July the sudden drop in the price of silver checked all speculation, and the boom was over.

The increased output for the Slocan for 1897 speaks for itself, while the record of some of its mines during the past year attracts

much attention. One significant feature during the year has been that, despite the fact that gold is the favorite and silver has fewer friends, several of the larger and developed properties have passed under the control of British capital, and others are being examined with a view to purchase, the fact being realized that this high grade Slocan silver-lead ore is exceedingly profitable and yielding handsome dividends.

**Railroads.** Since last Report the Canadian Pacific Railway has built and opened its branch line from Slocan City to Slocan Crossing on the Nelson and Robson line, and a large new steamer runs twice daily from Slocan City to Rosberry, where it connects with the Nakusp and Sandon branch. The Kaslo & Slocan Railway is considering the extension of this line northward from Kaslo and up the Duncan River, to open up that large section of country.

**Smelting.** Little or no reduction in freight and treatment charges has been obtained, the charges running from \$20.50 to \$22 per ton. The American smelters are eager to get this ore, and those in the South; as in Colorado, charge \$1.50 to \$3.00 per ton smelting charges on the net weight (*i.e.*, less moisture) and \$19.00 a gross ton for freight. This is a flat rate, that is, no account is taken of silica or iron contents, only excess of zinc (or over 10 per cent.), and in some contracts 12½ per cent., being paid for at 50 cents per unit. Of course the smelters of shorter haul, as on Puget Sound, charge higher smelting rates to make up the difference in lower freights.

Silver is paid for at New York price at time of settlement for 95 per cent. of assay value, and lead also up to 90 per cent. of assay value.

The duty is 1½ cents on every pound of lead in the ore as exported to the United States, although the smelter only pays the miner for 90 per cent. The ore is shipped in bond to the smelter, where the smelter men pay the duty, after sampling, to the United States Government out of the value of the ore, or else they retain this duty charge and ship refined lead to Europe when the prices there, always lower than in the United States, are such as to admit

of a margin of profit by adding the amount of their duty to their selling price. Hence the mine-owner always pays his duty charge on lead.

The Province levies a tax of 1 per cent. on the value of the ore after deducting freight and treatment charges. Hence the average ore for 1897, yielding 108.5 ounces silver and 45.7 per cent. lead, at the average price for 1897, would be worth \$97.70 per ton, from which have to be deducted:

Freight and Treatment. ....	\$22 00
Duty on Lead (100 per cent).....	15 25
Government Tax.....	75
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besides the cost of mining, sacking and transport to point of shipment, so that the net value or profit on average Slocan ore will be about \$50.00 to \$55.00 per ton.

Sampling works are running at Kaslo, and it is proposed to put such a plant at Roseberry for ores going out on the Canadian Pacific Railway. Nearly all the larger mines ship direct to the smelter, some sending alternative lots to different smelters. The price of sampling is \$1.50 per ton, and the sampler is prepared to buy the ore outright after sampling.

#### Transportation.

The ore is shipped in sacks to the cars, and at Five Mile Point, when loading from the steamer to the Nelson & Fort Sheppard, Railroad, the sacks are emptied and returned, the ore going in bulk. Facilities for the shipment of ore are constantly improving, but the railroads and boat lines prevent reduction in charges.

#### SLOCAN CITY MINING DIVISION.

A good many claims were bonded and explored during the past year, but not much advance was made, as the veins seemed to be broken and irregular and the high grade ore scattered in "segregations along minor lines of weakness."

### TRAIL CREEK DIVISION, OR ROSSLAND.

Since the writing of the last report (August, 1896) on this district, some important events have occurred, and while no other paying mines have yet been developed, "persistent, plucky development work, sustained by ample capital," is now being done on several properties with very encouraging results, and extensive operations will soon be begun on other claims, work that should definitely determine the existence, or not, of other ore bodies in this camp.

A great many people have been attracted to Rossland, where a large, well-built town has sprung up as in a night. Prices for all kinds of mining claims in this vicinity became for a time abnormally high if such had rusty-stained rock with a little pyrites (and such can be found almost anywhere here), erroneously called "iron-capping," that promised "high values in depth." Many companies were formed and a few thousand dollars of treasury stock sold, but this proving entirely inadequate to do other than a few hundred feet of work, without discovering ore or proving up a "mine," a great number of these companies have collapsed entirely. Nothing more will be heard of them, and their claims, such as seem to possess merit, will pass into other hands.

As in every other mining centre of prominence, Rossland had to suffer for a time from the selfish machinations of the "wildcatter" and unprincipled boomster, the public at large swallowing nearly everything that was offered them, the phenomenal rise in value of the Le Roi stock from a few cents a share to dollars proving an irresistible bait. The re-action speedily came, and most of this bubble speculation disappeared. The result was a sudden rebound from feverish activity and speculation to quietness; but this camp has at last settled down to a more business-like basis, and as work increases, and likewise the pay-roll, so, proportionately, will be its prosperity from now on.

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Production  
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The following table will be interesting in that it gives, within a narrow margin of exactness, as determined by actual smelter returns, the output of the Rossland mines for each year from the beginning to date. It must be remembered that this table is according to the smelter returns received during each year, so that nearly all the ore shipped in December has to be credited to the following year, or the issue of this Report would be delayed until much later.

The table gives the actual yield values of the ores as paid for by the smelters, or 95 per cent. of the assay values in gold and silver, and the amount of the wet assay of copper, less 1.3 per cent, and also the weight of ore, less the moisture.

## NET PRODUCTION, PER SMELTER RETURNS.

Years.	Tons. 2,000 lbs.	GOLD.	SILVER.	COPPER.	Value.
		Ounces.	Ounces.	Pounds.	
1894.....	1,856	3,723	5,357	106,229	\$ 75,510
1895.....	19,693	31,497	46,702	840,420	702,459
1896.....	38,075	55,275	80,285	1,580,635	1,243,360
1897.....	68,804	97,024	110,068	1,819,586	2,097,280
Total.....	128,428	187,519	251,412	4,346,870	\$ 4,118,607

AVERAGE NET SMELTER RETURNS, OR ACTUAL YIELD  
VALUES PER TON.

Year.	GOLD.	SILVER.	COPPER.	Value.
	Ounces.	Ounces.	Per cent.	
1894.....	2.00	2.80	2.85	\$ 40.69
1895.....	1.60	2.41	2.10	35.67
1896.....	1.45	2.34	2.08	32.65
1897.....	1.42	1.60	1.32	30.48
Average, 128,428 Tons...	1.46	1.96	1.73	\$ 32.05

From the above values, the cost of mining, transportation, treatment and the Provincial tax has to be deducted, or, calculating from scanty information, from \$15.00 to \$18.00, leaving a net value or profit for the production of 1897 of from \$12.00 to \$16.00 per ton.



