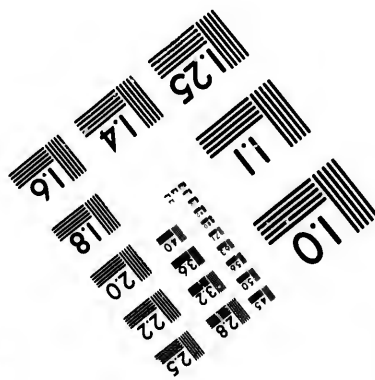
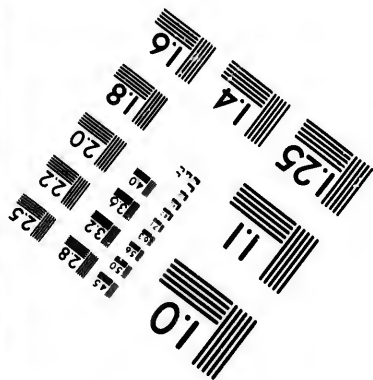
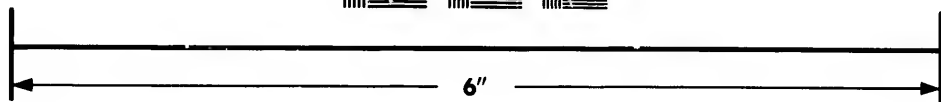
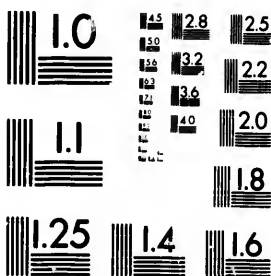


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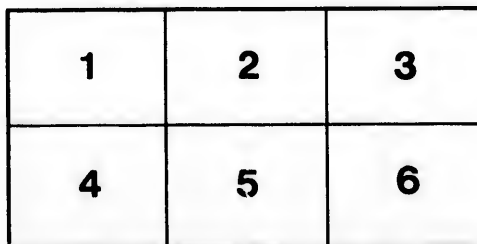
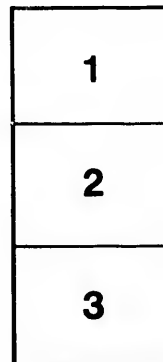
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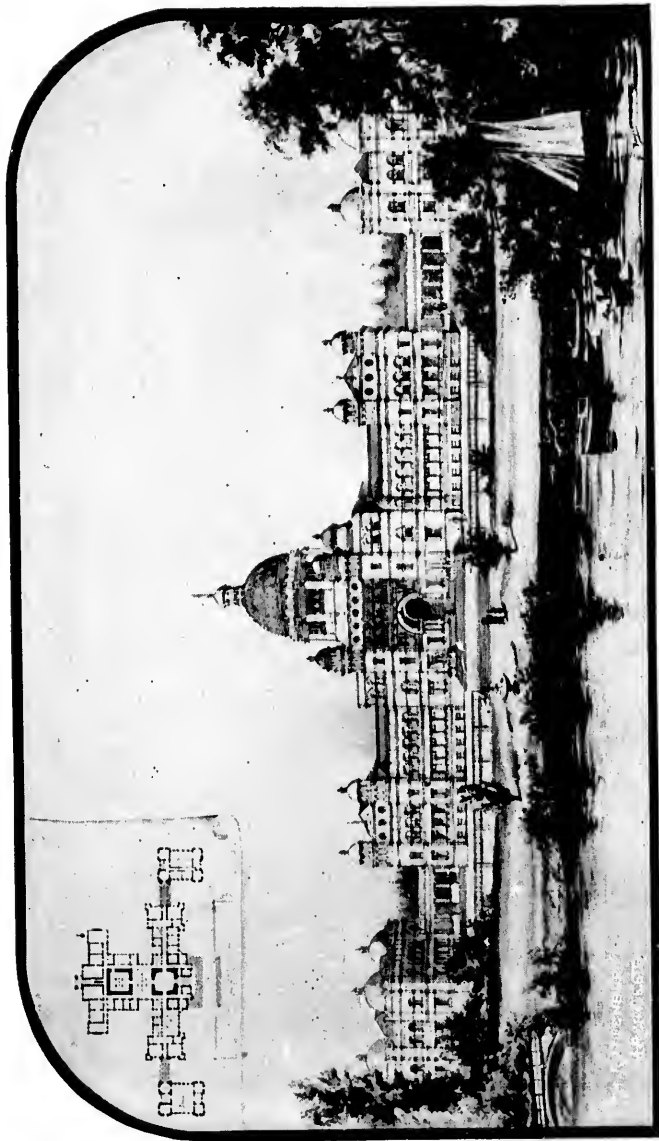
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NEW PROVINCIAL PARLIAMENT BUILDINGS, VICTORIA, B. C.

SIXTEENTH

ANNUAL REPORT

—OF THE—

British Columbia

Board of Trade,

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

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

OCTOBER, 1895.

INCORPORATED OCTOBER 28th, 1878.

VICTORIA, B. C.
THE COLONIST PRINTING AND PUBLISHING CO.
1895

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OFFICERS, 1895-6.

D. R. KER, PRESIDENT
GUS. LEISER, VICE-PRESIDENT
F. ELWORTHY, SECRETARY

COUNCIL:

T. S. FUTCHER, A. H. SCAIFE, WM. TEMPLEMAN, R. P. RITHET,
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BOARD OF ARBITRATION:

T. S. FUTCHER, WM. TEMPLEMAN, ED. PEARSON, ROBT. WARD,
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STANDING COMMITTEES.

FISHERIES:

M. T. JOHNSTON, J. H. TODD, E. B. MARVIN, H. CROFT, R. HALL.

MANUFACTURES:

THOS. B. HALL, GUS. LEISER, J. L. FORRESTER,
W. J. PENDRAY, WM. TEMPLEMAN.

HARBORS AND NAVIGATION:

R. P. RITHET, JOHN IRVING, R. H. HALL, I. G. COX, B. W. PEARSE.

PUBLIC WORKS AND RAILWAYS:

A. C. FLUMERFELT, A. B. GRAY, W. H. ELLIS,
JOS. HUNTER, A. L. BELYEA.

FINANCE:

W. C. WARD, A. J. C. GALLETTY, H. F. HEISTERMAN.

MINING AND PROPERTY:

JOSHUA DAVIES, F. B. PEMBERTON, J. H. BROWNLEE.

AGRICULTURE AND FORESTRY:

C. E. RENOUF, G. L. MILNE, P. A. PAULSON.

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

FROM 1853 TO DATE OF INCORPORATION, OCT. 28TH, 1878.

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

Officers and Membership of the British Columbia Board of Trade.

FROM DATE OF INCORPORATION, OCT. 28TH, 1878, TO JULY 12TH, 1895.

YEAR.	PRESIDENT.	VICE-PRESIDENT.	SECRETARY.	Member-ship.
Oct. 28th, 1878, to July 3, '80.)	R. P. Rithet, J.P.	William Charles ...	E. Crow Baker	83
1880-1....	R. P. Rithet, J.P.	William Charles ...	E. Crow Baker	69
1881-2....	R. P. Rithet, J.P.	William Charles ...	E. Crow Baker	67
1882-3....	R. P. Rithet, J.P.	Roderick Finlayson.	E. Crow Baker	83
1883-4....	R. P. Rithet, J.P.	Roderick Finlayson.	E. Crow Baker	83
1884-5....	R. P. Rithet, J.P.	Matthew T. Johnston	E. Crow Baker	90
1885-6....	Jacob H. Todd, J.P. .	Edgar Crow Baker.	Wm. Monteith	99
1886-7....	Jacob H. Todd, J.P. .	Thomas Earle	Wm. Monteith	97
1887-8....	Robert Ward, J.P.	T. R. Smith.	Wm. Monteith	93
1888-9....	Robert Ward, J.P.	Thomas Earle	Wm. Monteith	67
1889-0....	Robert Ward, J.P.	Thomas B. Hall ...	Wm. Monteith	99
1890-1....	Robert Ward, J.P.	Thomas B. Hall ...	F. Elworthy ..	132
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MEMBERSHIP ROLL,

JULY 12TH, 1895.

A

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

B

Barnard, F. S., M.P.	Victoria Transfer Company	President.
Bullen, F. W., J.P.	Esquimalt Marine Railway.	Manager.
Burns, Gavin H.	B'k British North America.	Manager.
Byrnes, George.		Auctioneer and Com. Mer.
Baker, Hon. Col. James, M.P.P.		Capitalist.
Boggs, B.		Insurance and Gen. Agent.
Bone, W. H.	T. N. Hibben & Co.	Booksellers and Stationers
Beeton, H. C.	(London, England)....	Merchant.
Bodwell, Ernest V.	Bodwell & Irving.	Barristers-at-Law.
Belyea, A. L.		Barrister-at-Law.
Brownlee, J. H.		Insurance Agent.
Bennett, John.	(New Westminster)....	
Behnsen, H. F. W.	Kurtz & Co.	Manager.
Bostock, H.		Capitalist.
Bridgman, A. J. W.	A. W. Jones & Bridgman.	Insurance and Fin. Agents.
Bryden, Jno, J.P., M.P.P.		

C

Croft, Henry.	B.C. Cold Storage & Ice Co.	Manager.
Crane, J. E.		Insurance and Gen. Agent.
Claxton, Fred. J.	Dalby & Claxton.	Land Agents.
Carmichael, H.	Brit. Col. Paper Mfg Co..	Secretary.
Cox, Capt. J. G.	E. B. Marvin & Co.	Ship Chandlers.
Coigdarippe, J.		
Crease, Lindley.		Barrister-at-Law.
Cuthbert, Herbert.		Auctioneer.
Cassidy, Robert.		Barrister-at-Law.
Courtney, Geo. L.	Canadian Pacific Railway..	Agent.
Chapman, Hedley.		
Coltart, John.		

D

NAME.	FIRM.	BUSINESS.
Davie, Hon. Theo		Chief Justice of B. C.
Dunsmuir, James	Union Collieries	President.
Dunsmuir, Alexander	Esquimalt & Nanaimo R'y.	President.
Davies, Joshua		Auctioneer and Com. Mer.
Dupont, Major C. T.		
Davidge, F. C.	Davidge & Co	Shipping Agents.

E

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

F

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

G

Grant, Capt. Wm.		Ship Owner.
Gray, Alex. Blair, J.P.		
Goodacre, Lawrence.	Queen's Market (Meat)	Proprietor.
Galletly, A. J. C.	Bank of Montreal (Victoria)	Manager.
Gregory, F. B.		Barrister-at-Law.
Gordon, J. B.	Bradstreets	Manager.
Gowen, C. N.	Vic. Brewing & Ice Co., Ld.	Director.
Giffin, J. B.	R. G. Dun & Co.	Manager.
Gillies, D. W.	B. C. Market Co.	Manager.

H

Heisterman, H. F.	Heisterman & Co.	Financial and Ins. Agents.
Higgins, Hon. D. W., M.P.P.		
Harris, D. R.	Lowenberg & Harris	Financial Brokers.
Hayward, Chas.		Contractor and Builder.
Hall, Thos. B.	Victoria Flour & Rice Mills.	Proprietor.

MEMBERSHIP ROLL.

7

NAME.	FIRM.	BUSINESS.
Holland, Joshua		Insurance Agent.
Hutcheson, James	Hutcheson & Co	Dry Goods.
Hunter, Joseph, M.P.P.	Esquimalt & Nanaimo R'y.	General Superintendent.
Hendryx, A. B.	Kootenay Mining & Smelting Co. (Pilot Bay).	President.
Helmcken, Hon. J. S., J.P.		Physician.
Hall, R. H.	Hudson's Bay Co	In charge.
Helmcken, H. Dallas	M.P.P. Drake, Jackson & H.	Barristers-at-Law.
Hall, Richard	Hall & Goepel	General Agents.
Henderson, T. M.	Langley & Co	Druggists.

I

Irving, Capt. John, M.P.P. Can. Pac.	Navigation Co.	Manager.
Irving, P. Æ.	Bodwell & Irving	Barristers-at-Law.
Irving, Robert	(Kaslo)	Land Agent.
Irving, Robert, Sen.		Capitalist.

J

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

K

Ker, D. R.	Brackman & Ker Milling Co., Ld.	Man. Director.
Keefer, G. A.	Keefer & Smith	Civil Engineers.
Kirk, G. A.	Turner, Beeton & Co.	Merchants.

L

Langley, A. J., J.P.	Langley & Co.	Druggists.
Loewen, Joseph	Vic. Brewing & Ice Co., Ld.	Director.
Leiser, Simon		Wholesale Grocer.
Lubbe, T.		Furs and Skins.
Leiser, Gustav	Lenz & Leiser	Wholesale Dry Goods.
Luxton, A. P.	Davie, Pooley & Luxton	Barristers-at-Law.
Langley, W. H.		Barrister-at-Law.

M

Marvin, Edward B., J.P.	E. B. Marvin & Co.	Ship Chandlers.
Mason, Henry S.	B. C. Land & Inv't Co., Ld.	Director.
Miller, Munroe		Printer and Bookbinder.
Mara, J. A., M.P.	(Kamloops).	Merchant.
Munn, D. J.	(New Westminster).	Cannery Proprietor.

NAME.	FIRM.	BUSINESS.
McQuade, E. A.	P. McQuade & Sons.	Ship Chandlers.
McAlister, John	(San Jose, Cal.)	
McLellan, A. J.		
Munsie, W.		Sealing Schooners, Owner.
Macaulay, H. C.	Spratt & Macaulay	Coal Merchants.
Macaulay, W. J.		
Macrae, J. E.	Dodwill, Carlill & Co.	Agent.
Macaulay, Norman	Shallcross, Macaulay & Co.	Manufacturers' Agents.
McLachlan, D.		
Milne, G. L.		Physician and Surgeon.
Mitchell, James		Manufacturers' Agent.
McCandless, A. G.	Gilmore & McCandless.	Clothiers.
Mason, C. Dubois		Barrister-at-Law.
McMicking, R. B., J.P.		Electrician.
Muir, A. Maxwell		Architect.
Morley, C.		Mineral Water Manufr.
Morris, Walter	Federation Brand Salmon Can. Co.	President.

N

Nicholles, Major John. Nicholles & Renouf. Hardware and Ag'l Impts.

P

Patterson, T. W. Victoria & Sidney Railway. Manager.
 Pooley, Hon. C. E., Q.C., M.P.P. Barrister-at-Law.
 Prior, Lt.-Col. E. G., M.P. . E. G. Prior & Co., Ltd. Hardware and Implements.
 Pendray, Wm. J. Pendray & Co. Soap Manufacturers.
 Pearson, Ed., J.P. Clark & Pearson Hardware.
 Pither, Luke Pither & Leiser Wine Merchants.
 Penny, John I.
 Pearson, T. B. T. B. Pearson & Co. Wholesale Clothing.
 Pearse, B. W.
 Payne, Robert Horne Sperling & Co, 8 Austin Friars, London.
 Paulson, P. A. Seyward Mill Co. President.
 Piercy, J. J. Piercy & Co. Wholesale Dry Goods.
 Pemberton, F. B. Pemberton & Son. Financial Agents.

R

Robins, S. M. Vanc'r Coal Co., (Nanaimo) Superintendent.
 Rithet, R. P., J.P., M.P.P. . R. P. Rithet & Co., Ltd. Merchants & Shipping Agts
 Redfern, Chas. E. Manufacturing Jeweller.
 Renouf, C. E. Nicholles & Renouf. Hardware and Ag'l Impt's.
 Redmond, W. H. Ames Holden Co., Ltd. Wholesale Boots and Shoes.
 Ritter, Robert Ship Owner.
 Robertson, J. R. Financial Agent.
 Robertson, Arthur Martin & Robertson. Commission Agents.

MEMBERSHIP ROLL.

9

S

NAME.	FIRM.	BUSINESS.
Spring, Charles		Trader.
Saunders, Henry		Grocer.
Sayward, William P.		Capitalist.
Shotbolt, Thos., J.P.		Druggist.
Sears, Joseph		Contractor.
Smith, Thos. R.	Robt. Ward & Co., Ld.	Merchants and Shippers.
Schl, Jacob	Schl-Hastie-Erskine	Furniture Co., Ld.
Spencer, C.	David Spencer	Dry Goods.
Swinerton, R. H.		Land Agent.
Sargison, A. G.	Colonist P. & P. Co.	Secretary.
Spratt, C. J. V.	Spratt & Macaulay	Coal Merchants.
Stemler, Louis	Stemler & Earle	Coffee and Spice Mills.
Scott, H. J.	Hamilton Powder Works	Manager.
Sieward, H. F.		Ship Owner.
Scaife, A. H.		Journalist.

T

Turner, Hon. J. H., M.P.P.	Turner, Beeton & Co.	Merchants.
Tye, Thomas H.	Matthews, Richards & Tye	Hardware, Iron and Steel.
Todd, Jacob H., J.P.	J. H. Todd & Son.	Wholesale Grocers.
Templeman, Wm.	Times Printing Co.	Managing Editor.
Tugwell, Thomas		

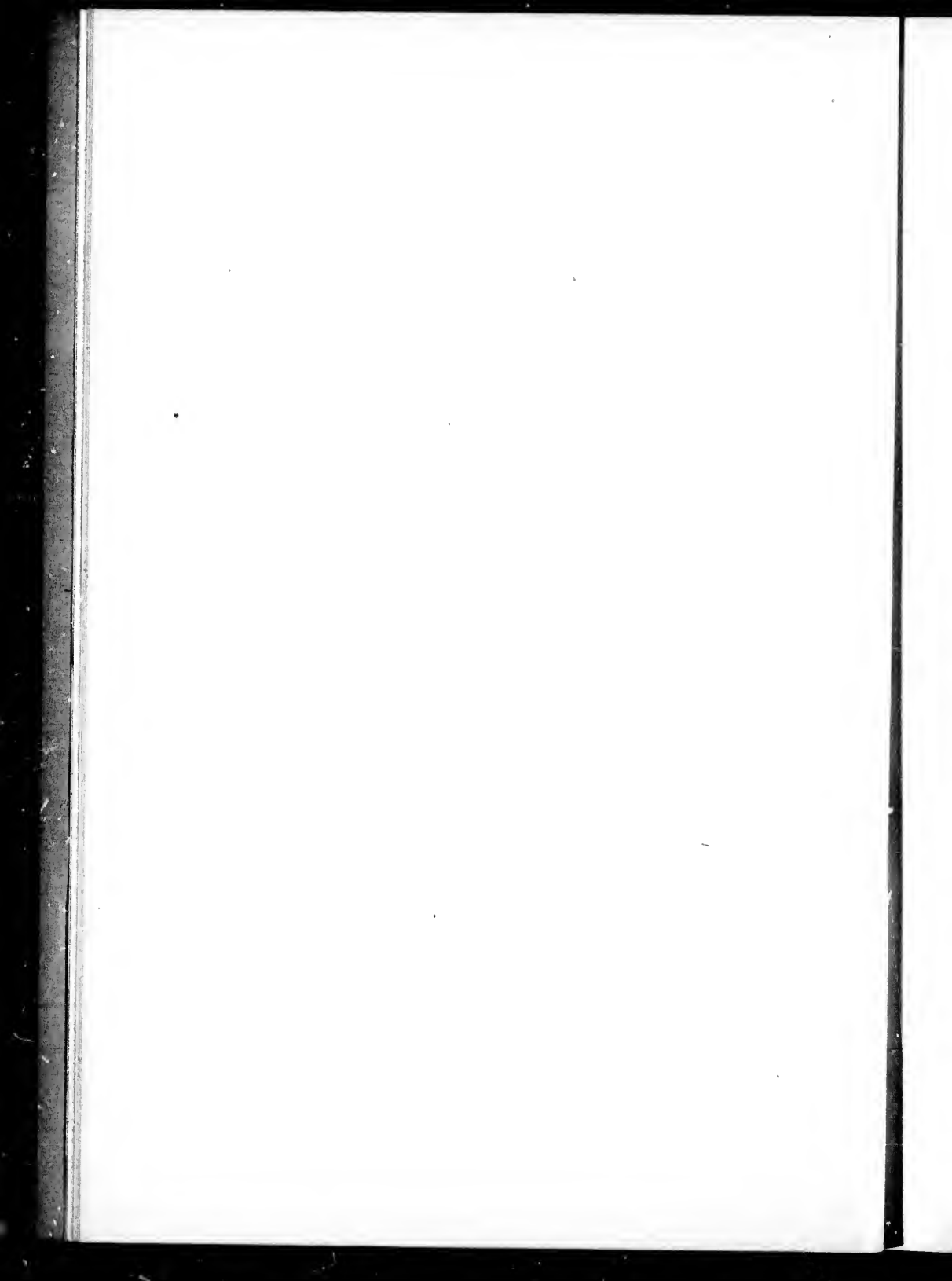
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VanVolkenburgh, B.		Butcher.
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W

Williams, Robert T.		
Ward, Wm. C., J.P.	Bank of British Columbia	Supt. of B. C. Branches.
Ward, Robt., J.P.	Robt. Ward & Co., Ld.	Merchants and Shippers.
Wilson, William	W. & J. Wilson	Clothiers.
Warren, Jas. D., Capt.		General Agent.
Williams, B.		Land Agent.
Wilson, W. Ridgway		Architect.
Worlock, Fred'k H.		
Wootton, E. E.	McPhillips, Wootton & Barnard	Barristers-at-Law.
Walker, Walter		
Webber, Lionel H.		Financial Agent.
Weiler, Otto	Weiler Bros.	Furniture Manufacturers.

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



SIXTEENTH ANNUAL REPORT

—OF THE—

British Columbia Board of Trade,

JULY 7th, 1894, to JULY 12th, 1895.

To the Members of the British Columbia Board of Trade :

GENTLEMEN,—We beg to submit for your consideration the Sixteenth Annual Report of the Board.

Membership. Nineteen new members were elected during the period under review, the present number of active members being 164.

Meetings. The regular Quarterly General Meetings of the Board held during that time were more largely attended than in previous years. This is an unmistakable indication that interest in the business of the Board is increasing.

Harbors. At the outer wharf at Victoria there are about 3,000 feet of wharfage, with freight sheds measuring 2,500 feet by 60 feet wide. This is sufficient for the immediate requirements of ocean steamships and sailing vessels calling at the port. An official survey by the Dominion Government of the approaches to and alongside these wharves gives a uniform depth of water at low tide of 30 feet.

The light on Behren's Island, at the entrance to Victoria inner harbor, has been changed from a stationary blue to a quick

white flash light, which is more satisfactory. The usual dredging has been continued in the inner harbor and vessels having a draught of water of 14 feet can enter at lowest tides.

At Nanaimo harbor pile beacons have been erected and lights are exhibited thereon, instead of on the buoys as formerly. The change is approved by mariners. The Dominion Government has acquired Jessie Island for lighthouse purposes; and a light will be erected to mark the entrance to Departure Bay. A fog alarm was established at "Entrance Island" in October last; the light at "Gallow's Point" has been transferred to a beacon on the south of the entrance to the harbor. The depth of water in Nanaimo harbor is sufficient for the largest vessel afloat; and by extensive additions made this year to the wharves the docking accommodation is sufficient for the present shipping.

The light at the entrance of Bayne's Sound is not satisfactory; it is understood, however, that the Dominion Government has under consideration other aids to navigation which will meet the demands of the increasing trade of Comox.

The light and fog alarm recommended to be placed off Prospect Bluff, entrance of Burrard Inlet, is still under consideration of the Dominion Government.

Improvements in deepening the channel of Fraser River are being continued. Owing to the unusually high water in 1894 much damage was done to property on the banks of the river; new channels were cut by the freshets and old ones were more or less closed up. It is hoped that the Dominion Government will take such action as may be necessary to confine the river to its proper channel.

Navigation. In addition to the usual repairs to existing aids to navigation, pile beacons have been established, about three miles apart, on Sturgeon and Roberts banks, Gulf of Georgia. The wooden spar buoys at the entrance of Metlakahtla and on Hodgson Reef have been replaced by steel can buoys.

The Board has again urged the immediate construction of a stone beacon, with electric light, at Fiddle reef; an iron buoy on the west side of West rock, off Sidney Spit; and a lighthouse on Portlock Point, Prevost Island. The lighthouse will be completed on September 30th next, but as no vote has been passed by Parliament this session it is improbable that the beacon and buoy here mentioned, and other much needed works previously recommended, will be proceeded with this year.

Ocean Trade
and
Mail Service.

Trade with China and Japan shows satisfactory expansion. The three steamships of the Canadian Pacific Steamship Company find full freights and passenger lists, and the regular sailings, one ship every three weeks, have been maintained.

The vessels of the Northern Pacific Steamship Company have also been fully engaged.

The Oregon Railway & Navigation Company have inaugurated a steamship service between the Orient, Puget Sound and Portland, Oregon. These vessels call at this port on their inward and outward voyages.

The Board recommended over a year ago that mails for the Orient be dispatched by the Northern Pacific Steamship Company's ships whenever a saving of time could be effected. The recommendation was adopted, but instead of such mails being dispatched from Victoria they are sent to Tacoma for shipment, and in consequence there is still a loss of at least 24 hours. The Board recommends this matter to the attention of the incoming Council.

The direct steamship service between Canada and the Australasian colonies continues, and the trade between these countries is increasing.

Graving Dock. Attention is directed to the reduced scale of charges for the use of the Graving Dock at Esquimalt, to be found in the Appendices. This dock will admit vessels 480 feet long, drawing 29 feet of water.

The Marine Railway at Esquimalt is capable of hauling out vessels 320 feet long, 2,500 tons dead weight, with 22 feet draught of water.

A "way" similar to the Marine Railway, only on a smaller scale, has recently been constructed at Victoria.

Telegraphs. No addition has been made to the telegraph system, and Vancouver Island is frequently cut off from the outside world in consequence of the only line being out of order. With the increasing trade of the Island, which customs returns show to be two-thirds of that of the whole Province, interruptions to telegraphic communication become year by year more serious, and the early construction and operation of an alternative cable to connect with the United States telegraph systems is imperative.

A cable to Australia, referred to in the last annual report, is still under the consideration of the Imperial, Dominion and Australasian Governments, with every prospect of early establishment.

The largely increased trade with China and Japan will necessitate a direct cable to those countries in the near future.

Nicaragua In view of the great importance of the Nicaragua Canal to the trade and commerce of the Pacific Coast, the following information is of interest: The entire length of the canal from the Atlantic to the Pacific Ocean is $169\frac{1}{2}$ miles. Of this distance, however, only $26\frac{3}{4}$ miles will have to be excavated for the channel of the canal, as the remaining $142\frac{3}{4}$ miles are in lakes, rivers, and basins, which will make part of the course. The elevation of the summit level of the canal above sea level will be 110 feet, to be attained by six locks, three near either end of the canal. The Nicaragua route will reduce the distance for a sailing ship between England and Victoria by about 7,000 miles; and between Halifax and Victoria about 10,000 miles. It is hardly possible to over estimate the value of this great saving of time and dis-

tance, and the consequent impetus it will give to the trade and commerce of this Province.

Trade with Japan. A Treaty of Commerce and Navigation between Great Britain and Japan was arranged in July last, securing to each of the high contracting parties "most favored nation" privileges. The treaty does not come into effect for five years from date of signature; and it provides that certain of the British possessions, including the Dominion of Canada, shall not be subject to its stipulations, unless notice of a desire that they should be party thereto be given to the Japanese Government within two years from the date of its ratification.

In view of the increasing associations of the Province and of the Dominion generally with Japan, it is desirable that the full bearing of the details of the treaty be well understood as regards its possible effects upon this Province. The subject is recommended to the consideration of the incoming Council.

Railways. Although railway construction within the Province has been limited during the past twelve months, that which has been undertaken is of much importance to the mineral development of the Kootenay District.

The completion and operation of the Nakusp & Slocan Railroad furnishes an outlet for the silver ores of that mining section, and many thousand tons have since been shipped to the United States smelters. This road is now being extended some miles further, to reach the product of a rich group of mines situate in the heart of the Slocan country.

The Kaslo & Slocan Railroad, running from Kaslo, on Kootenay Lake, up the eastern slope of the Slocan range, is now nearly completed. This railway will furnish an easy outlet for many of the Slocan mines, from which the ore has hitherto been teamed. It also reaches some of the mines served by the Nakusp & Slocan Railroad, giving competitive transportation rates. It is expected that both of these railroads will be further extended to meet growing requirements.

Two railways will shortly be constructed to reach the gold mines at Trail Creek; one from a point on the Columbia River, to be built by the Canadian Pacific Railway Company; the other from the United States boundary line, connecting with the Spokane & Northern Railroad.

The Crow's Nest branch of the Canadian Pacific Railroad and the British Columbia Southern Railroad are not yet commenced, but it is understood that they will shortly be proceeded with.

The operation of the railroads in Kootenay District constructed during the past three years has given the mining industries a great impetus, but the completion of the lines contemplated will greatly aid further developments.

The extension of the Esquimalt & Nanaimo Railroad on Vancouver Island has been deferred.

The projected British Pacific Railroad is a matter of much importance to the Province, and it is hoped that a proposition will be made to the Provincial Government with the view of securing its early commencement. The opening up of the country lying between the coast and the eastern boundary of the Province necessitates the building of this line, which would develop the central and northern sections, where the agricultural and pastoral resources are of immense extent.

Other proposed railways to open up various portions of the Province, for which charters have been obtained, have not been commenced, owing to the absence of required capital.

In view of the sparse population of the Province, and the large extent of its area, a liberal railway policy on the part of both Provincial and Dominion Governments is required to develop the many resources of the country, especially as without governmental aid it is impossible to induce capitalists to engage in the required undertakings, involving such extensive outlay.

During the recent session of the Provincial Legislature an act was passed which permits the construction of tramways to mines, within certain limits, without applying for special legislation.

Public Works. The Parliament buildings, mentioned in the Board's previous report, have progressed, and a general idea of the outlines of the main structure can now be obtained. The color of the stone used adds to the attractiveness of the design. The buildings will cost not less than \$600,000 before they are completed.

The granite foundation of the Post Office is finished, and the upper portions of the building are being erected. A Customs House, to adjoin the Post Office, is partly provided for in Dominion Government estimates, and it is expected that there will be no delay in commencing this much needed building. It is understood that these two buildings will cost \$250,000.

A substantial building for military stores is in course of erection alongside the recently constructed Drill Hall. These are the public buildings in course of erection.

The Provincial Home at Kamloops has been erected at a cost of \$25,832. The cylinder pier bridge over Thompson River, at Ashcroft, will cost \$11,288. Several smaller bridges were built during 1894. The contract has been let for a Court House at Nanaimo; it is estimated that the building when completed will cost \$28,000. Existing roads were repaired and new ones made, to increase means of connection in outlying districts.

Mining. The expectations in mining development outlined in the Board's previous report have been fully realized. The coal output during 1894 was 1,012,953 tons, the second best year on record, disposed of as follows: Exported, 827,642 tons; consumed at home, 165,776 tons; with less than two weeks' production on hand at the end of the year. Shipments were made from Nanaimo, Departure Bay and Union ports, on Vancouver Island, to California, of 649,110 tons, the remainder being shipped to Washington State, U. S. A., Alaska,

Petropaulovski, and to the Hawaiian Islands. The coal taken from the collieries at Union produces superior coke. At these collieries are now being erected 100 coke ovens, for the product of which there is a profitable market, both locally and in California.

Other beds of coal exist on Vancouver Island and adjacent islands, but at present they are undeveloped. Boring operations are now being carried on near Port McNeil, at the north end of Vancouver Island.

On Graham Island, Queen Charlotte group, from eight to ten miles inland from a good harbor, three beds of bituminous coal have been discovered and prospected. They range from $7\frac{1}{2}$ to 16 feet in thickness and are of superior quality. Two large seams of anthracite have been also found near the east shore of Yakom lake. Analyses will be found in the Appendices. The deposits have attracted the attention of capitalists and there is every prospect of this valuable coal being developed on a large scale in the near future.

Dr. Dawson, head of the Geological Department of the Dominion of Canada, has officially reported that the coal formation of Graham Island is less disturbed and older than that of Vancouver Island, and is the only one on the Coast known to contain both anthracite and bituminous coal.

The outcroppings of coal near the Crow's Nest Pass, on the mainland of British Columbia, extend a distance of about 30 miles, and the superior quality is indicated by the analyses to be found in the appendices. This coal produces excellent coke, which will be in great demand in the mining districts. At present coke costs in Kootenay \$14 per ton; but when the projected British Columbia Southern Railway is built it is expected that better coke from the Crow's Nest collieries will be supplied in Kootenay at about half present prices.

The smelter at Pilot Bay now uses about 30 tons of coke per day, but its operations are very much retarded on account of the lack of cheaper fuel, of which, when it can be supplied,

a very large quantity will be consumed. Other smelters in Kootenay are contemplated, and when in operation will also be large consumers of coke.

Exports of silver ore, from Kootenay commenced in December, 1893; the exports for six months, to May 31st, 1894, being 586,361 ounces, valued at \$415,368; the shipments have increased since that date more than 100 per cent., the exports during the month of May, this year, amounting to 251,302 ounces, valued at \$153,014. Some shipments from the Slocan subdivision averaged 214 ounces of silver to the ton of ore, which also contained 71½ per cent. lead. Six hundred and forty tons of ore shipped from the Nelson subdivision averaged 116 ounces of silver, 12½ per cent. of copper and \$2 in gold per ton.

In the Kootenay districts 1,215 mineral claims were recorded, 797 transfers made and 962 certificates of work issued in 1894.

From the smelter at Pilot Bay, which commenced operations as late as March 9th last, 1,301 tons of bullion were shipped to Aurora, Illinois, U. S. A., up to June 30th ultimo.

Activity in gold mining increases and much capital has recently been invested in hydraulic workings, principally in Cariboo. The success which attended the short runs made by two companies during 1894 excited great interest. Last month a clean up after a run of 172 hours gave 66 pounds 3 ounces of gold, valued at \$14,400. Several joint stock companies have been formed to prosecute gold mining on a large scale, and a great increase in the output is looked for this year.

That profitable investments may be made in the mining industries of this province may be judged from the following result of the "War Eagle" mine in West Kootenay, near the boundary line. The first cost and development work amounted to \$32,500. Shipments of ore commenced on January first last, and \$82,500 were paid in dividends up to June 1st ultimo. Shipments of ore during June averaged 420 tons per week at an average value of \$37 per ton. The ore is mined at \$9.50

per ton ; freight and smelter charges amount to \$14 additional per ton.

There were 97 placer claims recorded in the district of West Kootenay during the past year, and there are 36 mining leases in force.

In Yale district extensive work is being prosecuted. One hundred and forty mineral claims were recorded, 77 transfers made, and 125 certificates of work issued during 1894.

Prospecting continues on Vancouver Island. Assays of ore found near Alberni gave \$103 and \$135 value of gold per ton, with traces of silver.

Gold mining in the Yukon is at present restricted to workings in the creeks and gulches. This country, although known to be very rich in gold, is not yet thoroughly prospected, and is very difficult of access. As soon as these difficulties are overcome it is anticipated that gold quartz mining will be prosecuted on a large scale.

The total provincial output of gold during 1894 exceeded that of each of the three previous years.

During the 12 months ending June 30th ultimo, forty mining and smelting companies were incorporated in British Columbia, to operate in precious ores, with nominal capital aggregating \$24,344,000.

Development work has been continued in the Cinnabar mines in Yale district, some of the ore taken out assaying 20 per cent. of that metal.

In some of the small creeks of Barclay Sound, on the west coast of Vancouver Island, native quicksilver has been found. On the north side of this sound, rich Cinnabar ore has been discovered of similar formation to that of the Almaden mines of California. Owing to its proximity to the sea, and the local abundance of wood and water, the facilities for cheap working predict a hopeful outlook for this industry.

Rich deposits of iron ore have been found on Vancouver, and smaller islands and on the coast of the mainland of British Columbia. The best known deposits are extensive and accessible, and situated mostly near good harbors, with the necessary fluxes for smelting conveniently at hand. The ore averages from 60 to 70 per cent. of iron. There is an abundance of timber for charcoal, also coal and limestone in the vicinity of the various deposits of ore. The Canadian market for ore is protected, the duty being \$4 per ton, and there is a Dominion government bounty of \$2 per ton on all pig iron manufactured in Canada from Canadian ore. These conditions, together with the availability of the United States, China, Japan and Australasian markets, with established steamship lines thereto, should be sufficient inducements to warrant capitalists in operating iron works in this province.

The Glen iron mine, at Cherry Creek, Yale district, has a contract to supply the smelter at Tacoma, Wash. This iron ore contains almost sufficient gold to pay the cost of transportation from the mine to the smelter.

It is expected that with the revival of trade the several varieties of excellent building stone and white and gray marble, in which this province abounds, will be in greater demand; and that more attention will be given to our cement materials and pottery clays.

At the recent session of the legislature an act was passed for promoting the provincial mining industry by the establishment of a Government Bureau of Mines. The collection of general mining information, specimens of ore, assays, and lectures are provided for, and the information will be tabulated and published from time to time.

Fisheries. The total salmon pack during 1894 was 494,371 cases, valued at \$2,362,714.

The Dominion Inspector of Fisheries for British Columbia, in his report for that year states that "it is gratifying to note that the rivers of the province, especially the Fraser, show no

signs of depletion, or of being overfished, being in this respect unique amongst the great salmon rivers of the Pacific coast, if not of the world."

In December last, Hon. Sir Charles H. Tupper, then Minister of Marine and Fisheries, visited British Columbia, and the canners had conferences with him, but unfortunately Sir Charles had to leave for Ottawa immediately upon receipt of the news of the sudden and regretted death of Hon. Sir John Thompson, late Premier of Canada, and the conferences were abruptly terminated before the complaints of the canners had been fully considered. However, the Department of Marine and Fisheries has since made reasonable concessions on lines desired by the canners, and their operations are now much less restricted than they had previously been, whilst the present regulations afford protection to the fish.

Prof. E. E. Prince is now en route to this coast to act on a joint Canadian and American commission to consider International fisheries questions, as well as the wasteful slaughter of fish at Point Roberts, in United States territory, by trap, seine and other destructive methods of fishing, which if not stopped will surely very much deplete the run of salmon in Fraser river.

The salmon exported during 1894 realized low figures, but the market is now firmer and prices have advanced.

Deep Sea
Fisheries.

Our deep sea fisheries have received greater attention during the past year, and halibut fishing is now established on a firm basis. This industry is being conducted in a vigorous and systematic manner, and gives promise of becoming of great value to the province and profitable to its promoters. The shipments to Boston and New York were made by three companies during the months of September to April last. The fish was packed in ice but not frozen, and reached its destination in good condition.

In previous reports the Board has directed attention to the need of proper surveys of the halibut banks, but the Dominion government has not yet taken action in the matter.

**Fur Seal
Fisheries.**

The Fur Seal industry is yearly becoming of more importance to the Province, and especially to Victoria. During 1894 53 vessels, averaging 66 tons each, sailed from this port, giving employment to crews numbering 867 whites and 518 Indians. Although the catch was large, amounting to 94,474 skins, the ruling low prices gave results generally unprofitable to the owners of the sealing schooners. The detailed statement of the catch by schooners, which will be found in the appendices, is of more than ordinary interest, it being the record of the first year of the industry under the restrictions imposed by the Paris Tribunal.

The refusal of the Congress and Senate of the United States to confirm the agreement between the Governments of the United States and Great Britain for the payment of \$425,000 as compensation for the Behring Sea seizures, which sum is less by nearly \$200,000 than the amount claimed, has indefinitely delayed the final settlement of these claims, greatly to the loss of the claimants.

No definite information has been obtained regarding the claims for losses occasioned by exclusion from sealing in Behring Sea during the seasons of 1891, 1892 and 1893. It is hoped that these claims will jointly with the seizure claims occupy the attention of the two Governments in the negotiations now taking place.

Her Majesty's Government has decided not to renew the agreement with the United States respecting sealing up of arms and implements.

The provisional agreement with Russia provides a protective zone of thirty miles around the Komandorsky Islands in the North Pacific Ocean and Tulenew Island (or Robben Reef) in the Okhotsk Sea, as well as a protective zone of ten miles along the shores of the Russian mainland, therefore all sealing vessels found during the present season within the above mentioned limits will be liable to seizure by Her Majesty's ships or those of the Imperial Russian government.

During the closing days of the Rosebery ministry, only a week since, Her Majesty's Imperial Parliament passed an act for the regulation of sealing in Behring Sea; the terms, however, are not sufficiently known here to forecast the effect upon our sealing industry.

The sealers have this season experienced very rough weather, involving considerable loss of life and property both on this coast and in Japanese waters; the catch off the coasts of this Province being about half that taken last year, and the Japan catch is much reduced compared with that of 1894. The short catch has probably affected the seal skin market, for prices have advanced.

Lumber. The forest lands of this Province are very extensive, and the quality of the timber is probably not surpassed by any country in the world; 524,573 acres leased to mill owners are estimated to contain at least 20,000 feet of timber per acre. During 1894 13,730,764 feet were taken from these leased lands, which, together with the timber taken from Crown lands, timber limits, and private property, made the total of timber cut during that year 67,499,277 feet. The exports during the same period were 46,490,000 feet.

The export trade has since largely increased and it is worthy of note that the demand is not confined to any particular market; keen competition, however, has much reduced the price, which has of late been scarcely remunerative.

The high grade of British Columbia lumber is well established abroad, and it is to be regretted that the recommendation contained in the Board's previous report, that the lumber for export should be graded to standard specifications, has not been carried out. Such specific grading would protect our mill men and simplify the work of purchasers when placing orders. This matter is an all important one, and the owners of mills should in their own interests give it their early attention.

Industrial Establishments. The principal new industry started since the Board's previous report is the smelter at Pilot Bay, West Kootenay. This smelter is equipped with machinery of the most modern type, a battery of boilers of

200 horse power, smelter stacks capable of handling one hundred tons of ore daily, sampling works with a capacity of 150 tons per day, and concentrators of like capacity; it is intended to erect a refinery in connection therewith as soon as cheap fuel can be obtained, when it is contemplated to enlarge the works.

In this district there is an almost inexhaustible supply of ore for the enterprise, and it is probable that other smelters will be operated there very soon. The completion of the contemplated smelters will be of great benefit to the Province, as they will reduce, if not entirely stop, the exportation of ore; and also admit the mining of much low grade ore that cannot now be profitably worked on account of transportation charges to distant foreign smelters.

The paint works which commenced operation at Victoria about two years ago already control a considerable portion of the Provincial trade.

The chemical works established in the same city in 1893 are fully employed in filling orders received in the Province and from the United States. The promoters of this industry are to be congratulated upon their success, they having commenced their operations at a time when some persons who professed to know predicted failure.

The cold storage plants at Vancouver and Victoria are availed of, and the future of these industries, new to the Province, is hopeful. The establishment of halibut fishing is to some extent attributable to the cold storage plant for the supply of ice used in transporting the fish to the Atlantic coast.

The prospects of the other industrial establishments operating in the Province, which suffered more or less from the depression of the last few years, are improved; the prices of lumber, salmon, and seal skins have recently advanced, and it is expected that a similar rise in the value of other products will follow.

Agriculture. Reports from the agricultural districts throughout the Province are encouraging. In the Okanagan and Spallumcheen districts an abundant harvest is expected,

and prospects in the sections west of the Cascades, on the Mainland, Vancouver Island and the smaller adjacent islands are equally promising. It is probable that the crops of oats, hay and potatoes will this season meet the Provincial requirements. The area under cultivation in 1895 exceeds that of previous years.

During the fiscal year ending June 30th, 1894, 60,642 bushels of wheat were imported into the Province, on which duty was paid, \$19,096.32; and a large quantity was received from the Northwest; it is expected that this year's harvest will cause a reduction in the imports of wheat.

Fruit is in good demand, and large quantities are being produced; preserved and canned, it finds a ready sale.

The area under hops has largely increased. The "Kentish" hops grown in British Columbia are favorably known in the London market. Samples sent to Sydney, N. S. W., were pronounced to be equal in value to good English hops, and worth three to four cents per pound more than hops grown in California.

More attention has been given to dairy farming, but with the view of further stimulating this industry, the Board has urged the Dominion Government to extend to British Columbia aid similar to that granted to other provinces in the establishment of co-operative dairies, which have proved a success and of great benefit to the agriculturist wherever inaugurated. The Board has also urged that the Provincial Government should bonus, by a specific amount per pound, for a limited number of years, the output of such co-operative dairies. At the recent session of the Provincial Legislature an act was passed for the incorporation of Cheese and Butter Associations, under which five or more persons may associate themselves together for the purpose of manufacturing these articles.

It is expected that Professor Robertson, Dominion Government Dairy Commissioner, will visit British Columbia this summer for the purpose of delivering a series of lectures and

instructing the farmers in the most improved methods of dairying.

Surveys. The extensive surveys of Crown lands prosecuted during the years 1891-93 have approximately met the requirements of intending settlers, consequently during last summer surveys were restricted to subdividing some of the government reserves into holdings of from 5 to 8 acres each, and in continuing the photo-topographic survey of West Kootenay; which latter survey is at present being further prosecuted.

The small holdings are conveniently near the cities, and it is expected that an appreciably increased supply of garden produce will soon result therefrom. Leases have been issued for the majority of these holdings.

The sum of \$25,000 has been placed in the estimates for surveys to be made this year. The principal works will be in the Chilcotin district, where a party of surveyors is seeking the best outlets on the east and on the west, and in ascertaining the amount of arable land along the route. Another party is subdividing into 40 acre blocks Crown lands on the west coast of Vancouver Island.

Full particulars are furnished at the Government Land Office, Victoria, concerning the available lands of the Province, and maps may be obtained free of charge on application.

The Surveyor-General in his report for 1894, directs attention to some rich specimens of magnetite, hematite, and especially of coal produced near Nootka Sound, and recommends that the geological examination of the west coast of Vancouver Island should be undertaken and carried out as was that of the east coast, which was completed years ago.

Immigration. The labor market is fully supplied in its professional, mercantile, mechanical and laboring branches, and it is unwise for immigrants, unless provided with means, to seek the Pacific coast expecting to get immediate

employment. The mining districts of the Province, however, offer a great and almost unlimited field to the prospecting miner, as the precious metals abound from the southern boundary to its most northern limits. An annual certificate costing \$5.00 allows a prospecting miner of whatever nationality, to take up 50 acres of mining lands. Many United States miners during the past two years have availed themselves of the privilege and have realized on their discoveries by sales to capitalists from \$2,000 to \$30,000. For the agriculturist, too, with small capital, there are many openings; and domestic servants can find situations at good wages.

Colonization. The system (referred to in last annual report) inaugurated by the Provincial Government of establishing settlements of industrial colonies in different sections of the Province, has been productive of most gratifying results during the short period of its operations, and the success which has attended the initial colonies has led to several enquiries leading up to additional settlements with promise of most beneficial and far reaching results. The having our, hitherto, unoccupied lands settled upon and developed by a population of hardy, industrious immigrants, cannot but redound to the permanent advantage of the Province, and the productions from the labors of these settlers must in the near future tend largely to stop the import of many supplies which is now so heavy a drain upon this country. At the request of the Board, the Honorable Colonel Baker, Minister of Immigration, has kindly furnished a report of the referred to industrial settlements.

The report, together with copy of the agreement which the government makes with colonist settlers, appears in the Appendices, and contains much valuable information.

Education. The Board has not hitherto referred to the question of Education in the Province, but inasmuch as there are few matters of greater importance, it is thought well to give the following particulars, which will doubtless be read with interest.

185 schools were in operation in British Columbia during 1894, with 12,613 pupils enrolled. The total expenditure on education was \$169,050.18, an average of \$13.40 per pupil enrolled, or \$21.71, if based on the actual daily attendance.

Education is free in this Province and is provided as follows: Any settlement containing not less than fifteen children between the age of 6 and 16 years may be created a school district by the Council of Public Instruction, who have power to set apart in such district a quantity of waste Crown lands, and, with the sanction of the Lieutenant-Governor, to provide a teacher and a suitable building for school purposes.

In some of the smaller settlements a teacher is provided by the government.

In the Appendices will be found statistics showing the growth of the public schools in the Province.

Third Congress The Board has received an invitation from the
of Chambers London Chamber of Commerce to appoint a dele-
of Commerce of gate to the Third Congress of Chambers of Com-
the Empire. merce of the Empire, to be held in London in
June, 1896. The invitation has been accepted,
but a delegate has not yet been appointed.

Visit of His On the occasion of the visit to this city of
Excellency the Lord Aberdeen, Governor-General of Canada,
Gov.-General. His Excellency was presented with an address by
your Board, a copy of which, together with His
Excellency's reply, will be found in the Appendices.

Trade and Commercial depression has been felt in British
Outlook. Columbia in common with nearly every part of the
world, though in a lesser degree than in some of
the older countries. There are, however, signs of a speedy
revival, in sympathy with the United States and Eastern
Canada, where steady and marked improvement has been notice-
able for some time past.

One good effect of the temporary embarrassment has been the greater concentration of effort on legitimate enterprises, and general curtailment of the "credit" system. The outlook for largely increased trade and commerce has never in the history of the Province been more promising.

The exports during nearly a quarter of a century have increased year by year, with almost unbroken regularity, and the figures attained during the past twelve months are the highest in the experience of British Columbia. The imports too, which during 1893-4 showed a falling off, have recently augmented.

While our imports swell the volume of trade and indicate to some extent the measure of internal expansion, it will be seen that they include many items which should be produced by ourselves, and involve a contribution to the Dominion treasury out of proportion to the amount received therefrom for public purposes.

The increased area under cultivation and the excellent prospects of good crops will this year leave less ground for complaint as far as agricultural products are concerned, but the supply will not meet the ever increasing demand until a greater area of farming lands are in use and railway communication gives direct connection between the coast and the various mining camps and the agricultural sections of the interior.

The advance in the price of fish and the revival of the lumber trade, together with the inestimable wealth of minerals now apparently on the eve of realization, have only to be approximately estimated to attract to British Columbia the capital necessary for the further and effectual development of its resources.

In regard to the position of the Board, it will be found that the membership has been sustained, and the greater interest now taken in its proceedings indicates that increased usefulness may be expected.

All of which is respectfully submitted.

Signed on behalf of the British Columbia Board of Trade
this 12th day of July, 1895.

A. C. FLUMERFELT, *President.*

C. E. RENOUF, *Vice-President.*

F. ELWORTHY, *Secretary.*

MINING IN WEST KOOTENAY.

To the Members of the British Columbia Board of Trade, Victoria:

GENTLEMEN, —Since the previous General Meeting twelve members of the Board have visited Kootenay, and we now beg to report the information acquired and impressions received by them.

The tour included Trail, Nelson, Ainsworth, Kaslo and Slocan mining divisions, and the principal properties in each were inspected.

From Revelstoke south the country traversed is mountainous, the higher summits exceeding 8,000 feet, upon which snow remains throughout the year. The timber line appears to be 7,000 feet above the sea; below this the growth is varied, in places there is an abundance of well grown timber, whilst other parts are inferior in this respect, and some of the mountains are almost barren. Portions of the wooded area at high elevations are free of undergrowth and remarkably picturesque.

West Kootenay possesses many natural advantages, the most important of which are the navigable waters of the rivers and lakes, over 300 miles in length. On the Columbia River a first-class steamer service is operated by the Columbia & Kootenay Navigation Company as a feeder to the Canadian Pacific Railway. On the Kootenay River and Lake the same Company has other steamers connecting at Nelson with the Kootenay & Columbia Railway, operated by the Canadian Pacific Railway, and the Nelson & Fort Sheppard Railway. At Bonner's Ferry the steamers connect with the Great Northern Railway, thus giving the district competitive rates with the Canadian Pacific Railway and the American transcontinental railways. There are several other steamers plying on the lakes

and rivers. Short lines of railways have been constructed to bring the products of the mines to these waterways, and to form a connection between the Columbia River and the Kootenay Lake. Considering how recently this country has been under development it is well opened up.

The Town of Rossland, situated ten miles north of the boundary, dates only from the early part of this year and is now the headquarters and central trading point of the Trail division. Over 200 well built frame houses, including stores and hotels, have been erected on the townsite, and the population in and adjacent thereto numbers approximately 2,000 souls.

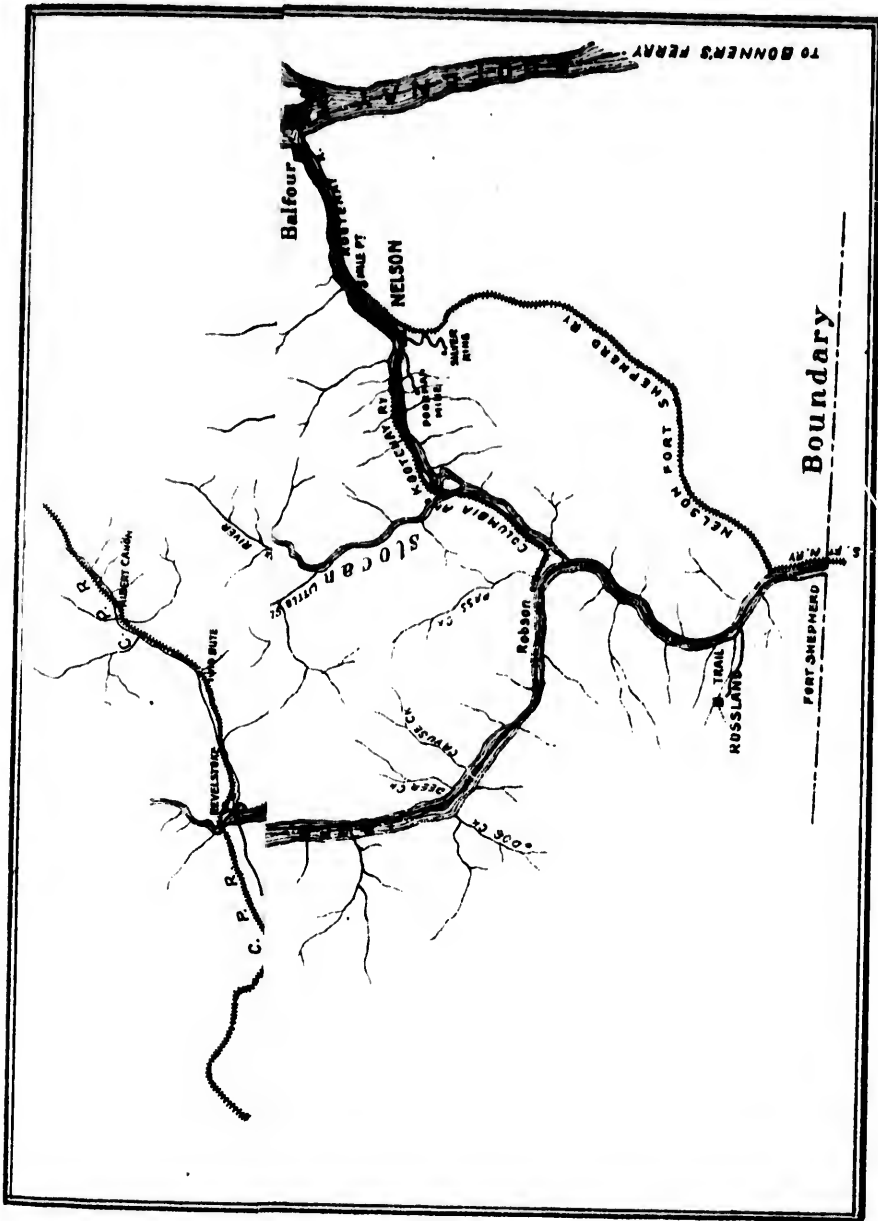
The Cliff was the first mine visited, distant about 15 minutes ride from Rossland. The upper tunnel has been driven in 190 feet, and the ore averages \$35.00 per ton in gold and copper. Shipments have already commenced. Passing on to the Le Roi, we found extensive works in operation upon which the sum of \$150,000 has been expended. The main shaft from which the ore is taken is down 375 feet, and the present output is 100 tons per diem. The average value of the ore is \$40 per ton in gold, silver, iron and copper. The vein is in no place less than six feet in width and in the lower levels widens to 30 feet; the best ore yet found was taken from the bottom of the shaft. Eighty-five men are employed in connection with this mine the miners and helpers being paid \$3.50 and \$3.00 per day respectively. The ore costs to mine \$3.00 per ton; transportation by wagon to Northport, freight to the smelter and treatment an additional \$13.50; it will thus be seen that there remains a good margin of profit and at the date of our visit there was the sum of \$50,000 cash available for the payment of a dividend, this over and above the repayment of all outlay on the mine by sale of ore. The War Eagle adjoins the Le Roi and the character and value of the ore are very similar to the last named. As this mine is referred to in the annual report it is only necessary to state that another dividend of \$50,000 has since been declared, making the total \$132,000 paid within six months. Ore has been shipped from other properties in this division, notably from the Josie; and much development work is progressing at all

points. All around this centre the mountains are alive with prospectors and miners; 1,600 new claims have been recorded within the past six months, and there is reason to believe that many of them, when developed, will reveal minerals in richness and quantity as great as any mine now in operation. Prior to 1890 very little was known of this division and the present activity is due to the recent development of the Le Roi and War Eagle mines both of which have paid ever since worked commenced on them. The fact that the veins of ore so far developed increase in width and richness with depth is an unmistakeable indication of permanency. A smelter is being erected at Trail, on the Columbia River, for the treatment of the ore of this district.

The next mine visited was the Poorman, on Eagle Creek, near Nelson, where there is a 10-stamp mill in operation with a capacity of 20 tons per day. The ore averages about \$20 in gold per ton, the vein from which it is taken varying from ten inches to two feet in thickness. Other veins have been found on the claim and the development work has exposed a large quantity of ore rich in gold. The Silver King is situated 5,000 feet above, and as the crow flies is about $4\frac{1}{2}$ miles from Nelson. Here ore is already in sight to an estimated value of \$3,000,000. Six hundred and forty tons shipped carried silver, 116 c.s.; copper, 12 per cent.; and gold, \$2.00 per ton. The ariel tramway is nearly completed, it will connect the mine with a smelter now in course of erection at Nelson. There are several other rich mines on Toad Mountain, tributary to Nelson.

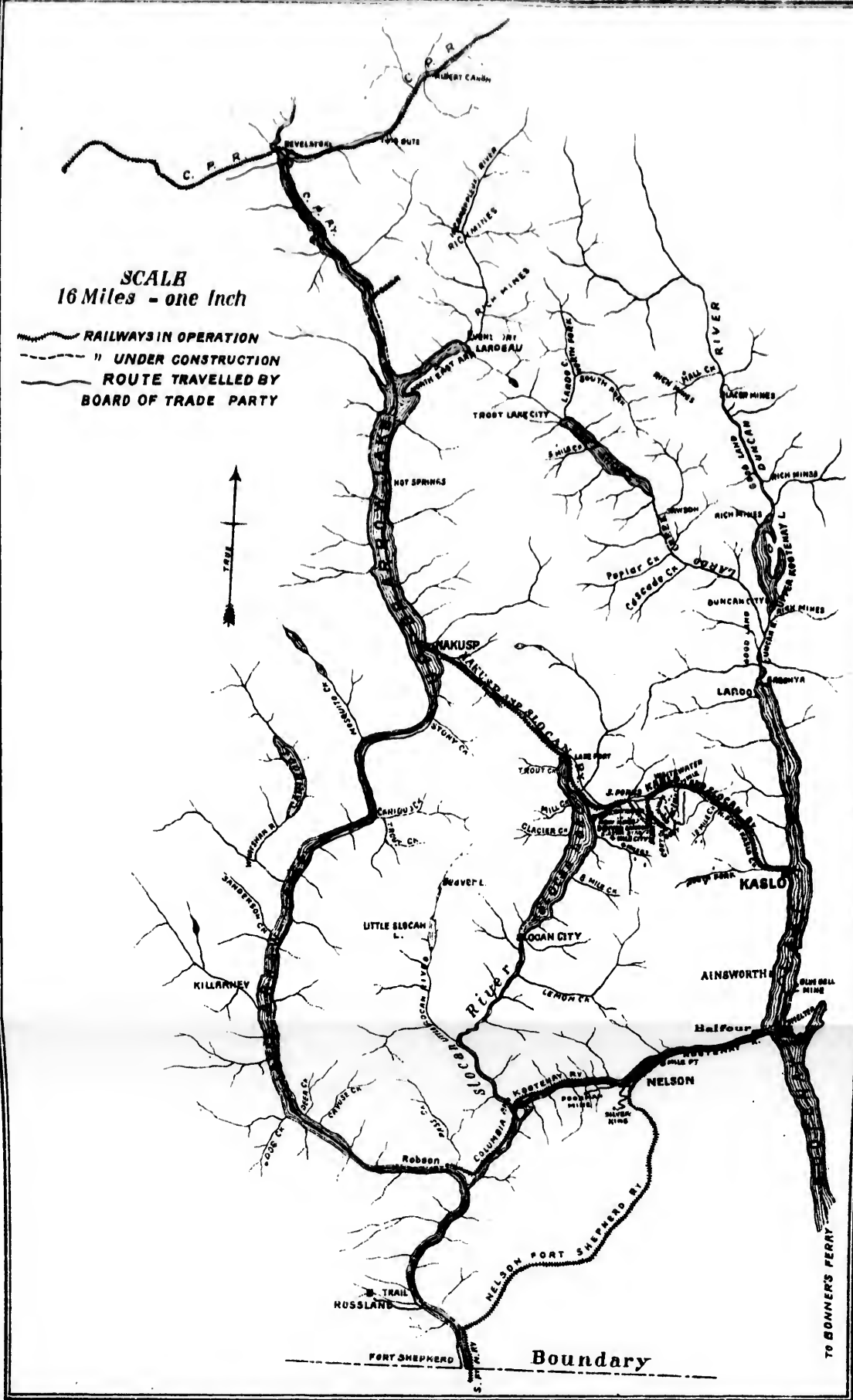
The Town of Nelson was laid out seven years ago; many substantial buildings have since been erected and the principal Government offices of the district are located there as well as branches of the Bank of British Columbia and the Bank of Montreal. The population of and tributary to Nelson is probably 1,000 souls.

The largest body of ore yet found in Kootenay is at the Blue Bell mine, situated on the Kootenay Lake, about opposite Ainsworth. The tunnel, 1,100 feet in length, entered almost



SCALE
16 Miles - one Inch

RAILWAYS IN OPERATION
" UNDER CONSTRUCTION
ROUTE TRAVELLED BY
BOARD OF TRADE PARTY



TO BONNERS FERRY

Boundary

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immediately upon stepping off the steamer, is at the far end 170 feet below the surface of the hill. Although ore has been taken out in places to a width of over 70 feet the foot wall has not yet been found, and the vein has been traced for nearly a mile in length. It is composed of ores containing silver, gold, galena and copper, value from \$11 to \$30 per ton. The ore is treated at the smelter at Pilot Bay, some seven miles distant, the mine being owned by the smelter company.

The Pilot Bay smelter is equipped with machinery of the most modern type and the arrangements generally are such that manual labor is reduced to a minimum in every branch. At the time of our visit 100 tons of ore were being treated daily.

Ainsworth, situated on the opposite side of Kootenay Lake, is one of the oldest camps in the district. Some mines tributary thereto are being worked and produce silver ore proper, known as dry ore.

The Town of Kaslo, 10 miles north of Ainsworth, is a busy mining centre. It has only been in existence about three years and notwithstanding serious reverses by fire and flood, it stands to-day on a more solid basis than ever. The Kaslo & Slocan Railway is now being built from this point to Cody Creek, distance about 30 miles, with a branch into Sandon. It will probably be ready for traffic at the end of October.

We left the train fifteen miles from Kaslo and proceeded to Three Forks by way of the Jackson divide and Sandon. En route the Northern Bell was visited a mine upon which considerable development work has been done. Five hundred tons of ore have been shipped, averaging 90 ozs. of silver per ton and 70 per cent, lead, and we found 200 tons more were nearly ready for shipment. The vein of concentrating ore varies from 6 feet to 20 feet in thickness. The ore vein of the Noble Five, 3 feet to 4 feet in width, has been disclosed to a depth of 300 feet and the bottom is not yet found, nor is the length known. 3,000 feet of tunnels have been driven in, and 20 men were

continuing the work in day and night shifts. The miners work 10 hours per day for which they are paid \$3.50. There have been shipped from this mine 1,800 tons of ore and we saw several thousands of tons of concentrating ore on the dump, worth probably \$30 per ton. The shipping ore contains an average of 135 ozs. of silver per ton and 73 per cent. of lead. The ore is steel, wavy and cube galena, and carbonates. Four-fifths of this mine is still owned by the locators. The Deadman Mine adjoins the last named and the ore is of similar character. The vein is 4 feet wide and has been traced 200 feet deep. About 300 tons of ore were stacked and ready for shipment, quality being equal to a carload shipped which averaged 150 ozs. of silver to the ton, and 40 per cent. of lead. The Last Chance, situated on the Noble Five Mountain, is also a very promising mine; development, commenced in August, 1894, having paid from the start. Two tunnels have been driven aggregating in length 300 feet, also an adit level to tap the vein 150 feet below the croppings. The vein stands nearly vertical with an average of twelve inches of solid ore and carbonates scattered through the ledge up to 14 feet in width. One hundred and thirty tons of ore shipped gave 175 ozs. of silver per ton and 75 per cent. of lead. The last mine visited was the Slocan Star, located on Sandon Creek. Croppings in the creek led to its discovery in October, 1891. Extensive development has been carried out and the vein has been exposed to a depth of 450 feet; at some points the vein is 50 feet wide, 8 feet of which has simply to be broken, sacked and shipped. Three thousand four hundred tons of ore have been shipped from this mine and averaged 100 ozs. of silver per ton and 70 per cent. lead. There remains about 20,000 tons of concentrating ore on the dump. In connection with this mine a concentrating mill is being erected, also a gravity tramway for transporting the ore from the mine to the mill. Twenty-eight mines have already shipped ore, and in nearly every case arrangements are being made to continue shipping on a larger scale; as there is much development work progressing at numerous claims, the outlook of the Slocan division is very promising. The Nakusp & Slocan Railway affords several mines in this division the

advantage of competitive rates with its rival, the Kaslo & Slocan.

At Three Forks, a mining town of very recent origin, there is a concentrating mill in operation; another concentrator is to be erected immediately at the Washington mine.

Quite apart from the industry of mining proper West Kootenay offers an excellent field for the investment of capital in concentrators and smelters, the necessity for which is an inevitable consequence of mining developments. It cannot be very long before the need of refineries will have to be met.

The trade of the district is already large and rapidly increasing. Through the courtesy of the Canadian Pacific Railway Company, Mr. Wm. Brown, Assistant General Freight Agent, accompanied the party, and we understand will recommend, as occasion may require, the adoption of more advantageous freight rates between Kootenay and other parts of the Province.

The route taken by the party lay through magnificent scenery, that on the Columbia River being especially grand. Few of the inconveniences so often met in travelling through a new country were experienced and in this respect the tour was particularly enjoyable. The streams afford excellent fly fishing and trawling on the lakes can be engaged in with equal success; big game, such as cariboo, bear, sheep and goats, are to be obtained on the mountains; indeed the facilities for sport and travel are so great that they have only to become known to attract considerable tourist traffic.

Even if no new discoveries were made it would not be too much to say that the future of West Kootenay is assured. It should, however, be borne in mind that but a very small portion of its area has so far received attention at the hands of prospectors. Scarcely a week passes without news being received of fresh finds all of a nature to encourage and strengthen the belief that so far the merest fraction of the wealth of the country has been ascertained. Within the limited time and space at our disposal for the compilation of the foregoing report

it was impossible to do more than refer very briefly to the wonderful resources of the district visited but we have endeavored above all things to obtain and lay before you information which may be relied on. This, we believe, we have accomplished and would merely add in conclusion, each member of the party is personally satisfied with the result of his trip as confirmatory of the unlimited wealth of West Kootenay.

D. R. KER, *President.*

GUS. LEISER, *Vice-President.*

F. ELWORTHY, *Secretary.*

VICTORIA, B. C., September 21st, 1895.

Output of the Mines.

TABLE showing the amount of ore actually shipped during the year ending June 30th, 1895.

MINES.	Tons.	Tons.
FROM NELSON—		
Silver King Mine.....	840½	
FROM AINSWORTH—		840½
Number One Mine (Concentrates).....	535	
“ “ “ (Carbonates).....	90	
Little Phil.....	67	
Black Diamond.....	150	
Highland.....	15	
King Solomon.....	10	
FROM THE SLOCAN—		867
Minnesota Silver Company (Concentrates).....	15	
Alpha Mine.....	1,000	
Slocan Star.....	2,800	
Rueccau.....	331½	
Alamo.....	450	
Idaho.....	1,151	
Enterprise.....	101½	
Mountain Chief.....	131	
Gold Hill.....	5½	
Fisher Maiden.....	47½	
Noble Five.....	539½	
Cumberland.....	170	
Last Chance.....	80	
Payne Group.....	174¾	
Good Enough.....	35½	
Ruth.....	66½	
Surprise.....	235	
Ruby Silver.....	9	
Sovereign.....	15	
Dardanelles.....	83½	
Blue Bird.....	94½	
Northern Belle.....	122	
Deadman.....	21	
Cariboo.....	10½	
Mollie Hughes.....	4½	
Wonderful.....	34½	
Yakima.....	20	
Antoine.....	33½	
FROM TRAIL CREEK—		7,782¼
Le Roi.....	4,265¼	
War Eagle.....	4,688¾	
Josie.....	631½	
Nickel Plate.....	12	
Cliffe.....	31¼	
Mines sending less than ten tons each.....	16	
FROM THE BLUE BELL MINE—		9,644¾
To the Pilot Bay Smelter, up to May 30th only....	20,285	
		20,285
Total Tons.....		39,419½

NOTES ON THE FOREGOING.

Most of these figures have been obtained from shipping manifests corrected in some few instances by returns from the mines. Circulars were addressed to every mine asking for information, but many were not replied to. The greatest possible care has been taken in compiling this table.

SILVER KING MINE.—Valued for Customs Entry : Silver, \$61,501 ; copper, \$13,688 ; total, \$75,189. The Manager writes : "In some cases the value realized exceeded the estimated values, in others it was below."

LAST CHANCE MINE.—Amount shipped, 80 tons ; on hand, 30 tons ; total, 110 tons valued at \$8,000 ; less cost of mining, freight and duty, \$1,200 ; net value, \$6,800.

GOOD ENOUGH MINE.—The owner writes : "Shipped 35 tons to Great Falls. Returns amounted to \$8,037.82, leaving a profit over all expenses of a little over \$5,500.

ALPHA MINE.—The 1,000 tons of ore shipped contained 105 ounces of silver and 64 per cent. of lead to the ton, and netted to the owners about \$55 per ton.

RUTH MINE.—Assays on samples from shipments give from 130 ounces to 374 ounces of silver and 20 per cent. lead. Previous shipments run from 115 ounces to 130 ounces in silver and 73 to 79 per cent. in lead.

PILOT BAY SMELTER RETURNS.—The ore stack was put to blast on March 16, and with occasional stoppages, has produced up to Sept. 19, 1,921 tons of silver lead bullion.

TABLE of Ore Exported as declared to H. M. Customs for year ending June 30, 1895 :

STATION.	TONS.	VALUE.
Nelson	2,115	\$186,332
Revelstoke	6,450	637,744
Kaslo	1,245	178,340
Rossland	4,013	180,770
Waneta	4,215	308,625
Totals	18,038	\$1,491,811

Mining Records

FROM JUNE 1, 1884, TO MAY 31, 1895.

PLACE.	CLAIMS. RECORDED	ASSESSMENTS.	CROWN GRANTS ISSUED.
Nelson	116	102	4
Kaslo and Ainsworth.....	312	351	6
New Denver ..	335	410	12
Trail Creek.....	664	74	8
Goat River.....	39	52	0
Totals.....	1,466	989	30

The foregoing tables were compiled by Charles St. Barbe, Editor, "The Miner," Nelson, B. C.

PLACE.	CLAIMS RECORDED.	ASSESSMENTS.	TRANSFERS.
Trail Creek, Mar. 20 to Sept. 11, 1895.	1,600	170	640
New Denver, Jan 1st to Sept 24, 1895.	547	358	339

MINING IN ALBERNI.

The District of Alberni, on the West Coast of Vancouver Island has, during a long period, produced small quantities of placer gold, but it is only in recent years that attention has been directed to the quartz ledges of the district. The first claims were staked off at the head of China Creek in 1892, and in the following year numerous other claims were taken up. In the early part of 1894, some claims on Mineral Creek, a branch of China Creek, were to some extent developed, and excellent returns have been secured from the various assay tests. During the past few months, however, increased interest has been centered in this district, consequent upon the discovery of many other promising lodes and the improved aspect of those under development. The work done thus far has been sufficient to prove the width of the veins and obtain sufficient ore for assay and mill tests. From surface indications there is every probability of a number of paying mines being established in the near future.

Hydraulic claims are being opened up on China and Mineral Creeks, with favorable prospects. The gold varies in character from fine to coarse.

The mild climate makes it possible to continue work on these mines the year round, while their proximity of the navigable waters of Alberni Canal ensures cheap transportation of ores to coast smelters.

The Provincial Government had a report made during the summer upon the minerals of this district, which describes the numerous gold quartz ledges, and gives the names of the various rock formations in which the gold quartz appears; a rough map of the section accompanies the report.

The position of Alberni will be seen on the map on back of cover of this report.

APPENDICES.

List of Additions to the Library, with the Names of the Donors (30th June, 1895.)

Board of Trade, Chicago,	Annual Report,	1893.
“ “ Collingwood,	“ “	1894.
“ “ Virden,	“ “	1894.
“ “ Montreal,	“ “	1894.
“ “ London, Ont.,	“ “	1894.
“ “ Winnipeg,	“ “	1895.
Chamber of Commerce, Netherlands of London,	Annual Report,	1893.
“ “ Melbourne, N. S. W.,	“ “	1893.
“ “ Adelaide,	“ “	1894.
“ “ Antwerp,	“ “	1894.
“ “ Durban, Natal,	“ “	1894.
“ “ Falmouth, Eng.,	“ “	1894.
“ “ Christchurch, N. Z.,	“ “	1894.
“ “ San Francisco, Cal.,	“ “	1895.
“ “ Auckland, N. Z.,	“ “	1895.
“ “ British, Paris,	“ “	
Dominion Government, by request of Thomas Earle, Esq., M. P.		
“ “ Census of Canada,		1890-91.
“ “ Inland Revenue,		1893.
“ “ Auditor-General,		1893.
“ “ Public Accounts, &c.,		1893.
“ “ Minister of Agriculture,		1893.
“ “ Public Works, &c.,		1893.
“ “ Marine and Fisheries,		1893.
“ “ Steamboat Inspection, &c.,		1893.
“ “ Indiat. Affairs, &c.,		1893.
“ “ Justice, Militia, &c.,		1893.
“ “ Miscellaneous Reports,		1893.
“ “ Journals House of Commons,		1893.
“ “ Journal of the Senate,		1893.
“ “ Criminal Statistics,		1893.
“ “ Statistical Year Book of Canada,		1893.
“ “ Butter and Cheese, Prov. of Ontario,		1893.
“ “ Dominion Fisheries Commission,		1893.
“ “ Supt. of Insurance,		1893.
“ “ Department of Railways and Canals,		1893.

Dominion Government,	Atlantic Steamship Line,	1884.
"	" Lachine Canal Bridges Enquiry,	1894.
"	" Colonial Conference,	1894.
"	" Public Accounts,	1894.
"	" Journals of the Senate,	1894.
"	" Public Works, Railways and Canals,	1894.
"	" Marine and Fisheries, Marine,	1894.
"	" Marine and Fisheries, Fisheries,	1894.
"	" Inland Revenue, (2 vols.)	1894.
"	" Public Accounts,	1894.
"	" Civil Service List of Canada	1894.
"	" Miscellaneous Reports,	1894.
"	" Agriculture and Colonization,	1894.
"	" Life Insurance Companies,	1894.
"	" Forest Wealth of Canada,	1894.
"	" Minister of Agriculture,	1894.
"	" Journals House of Commons,	1894.
"	" Department of Indian Affairs,	1894.
"	" Tables of Trade and Navigation,	1894.
"	" Manitoba School Case,	1894.
"	" Militia and Defence,	1894.
"	" Auditor-General,	1894.
"	" Department of Interior,	1894.
"	" Minister of Justice,	1894.
"	" Minister of Public Works,	1894.
"	" Postmaster-General,	1894.
"	" Civil Service Examiners' Report,	1894.
"	" Experimental Farms,	1894.
"	" Report Mission to Australia,	1894.
"	" Cattle Freight Rates,	1894.
"	" Report of the Geological Survey Dept.,	1894.
"	" Public Printing and Stationery,	1894.
"	" Secretary of State,	1894.
"	" Unclaimed Balances in Chartered Banks,	1894.
"	" Trade and Commerce,	1895.
Provincial Government,	Department of Agriculture,	1893.
"	" Register of Births, Deaths and Marriages,	1893.
"	" Public Schools,	1893-94.
"	" Sessional Papers,	1894.
"	" Journals Legislative Assembly,	1894.
"	" Chief Commissioner of Lands & Works,	1894.
"	" Superintendent of Police,	1894.
"	" Public Accounts,	1894.
"	" Insane Asylum Annual Report,	1894.
"	" Crown Land Surveys,	1894.
"	" Minister of Mines,	1894.

- Provincial Government, Statutes of British Columbia, 1894-95.
 Tacoma Chamber of Commerce, Commerce and Navigation of the U. S., 1893.
 Minister of Trade and Commerce, Tariffs of Different Nations.
 Lieutenant-Governor of British Columbia, Notice to Mariners.
 Department of Education, Manual of School Laws.
 Hydrographic Office, Pt. Townsend, Wash., Monthly Charts of the Pacific Ocean.
 St. John Board of Trade, St. John Directory and Hand-Book of the City, 1895-96.
 The Seven Colonies of Australia, 1893.
 The Wealth and Progress of N. S. W., 1893.
 Purchased History of British Columbia.
 Map's Manchester Ship Canal.
 St. John, N. B., Directory and Hand-Book of the City, 1895-96.
 Tourists Guide through the Hawaiian Islands.

LIST OF NEWSPAPERS AND PERIODICALS ON FILE.

DAILIES.

- | | |
|--------------------------------|---|
| "Colonist".....Victoria, B. C. | "Free Press".....Nanaimo, B. C. |
| "Times"....." | "Columbian".....N. Westminster, B. C. |
| "World".....Vancouver, B. C. | "Post-Intelligencer".....Seattle, Wash. |

WEEKLIES.

- | | |
|---------------------------------------|--------------------------------------|
| "B. C. Gazette".....Victoria, B. C. | "Dun's Review".....New York |
| "Commercial Journal"....." | "Bradstreet's"....." |
| "Province"....." | "Iron Age"....." |
| "Statistics, News-Advertiser"..... | "Scientific American"....." |
| Vancouver, B. C. | "Frank Leslie's Weekly"....." |
| "Inland Sentinel".....Kamloops, B. C. | "Harper's Weekly"....." |
| "Tribune".....Nelson, B. C. | "Illustrated London News".....London |
| "Miner"....." | "Graphic"....." |
| "Kaslo Claim".....Kaslo, B. C. | "Commerce"....." |
| "Vernon News".....Vernon, B. C. | "Punch"....." |
| "Golden Era".....Golden, B. C. | "Truth"....." |
| "Miner".....Rossland, B. C. | "Vanity Fair"....." |
| "Prospector"....." | "London Times"....." |
| "Monetary Times".....Toronto | "Engineering and Mining Journal" |
| "Trade Review".....Montreal | "Pacific Coast Marine Record" |
| "Commereial".....Winnipeg | San Francisco |
| "Spokane Miner".....Spokane, Wash. | "Press".....Christchurch, N. Z. |
| "N. W. Mining Review"....." | "Canterbury Times" Canterbury, N.Z. |

MONTHLIES.

- | | |
|----------------------------|---------------------------------------|
| "Century".....New York | "Chambr of Com. Journal".....London |
| "Harper's"....." | "British Trade Journal"....." |
| "Scribner's"....." | "Imperial Institute Journal"....." |
| "Cosmopolitan"....." | "Mining World"....." |
| "North Amc'n Review"....." | "Colliery Engineer".....Scranton, Pa. |

Address to His Excellency the Governor-General.

*To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon :
Viscount Formartine ; Lord Haddo, Methlic, Tarvis and Kellie ; Viscount
Gordon, of Aberdeen ; Baronet of Nova Scotia ; Earl of Aberdeen, P. C.
L.L. D., etc., etc., Governor-General of the Dominion of Canada, and Vice-
Admiral of the same :*

MAY IT PLEASE YOUR EXCELLENCY : -

We, the members of the British Columbia Board of Trade, desire to take advantage of the opportunity afforded by your presence in our city to express our devotion to the person of Her Most Gracious Majesty and our loyalty to her throne, and to extend to yourself and your honoured Countess a most cordial welcome to the capital of the most Western and largest Province of the Dominion, over whose destinies, aided by your constitutional advisers, you now preside.

The magnitude of the territory comprising this great Dominion, the vastness of her resources, her responsible government institutions, and the genius and enterprise of her people, all point to this Canada of ours taking a most prominent position in the Greater Britain in which the prestige and glorious traditions of the mother empire shall in the future have their fullest development.

While rejoicing at being a portion of the great Canadian Federation, we yet in a special degree take pride in our Province of British Columbia ; in the grandeur of its scenery, the excellence of its climate, and the immensity of our natural resources.

With a deep recognition of the deference which your constitutional advisers attach to your matured judgment, and with a full assurance of your well wishes towards this Province, we would on the present occasion depart from what may be the usual routine of a merely congratulatory address and take advantage of your presence to express ourselves on some matters of provincial moment, with the hope that any subjects touched upon and requiring attention will meet with your kind consideration.

Statistical returns show that this Province contributes per capita to the Dominion revenue a larger amount than does any other Province of the federation ; also, that the Port of Victoria, in volume of contribution to the Dominion exchequer, from inland revenue and customs sources, ranks third highest among the ports of the entire Dominion.

It is to be hoped that these circumstances will ever have the consideration of the central government when public expenditures are being appropriated.

Situated at the extreme western portion of the Dominion, Victoria is naturally the first port reached by steamers coming from the Pacific ocean, and the last port passed by outward bound vessels. Desirable as it may be that subsidies of public

monies be granted in order to foster the commerce of the Dominion, it is also important that no injustice be done to any section of our country when such assistance is given. In view of this, and of our supremacy in provincial commerce, it is to be hoped that this port will have the justice extended to it of being recognized as a port of call, and that our port's rights be duly protected in any existing and in all future subsidized contracts. At present some steamship lines receiving subsidies merely call in passing, but do not berth for the landing of cargo and passengers, while other steamship lines not in receipt of subsidies afford greater facilities for commerce with this port.

This Board has made representations through the proper channels asking that the Postmaster General give instructions that mails to and from the Orient be forwarded by steamers other than those at present subsidized to carry mails, whenever the difference in the sailing dates of the two lines of steamers now on the route would ensure quicker despatch, which would frequently occur; and as a frequent and efficient mail service is an important factor in the development of trade, it is to be hoped that the suggested improvement in the mail service with the Orient will be carried out.

The recent Paris arbitration on the Behring Sea fur seal fisheries dispute, with its successful issue, furnishes another precedent for an International Court of Arbitration, which alike the well being of nations and the interests of humanity demand should be permanently established.

An increasing interest is now being taken in our deep sea fisheries, and enterprises have been formed to ship fresh halibut, cod and other fish to the Eastern markets in large quantities. Your interest with your constitutional advisers is requested to aid, by surveys of fishing grounds and otherwise, in the further reaping the harvest of food wealth from our provincial waters.

The mining industries of the Province are perhaps of paramount importance. The excellent quality of our coal is universally recognized, the productive measures are practically inexhaustible, and the output is yearly increasing. Mining in the precious metals is being prosecuted with vigor backed by capital, and in the near future the gold fields of Cariboo promise to exceed their former famous prestige, while the development in the Kootenay district bids fair to reveal a silver wealth that will rival the richest experience of the mines of Nevada. It is to be hoped that the Dominion government will foster the development of our mineral resources in every possible manner.

The floods which recently inundated some lands of the Fraser River valley, brought out in a marked degree the energies of the sufferers in their efforts to combat the disaster. It is to be hoped that a well considered scheme for the future protection of these lands will be inaugurated and carried to completion under the joint auspices of the Dominion and Provincial Governments.

Considering the vast area of this Province, it is necessary for its development that we receive immigrants of a suitable class. In view of the rights of the

Province, an immigration bureau should, we understand, be maintained by the Dominion Government; but as this is not now being done, we would suggest that some special allowance for such purpose be given to the Provincial Government, which has instituted a system of placing settlers on the land.

The extensive seaboard afforded by Vancouver Island and the Mainland of the Province suggests special attention to lights, beacons and buoys, so as to safeguard as far as possible the lives of passengers and the interests of the Imperial navy and of commerce, and it is to be hoped that continuous vigilance will be exercised in securing efficiency in these necessities.

The importance and desirability of an insolvency act has been generally recognized throughout the entire Dominion, and we trust that the legislation dealing with this subject which was introduced into the Senate last session, will ere long result in an act which will meet the exigencies of trade.

Railways must ever be prominent factors in opening up this Province alike to mining and to agriculture. During the past few years considerable railway construction, in the limited way of short lines, has taken place in the Province. Much, however, requires to be done in railway building to open up to settlement great stretches of country now lying waste, and we trust that in view of our large contributions to the federal revenue, the Dominion Government will by liberal subsidies to railway lines in this Province, carry out the policy which has in the East resulted in such excellent railway and canal systems.

The new quarantine station recently established at Williams Head, together with the efficient plant and staff, will do much towards protecting our port, the Province and the Dominion from the introduction of infectious diseases.

The buildings about to be constructed in this city for the post office and customs departments will furnish accommodation necessitated by our increased requirements. We trust that the efficient postal delivery service enjoyed by this city will be maintained by extending a sufficient remuneration to the letter carriers.

The seething unrest which agitates a large portion of the labor element in the large centres of population is happily comparatively unknown in the Dominion. Our Provincial Legislature has provided councils of conciliation and arbitration which, from a pleasing experience thereof, we are hopeful will promote cordial relations between capital and labor.

We heartily endorse the opinion unanimously arrived at by the Colonial conference, recently held at Ottawa, as to the desirability of a Pacific cable to connect the Dominion with the Australasian colonies; also of a fast Atlantic steamer mail and passenger service, and we trust that the near future will witness the successful completion of these projects.

We feel assured that, with good results to our Provincial interests, Your Excellency will be pleased to place before your government for their consideration, the several representations we have ventured to make in this address.

In conclusion we would repeat our expressions of cordial and respectful welcome to Your Excellency and to Lady Aberdeen, and we trust your visit to this portion of the Dominion will be replete with pleasure.

With a renewed expression of loyalty to Her Most Gracious Majesty,

We have the honor to subscribe ourselves,

Your Excellency's most obedient and humble servants,

Signed on behalf of the members of the British Columbia Board of Trade, this 5th day of November, in the year of our Lord one thousand eight hundred and ninety-four.	}	A. C. FLUMERFELT, <i>President.</i> F. ELWORTHY, <i>Secretary.</i>
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His Excellency replied :

Your Honor, Mr. President and Gentlemen of the Board of Trade :

I return you sincere and hearty thanks for this address, which, in its attractive and graceful binding and handsomely engrossed as it is, will furnish a most significant and agreeable souvenir of this occasion. I appreciate not only the characteristic loyalty and the kindly feeling betokened by your address and by your action in coming here to-day, but I also value and recognize the importance of the interesting statement which your address contains and which certainly forms a very striking narrative of the position and history of the various questions of far reaching importance because vitally connected with the commercial development of this Province, and therefore indirectly concerning the Dominion as a whole. I can with great pleasure and without any hesitation assure you that I shall lose no time in enabling my constitutional advisers to have before them all the recommendations and suggestions which are here contained in order that these may receive the full and careful consideration which they merit, not only on account of their intrinsic importance but coming as these suggestions do from a body of such importance as that which you compose. As to that I may say that it has been my fortune and advantage since coming officially to Canada, more than thirteen months ago, to come in contact with several of the principal boards of trade of the Dominion, and therefore I can all the more appreciate the advantage of meeting you on this occasion and of hearing your views upon different questions with which you have dealt. Although you do me no more than justice in attributing to me a very keen appreciation and keen desire to take advantage of any opportunity for promoting the carrying out of any improvement in the commercial affairs or any extension of the prosperity of commercial affairs in the Dominion, at the same time I have no doubt that the influence of the Governor-General is of a more indirect than direct character, owing to the fact to which you appropriately refer that measures must emanate from the representative government of the country. This, of course, takes the shape of the ministry who are the elective representatives of the people as a country. At the same time the Governor-General, even in detail, may, though unconsciously, take his part in the promotion of the welfare of the country. As for instance, in assisting to make

known the resources of the various districts. That feature of his functions was one day brought before my mind with considerable force by the words of the mayor of a small town in a somewhat remote part of the Dominion. When before leaving I remarked to him that Lady Aberdeen and I were glad to have had the opportunity of visiting the town, he replied, "Yes, I am glad your Excellency came. It will be an advertisement to our place." (Great laughter.) I think that is a humble but very excellent function generally understood and not always plainly expressed as on that occasion. (Renewed laughter.) You may be sure, gentlemen, that it is my earnest purpose to co-operate with those who have shown and are showing such energy, enterprise and ability in assisting to develop the great resources of this great country, and I appreciate all the more the tone of your address because, as I observed on Saturday evening, as everybody knows, we have been passing and are still passing through a period of great depression, and it is just possible we allowed ourselves to speak in language of self-congratulation regarding the immunity which happily Canada enjoyed to a large extent from that financial disturbance which was so alarmingly prevalent in the United States not long ago. I say it is just possible that some of us may have forgotten that such a crisis could not fail to have a reflex influence on an adjoining country. I need not enter into the question whether that is the cause of the present dullness in Canada. I will only say that we have reason to be thankful that that depression is less felt here than in some other places and still more that there is a prospect of a revival of financial activity. Among the points here mentioned that should be heartily recognized is that in which you refer to the establishment of a system of arbitration. The chambers of commerce in the old county, corresponding to your boards of trade, have more and more recognized that principle and have taken their part in exercising influence in that respect. I am also aware, gentlemen, that you have not been slow in taking action in the direction of suggesting calmness and patience under circumstances were some excitement may naturally have been occasioned.

His Excellency concluded by expressing his best wishes for the success of the Board of Trade of Victoria.

Immigration.

PROVINCIAL SECRETARY'S OFFICE,
VICTORIA, B. C., JULY 2nd, 1895.

For the information of the British Columbia Board of Trade on the subject of immigration, I may mention that although the government discourages, as far as possible, the entry into the Province of pauper immigrants, it gives every facility for the establishment of colonies of settlers possessed of sufficient means to develop their small farms.

There are numerous localities in the Province admirably adapted for the settlement of colonies with profit to the settlers, while individuals sparsely scattered over the same localities could not make a living on account of having no easy access to a market.

When the colonists are established along the sea coast it is worth while for a steamship to call periodically to pick up the produce and carry it to either Victoria, Vancouver, New Westminster or Nanaimo, where it finds a ready market.

The very fact of immigrants being settled in colonies gives increased value to their lands and they obtain the advantages of schools, churches, roads, etc., which they otherwise would not have, probably for many years.

The extent of the market for farm produce may be imagined when it is stated that the people of British Columbia import three-fourths of the food they consume.

Colonies have already been established with great success at Bella Coola on the Mainland coast and at Quatsino Sound on the north of Vancouver Island.

The plan adopted is for the intending colonists to first communicate with me by letter as Minister of Immigration in order to find out what locality is open for settlement, then to select one or more of their number, in whom they have confidence, to go and look at the ground, and to give him or them written authority duly attested that he or they, as the case may be, are authorized to act on behalf of the colonists in dealing with the government. The delegates have to produce to the Minister of Immigration a written acceptance from at least thirty colonists that they are ready to accept the terms of the government as contained in the accompanying agreement.

On this being done, the government sends a surveyor with the delegates to lay out the lands. When that is finished the settlers come in and the government employs them at wages to build a road through their settlement.

It will be seen that the government makes a free grant of the land on condition of its development and that it also makes roads and provides schools, but it gives no grant of money, either for travelling expenses, or any other purpose not mentioned in the agreement. In fact the settlers are expected to have means of their own and will not be nursed in any way. Certain localities are now being surveyed for settlement and will be ready for location next autumn or the spring of next year.

The colonies on the coast have the advantage of the fishing industry as one of their occupations. It may be stated that the lands are rich, but usually covered with timber, sometimes of heavy description, while in many places the alder land is easily cleared and is the richest description of soil. Water power for mills is generally available. The farming consists of dairying and the growing of grain, roots and fruit, and in suitable localities, hops.

JAMES BAKER,
Minister of Immigration.

THIS INDENTURE made the day of A. D. 189 ,
 Between the Honourable James Baker, Minister of Immigration for the Province
 of British Columbia, acting under authority of an Order of the Lieutenant-Gov-
 ernor in Council, approved on the day of 189 , (hereinafter
 called the Grantor) of the first part, and
 (hereinafter called the Grantee) of the second part ;

Whereas the Grantee is a member of a group of intending settlers in British
 Columbia, which includes thirty or more families, who, with their families, are
 hereinafter referred to as the "Colony," and the Lieutenant-Governor in Council,
 for the purpose of encouraging immigration, has agreed to make a free grant from
 the public lands of the Province to each head of a family in the said Colony, upon
 the conditions hereinafter mentioned, which conditions have been accepted by the
 Grantee, as well as by the whole Colony.

Now therefore this Indenture Witnesseth that in consideration of the per-
 formance by the Grantee of the covenants and stipulations to be observed and
 performed by and on the part of the said Grantee, the said Grantor, acting herein
 on behalf of the Lieutenant-Governor in Council, as aforesaid, and as far as the
 Crown hath power to grant the same, but not further or otherwise, doth hereby
 covenant and agree upon the termination of five years from the date hereof, that
 the said Grantee shall receive a Crown Grant of all and singular that certain piece
 or parcel of land, lying and being in the District of
 in the Province of British Columbia, and being composed of lot
 number in said District, containing by admeasurement
 acres of land, be the same more or less, and which may be more particularly de-
 scribed as follows :—

Which said grant shall be subject to and in the form provided by the Land
 Laws of the Province for the time being in force.

And the said Grantee doth hereby for himself, his executors, administrators
 and assigns, covenant with the said Grantor in manner following, that is to say :—

That the said Grantee possesses in cash the sum of three hundred dollars and
 is worth that sum over and above what will pay and after payment of all just
 debts of the said Grantee.

That the said Grantee will, within from the date hereof, enter
 upon the said land and bona fide occupy and improve the same to the satisfaction
 of the Grantor, and will continue to reside thereon with his family and to occupy
 and improve the same during the term of five years from now next ensuing.

That the said Grantee shall, at the termination of the said period of five
 years from the date hereof, have made improvements upon the said land to the
 value of five dollars per acre thereof.

That the Grantor may at any time during the said five years, by himself, his servants or agents, enter upon the premises and view the state of the property and the improvements theretofore made.

That the Grantee will observe and obey all such reasonable rules and regulations as may be made by the representatives or managers of the said Colony for its good government and internal administration, provided the said rules and regulations have been first submitted to and approved by the Grantor.

That the Crown grant herein provided for shall be conditional upon the continued residence and performance of the conditions of similar leases, issued concurrently herewith, by the other members of the Colony to the number of not less than thirty, it being the intention that the said Colony shall remain entire and be of a number of not less than thirty at the conclusion of the period of five years when the issue of Crown grants is provided for.

Provided that in case of non-performance by the Grantee or by the Colony of the terms of this agreement to his satisfaction, the Grantor may, by notice published in the British Columbia Gazette, cancel this agreement and enter upon the aforesaid premises.

And the Grantor hereby covenants that so soon as each member of the Colony, to the number of thirty in all, has erected a dwelling house upon the land comprised in the respective leases, or so soon as the said Grantor has satisfied himself of the bona fide settlement of the Colony upon the lands allotted to the members thereof, there will be made and constructed a wagon road through the land occupied by the Colony.

In Witness Whereof the parties hereto have hereunto set their hands and seals the day and year first above written.

Signed, sealed and delivered by the
Honourable the Minister of Immigration
for the Province of British Columbia, in
the presence of

Signed, sealed and delivered by the
within named
in the presence of

British Columbia Salmon Pack, Seasons 1894-95.

OCTOBER 1st, 1895

This season's fishing and canning operations are closing with comparatively satisfactory results, the total salmon pack being about 500,000 cases, valued at \$2,500,000.

As anticipated, in August last, the canners and fishermen had much pleasure in meeting Professor E. E. Prince, whom they found most courteous and considerate in all matters connected with their industry, and it is expected that good results, mutually advantageous to the Department of Fisheries, the canners and the fishermen, will follow the knowledge obtained by the Professor during his visit to this Province.

FRASER RIVER.

NAME.	PACK IN CASES.	
	1894.	1895. Estimated.
Anglo British Columbia Packing Co., Ltd.....	82,073	.....
Britannia Cannery.....	.....	21,800
British Columbia Cannery.....	.....	9,500
Wadham's Cannery.....	.....	23,100
British America.....	.....	18,000
Victoria Canning Co., of B. C., Ltd.....	53,020	40,800
Bon Accord Fishery Co.....	27,917	19,500
Ewen & Co.....	25,418	26,500
Canadian Pacific Packing Co.....	20,774	19,285
Short & Squair.....	12,465	12,200
F. Boutillier & Co.....	.....	7,300
Lulu Island Canning Co.....	15,542	12,605
Terra Nova Canning Co.....	8,025	7,000
Pacific Coast Packing Co.....	13,253	11,560
Fisherman's Canning Co.....	11,110	9,200
Beaver Canning Co.....	15,710	15,029
Richmond Canning Co.....	9,615	11,511
British Columbia Canning Co., Ltd.....	7,490	7,000
Malcolm--Windsor Canning Co., Ltd.....	18,429	17,500
Brunswick Canning Co.....	15,346	12,500
Federation Canning Co., Ltd.....	17,387	15,000
Dinsmore Island Canning Co., Ltd.....	10,393	8,300
Costello & McMorran.....	.....	15,900
Alliance Canning Co.....	.....	4,000
Atlas Canning Co.....	.....	4,775
	363,967	349,865

NAAS RIVER.

Federation Canning Co., Ltd.....	19,587	.....
Naas Harbor Cannery.....	.....	10,000
Mill Bay Cannery.....	.....	9,000
	19,587	19,000

Salmon Pack—CONTINUED.

SKEENA RIVER.

NAME.	PACK IN CASES.	
	1894.	1895. Estimate.l.
Anglo British Columbia Packing Co.	17,308	.....
British America Cannery .....	.....	11,400
North Pacific " .....	.....	9,200
British Columbia Canning Co., Ltd.	9,279	.....
Victoria Canning Co., of B. C., Ltd.	9,624	7,059
Skeena Packing Co., R. Cunningham & Son	6,988	7,500
Balmoral Canning Co.	6,591	9,500
Inverness Canning Co.	7,650	8,168
Royal Canadian Packing Co.	6,711	7,883
Carlisle Packing & Canning Co., Ltd. ....	.....	7,000
	61,151	67,710

RIVERS INLET.

Victoria Canning Co., of B. C., Ltd.	12,433	10,320
Wannuck Cannery. ....	.....	9,218
Anglo British Columbia Packing Co., Ltd. ....	.....	19,000
British Columbia Canning Co., Ltd.	26,918	30,220
	39,351	68,758

OTHER NORTHERN POINTS.

Alert Bay Canning Co. (Alert Bay).....	2,000	5,283
Namu Canning Co., R. Draney, (Namu Harbor)... ..	.....	3,000
Lowe Inlet Packing Co., (Lowe Inlet)	8,315	8,500
Clayoquot Fishing and Trading Co., Ltd. ....	.....	3,100
	10,315	20,183
Grand Total.....	494,371	525,516

Four Canneries destroyed by fire, 1895.

THE ANNUAL PACK (since the beginning of the Industry.)

CASES		CASES		CASES	
1876.....	9,847	1883.....	196,292	1890.....	409,464
1877.....	67,387	1884.....	141,242	1891.....	314,893
1878.....	113,601	1885.....	108,517	1892.....	228,470
1879.....	61,093	1886.....	161,264	1893.....	590,229
1880.....	61,849	1887.....	204,083	1894.....	494,371
1881.....	177,276	1888.....	181,040	1895.....	525,516
1882.....	225,061	1889.....	414,294		

Sealing Catch for Season 1894.

VESSELS.	CREWS.				CATCH.					Total.	
	Tonnage.	Whites.	Indians.	Boats.	Canoes.	B. C. COAST.	Japan Coast.	Vicinity of Copper Island.	Behring Sea		
								Male.	Female.		
Enterprise.....	69	22	.....	8	.....	.....	1,254	314	.....	1,568
Rosie Olsen.....	39	6	16	2	8	.....	1,043	.....	425	1,809
Umbriana.....	99	25	.....	8	.....	.....	2,588	153	30	2,810
Oscar and Hattie.....	81	24	.....	7	.....	.....	1,733	176	.....	1,909
Diana.....	50	19	.....	6	.....	.....	1,964	433	.....	2,304
Brenda.....	100	26	.....	8	.....	.....	2,383	343	.....	2,726
Arietis.....	86	25	.....	8	.....	.....	1,197	.....	39	1,288
Casco.....	63	22	.....	6	.....	.....	1,926	.....	.....	1,926
Dora Seward.....	94	26	.....	8	.....	.....	2,584	.....	.....	2,584
W. A. Earl.....	68	8	20	2	10	.....	1,471	.....	155	2,143
Fawn.....	59	6	18	1	9	.....	911	.....	310	1,557
Agnes McDonald.....	107	26	.....	8	.....	.....	1,707	471	.....	2,178
W. P. Hall.....	99	24	.....	7	.....	.....	710	.....	.....	710
Mermind.....	73	25	.....	8	.....	.....	1,603	505	.....	2,108
City of San Diego.....	46	16	.....	5	.....	.....	1,304	250	.....	1,554
Mary Taylor.....	43	19	.....	5	.....	.....	874	250	.....	1,124
Libbie.....	93	22	.....	7	.....	.....	1,010	200	.....	1,210
May Belle.....	58	11	.....	6	.....	.....	925	197	.....	1,122
Mary Ellen.....	61	23	.....	7	.....	.....	1,909	86	105	2,452
Viva.....	92	26	.....	7	.....	.....	1,437	.....	.....	1,437
W. P. Sayward.....	60	20	.....	6	.....	.....	606	35	.....	641
Penelope.....	70	20	.....	7	.....	.....	1,366	296	.....	1,662
Vera.....	60	19	.....	6	.....	.....	1,075	.....	80	1,170
Carlotta G. Cox.....	76	26	.....	7	.....	.....	1,947	.....	.....	1,947
Triumph.....	98	8	36	3	17	1,320	.....	.....	1,163	4,560
Otto.....	86	25	.....	8	.....	.....	1,014	623	.....	1,637
E. B. Marvin.....	96	23	.....	7	.....	.....	2,118	.....	.....	2,118
Sapphire.....	100	8	32	4	16	535	.....	.....	1,226	2,640
Annie E. Paint.....	82	26	.....	9	.....	.....	1,497	531	.....	2,038
Geneva.....	92	27	.....	9	.....	.....	1,092	558	.....	1,650
Teresa.....	63	25	.....	7	.....	.....	1,102	120	.....	1,222
Ocean Belle.....	83	22	.....	6	.....	.....	530	274	.....	804
Sadie Turpel.....	56	22	.....	8	.....	.....	1,783	171	.....	1,954
Maud S.....	97	24	.....	8	.....	.....	1,343	86	.....	1,429
Aurora.....	41	18	.....	5	.....	.....	693	21	79	931
F. M. Smith.....	99	27	.....	8	.....	.....	96	81	.....	177
Beatrice.....	66	5	22	1	11	.....	.....	342	818	1,518
Mascot.....	40	4	16	1	7	.....	558	.....	299	1,103
Favourite.....	80	5	37	1	18	606	.....	752	488	1,846
Annie C. Moore.....	113	8	37	1	18	309	.....	938	1,009	2,256
Labrador.....	25	5	14	1	7	308	.....	179	381	868
Wanderer.....	25	2	7	1	5	400	.....	.....	.....	400
Pioneer.....	66	24	.....	6	.....	418	.....	1,163	.....	1,681
Saucy Lass.....	38	7	17	2	8	170	.....	.....	290	378
Borealis.....	37	6	20	1	10	303	.....	.....	99	1,050
Catharine.....	82	6	26	1	13	269	.....	.....	490	1,328
Amoko.....	75	5	22	2	11	467	.....	.....	1,092	1,212
Kate.....	58	5	23	1	10	79	.....	.....	303	564
Shelby.....	16	5	10	1	5	34	.....	.....	232	143
Venture.....	48	3	17	1	9	.....	.....	.....	417	492
Walter L. Rich.....	76	9	25	2	13	691	.....	.....	1,000	2,440
Mountain Chief.....	23	1	13	.....	6	175	.....	.....	.....	175
Fisher Maid.....	21	.....	8	.....	4	92	.....	.....	.....	92
Minnie.....	46	6	20	.....	12	488	.....	.....	679	986
San Jose.....	31	5	14	2	7	20	.....	.....	256	869
Kilomeng.....	19	2	12	.....	6	.....	.....	.....	307	634
Henrietta.....	31	5	17	1	8	315	.....	.....	447	1,082
C. D. Rand.....	51	7	22	2	11	357	.....	.....	.....	357
Beatrice.....	49	21	.....	6	.....	.....	.....	.....	.....	1,703
Canoe catch by Indians	.....	.....	.....	.....	.....	3,989	.....	.....	.....	3,989
Totals.....	3,866	888	578	266	259	11,703	48,993	7,437	11,705	14,636	91,474

Sealing Catch, 1894—CONTINUED.

VALUE OF VESSELS AND BOATS.

59 vessels, 3,866 tons.....	\$386,600
266 boats and outfits.....	26,600
259 canoes, \$25 each.....	6,475
Grand total.....	<u>\$419,675</u>

SUMMARY OF SEALING CATCH, SEASON 1894.

British Columbia Coast catch.....	11,703
Japanese Coast catch.....	48,993
Vicinity of Copper Island.....	7,437
Behring Sea.....	26,341
Grand total.....	<u>94,474</u>

Catch of United States vessels landed at Victoria, 375 skins.

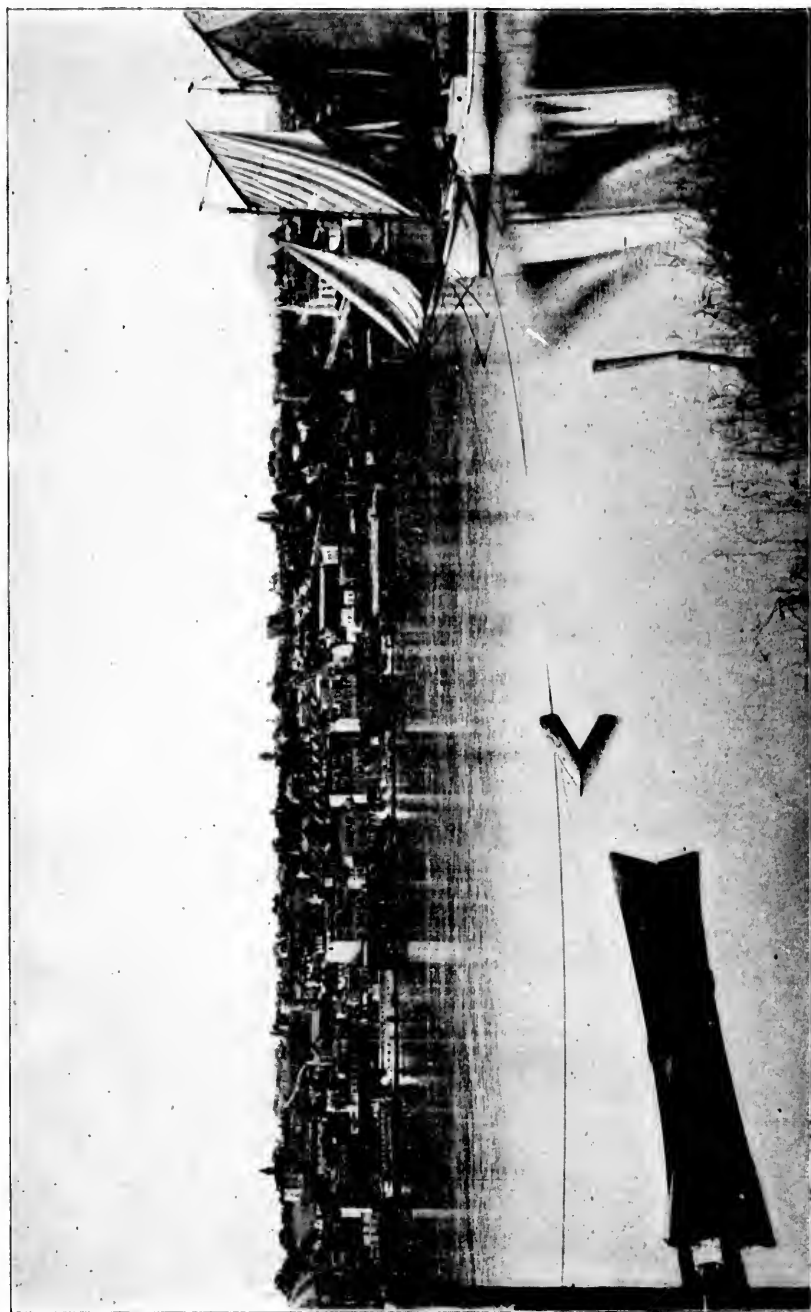
Summary of Sealing Catch, Season 1895.

British Columbia Coast Catch, approximate.....	9,258
Siberian Catch, approximate.....	26,409
Behring Sea Catch, approximate.....	36,747
Grand Total, approximate.....	<u>72,414</u>

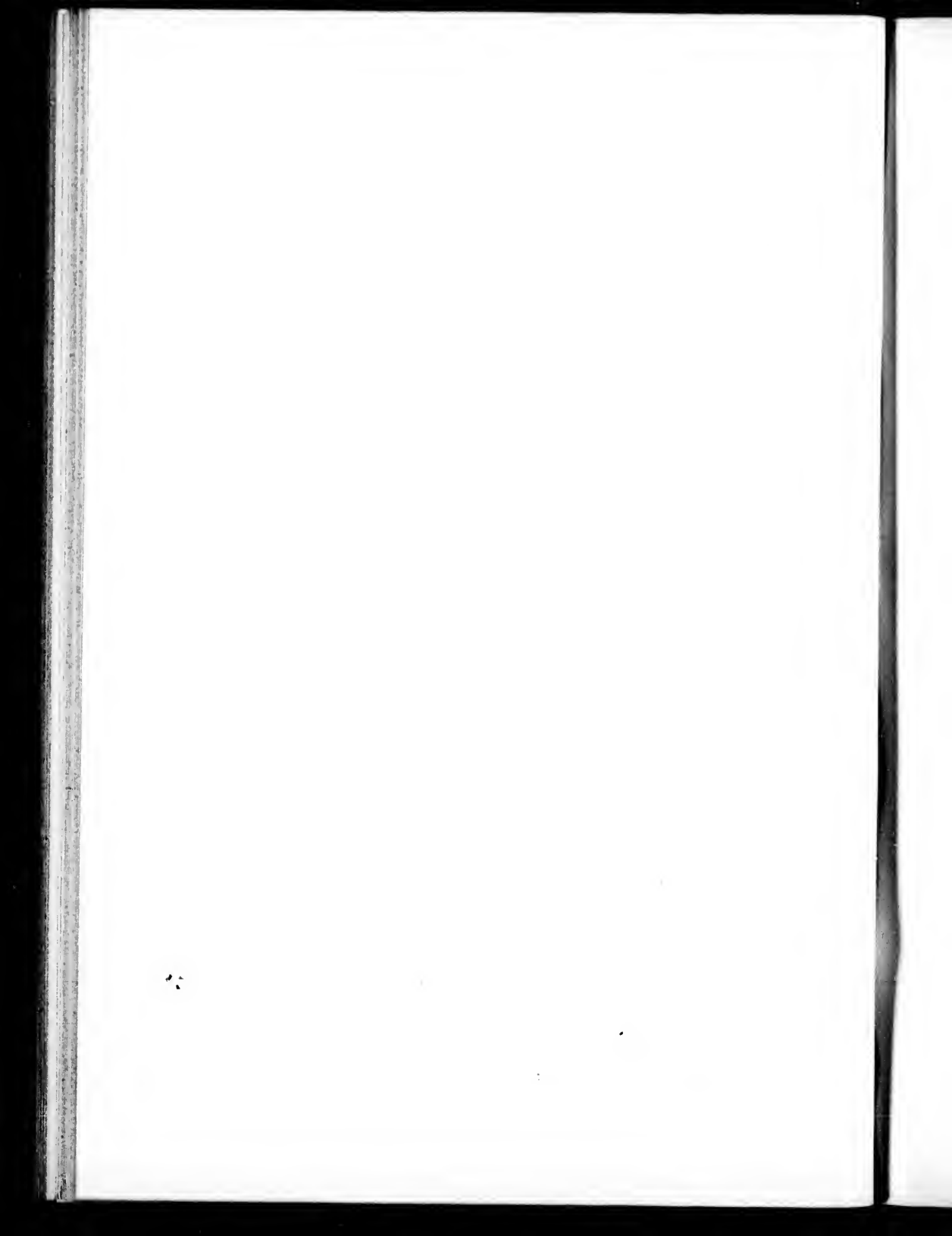
Imports into British Columbia

From other Countries and Provinces of such products of Agriculture and its branches as can be produced in the Province, for three years ending 30th June, 1894.

	Year ending 30th June, 1892.			Year ending 30th June, 1893.			Year ending 30th June, 1894.		
	Quantity	Value.	Duty.	Quantity	Value.	Duty.	Quantity	Value.	Duty.
LIVE STOCK.									
Horned Cattle, Other Countries, head	1,203	\$ 30,141	\$ 9,042	30			194	\$ 5,124	\$ 1,137
" " Provinces, ..	3,062	91,860		3,489	104,670		1,912	57,300	
" " Countries, ..	520	22,351	4,470	634	30,438	6,087	746	31,487	6,297
Horses, ..	437	27,694		212	13,144		232	14,384	
" " Countries, ..	44,554	97,688	29,396	29,931	71,692	21,498	40,044	73,388	20,475
Sheep, ..	471	1,177		4,929	12,322		2,691	6,727	
" " Countries, ..	10,425	392	298	5,188	465	103	2,355	150	26
Swine, ..	2,691	26,910		2,680	26,800		3,363	33,630	
" " Countries, ..		6,518	1,363		4,571	914		5,863	1,172
All other * Countries, ..									
MEATS, ETC.									
Bacon & hams, Other Countries, lbs.	542,500	38,407	9,980	289,473	35,518	7,614	319,343	40,337	7,227
" " Countries, ..	157,635	14,339	4,366	263,656	3,831	1,414	115,060	11,255	2,375
Lard, ..	2,964,000	340,860		3,064,000	352,300		2,298,000	258,525	
Bacon, hams & lard, Provinces, ..	134,591	8,580	592	286,391	19,615	3,949	76	207,822	12,362
Beef, fresh or salt, Other Countries, ..	792,000	51,240		336,000	23,520		194,000	13,580	
" " Provinces, ..	10,796	767	323	1,731	113	51	79,711	2,906	1,393
" " Countries, ..				Included	with	beef.	Included	with	beef.
Mutton, ..	68,800	6,654	186	76,526	8,160	112	51,789	5,785	38
" " Provinces, ..	26,000	2,080		48,000	3,840		526,000	42,080	
" " Countries, ..					4,483	712		4,478	794
Poultry, ..	168,000	16,800		156,000	15,600		191,000	19,100	
" " Provinces, ..	516,250	51,504	11,539	512,573	46,807	10,218	906,840	71,847	21,568
" " Countries, ..		2,254	506		221	61		368	124
Tallow, ..	50,627			6,494			13,185		



NEW WESTMINSTER CITY, CENTRE OF THE FRASER RIVER DISTRICT.



Imports into British Columbia—CONTINUED.

	Year ending 30th June, 1892.			Year ending 30th June, 1893.			Year ending 30th June, 1894.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Canned fruits,									
and vegetables,									
Provinces, ..	248,352	\$ 11,816	\$ 6,431 20	155,054	\$ 6,923	\$ 5,114 05	147,811	\$6,558	\$ 3,513 56
Countries, ..	1,294,000	43,133		1,218,000	40,600		1,458,000	48,000	
Jams, jellies, &c.,	57,525	5,403	2,308 35	54,323	5,008	1,809 50	30,159	2,703	1,551 14
Melons,	1,160	66	16 50	1,648	211	52 75	4,070	368	92 00
bush,	1,142	2,444	587 00	842	1,628	415 70	1,144	1,866	525 91
Tomatoes,	68,866	22,259	10,198 10	35,389	22,630	5,255 62	78,286	33,781	11,661 25
"	150	23		36,900	12,177				
Other vegetables,	93,188	4,624	1,770 14	65,755	4,296	1,298 16	59,610	2,782	1,082 37
Provinces, ..									
Countries, ..									
TREES AND BRUSH.									
Apple,	24,322	2,154	729 66	21,720	1,601	651 60	14,398	1,319	431 94
cherry,	3,377	436	135 08	3,342	379	133 68	1,916	244	73 74
Peach,	2,707	302	81 21	2,617	237	60 51	861	114	25 83
Pear,	4,428	602	123 84	5,076	614	152 28	3,497	411	104 91
Plum,	11,933	1,649	358 00	18,504	1,767	555 12	13,862	1,151	415 86
Quince,	161	31	4 65	136	20	3 92	101	17	2 54
Other,		4,919	986 84		869	285 97		2,475	540 07
Not specified,	36	9,000		14	2,800		25	5,000	
Provinces, ..									
Countries, ..									
OILS.									
Lard,	1,381	708	141 60	454	267	53 50	480	258	51 60
Seatsfoot,	532	249	49 80	306	236	47 20	116	81	16 20
Linsced,	397,172	20,951	4,225 68	538,426	22,603	5,830 79	163,531	8,429	1,146 46
"	184,000	12,880		78,000	5,460		114,000	7,880	
Provinces, ..									
Countries, ..									
DAIRY PRODUCTS.									
Butter,	245,970	51,372	9,290 00	245,435	49,694	8,634 77	568,685	111,252	21,001 59
Other Countries, ..	1,432,000	358,000		1,820,000	455,000		1,822,000	455,500	
Provinces, ..									
Countries, ..	37,470	6,043	1,146 67	28,749	4,703	837 68	73,631	9,237	2,145 26
Provinces, ..	350,000	35,000		318,000	31,800		316,000	31,600	
Countries, ..	1,136	6,816	2,390 59	815	5,558	1,734 10		10,589	3,601 90
Provinces, ..	7,120	35,600		8,960	44,500		8,333	41,665	

MISCELLANEOUS.		23,761	\$ 917	\$ 670 76	8,326	\$ 321	\$ 426 57	6,146	\$ 321	\$ 442 46
Chicory,	Other Countries, lbs.	Omitted	previous	years,	Omitted	previous	years,	32,000	2,224	1,150
..	Provinces, ..	2,361	1,673	234 05	1,212	848	121 37	1,576	1,150	156 80
Cider,	Countries, gals.	827	7,707	1,341 40	1,349	13,490	2,688 00	1,812	18,156	3,670 64
Hay,	.. tons.	18,888	4,275	1,133 34	22,948	5,678	1,376 84	18,353	3,861	1,101 17
Hops,	.. lbs.	24,386	3,186	731 63	13,000	1,814	369 27	22,896	2,262	597 30
Honey,	.. lbs.	28,033	24,212	4,207 98	46,856	34,955	7,028 47	48,172	33,683	7,255 80
Malt,	.. bush.	16,040	14,035	..	6,880	6,020	..	3,840	3,300	..
Mustard,	Countries, lbs.	16,756	4,689	910 35	16,387	4,016	1,075 75	6,106	1,738	601 25
Eggs,	.. doz.	115,201	17,995	Free.	53,612	9,052	2,631 38	78,853	12,742	3,942 71
..	Provinces, ..	545,904	84,615	..	563,472	87,337	Free.	57,692	7,307	Free.
Oil cake and meal,	Countries, cwt.	5,297	7,111	Free.	1,193	2,145	..	801	1,431	Free.
Pickles,	.. gals.	15,000	16,108	3,915 13	7,700	8,334	3,033 48	486,468	72,970	2,188 75
Add to above the following animals imported from other countries for breeding purposes, and therefore entered duty free.										
Horses,	.. head	19	19,472	..	4	905	..	15	7,917	Free.
Cattle,	.. ..	16	870	..	1	75	..	7	1,400	..
Sheep,	.. ..	14	400	..	4	120	..	3	165	..
Fowls,	.. ..	..	476	..	..	349	..	..	401	..
Swine,	.. ..	..	..	..	4	50	..	3	45	..
		\$ 2,483,540	\$176,158 92		\$ 2,483,300	\$146,827 57		\$ 2,422,374	\$213,286 34	

The foregoing Table of Imports and following Table of Exports and Recapitulation of General Returns from the Province, are taken from the Report of the Department of Agriculture of British Columbia.

Exports from British Columbia

To Countries outside of Canada of Products of Agriculture and its branches
for the three years ending 30th June, 1894.

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

	Year ending 30th June, 1892		Year ending 30th June, 1893		Year ending 30th June, 1894	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
LIVE STOCK.						
Horses..... (head)	24	\$ 8,781	23	\$ 2,955	282	\$ 16,250
Horned cattle..... "	10	531	4	200	2	35
Swine..... "	13	115	1	10		
Poultry & other animals. "				8,568		303
MEATS, ETC.						
Poultry.....		97				
Hides, horns and skins (not fur).....		72,276		49,383		35,905
Bacon..... (lbs.)	403	55	3,813	655	2,343	393
Beef..... "			90	7	625	51
Hams..... "	425	58			214	34
Mutton..... "					150	16
Pork..... "	360	33				
Sheep pelts..... (No.)	43,596	18,566	45,110	21,613	15,833	4,566
Wool..... (lbs.)			493	64		
GRAIN, SEEDS, &C., BREADSTUFFS AND PRODUCTS OF.						
Bran..... (cwt.)	1	2	1,323	503	1,762	449
Barley..... (bush.)	1,687	648			2	1
Beans..... "						
Oats..... "	271	183	180	85	4	2
Peas, split..... "						
Wheat..... "	6,501	7,801	3	3	35	18
Flour..... (bbls.)	2,450	10,967	4,946	21,279	48	173
Biscuits and Bread..... (lbs.)			ewt 30	10 cwt.-8		66
Oatmeal..... (bbls.)		1				
All other meal..... "						
FRUITS AND VEGETABLES.						
Apples, green..... (bbls.)	61	295	172	1,001	75	472
Fruits, canned..... (lbs.)		3,181		1,177		6,301
Other fruit..... "		3		926		2,984
Potatoes..... (bush.)	5	3	567	398	6	6
All other vegetables.....						21
DAIRY PRODUCTS.						
Butter..... (lbs.)	5,050	1,472	7,507	2,246	3,320	984
Cheese..... "	440	53	6,851	964	4,655	695
Eggs..... (doz.)					34	11
Hay..... (tons)	62	589	5	60		
Trees and bushes.....		81		112		22
Hops..... (lbs)					44,907	12,201
		\$125,791		\$112,219		\$82,049

Recapitulation of General Returns from Province of British Columbia, 1894.

	Upper Country.	Lower Mainland.	Vancouver Id and Adjacent Islands.	TOTAL.
Number of Returns.....	1,115	2,012	1,231	4,388
LANDS.				
Total Land owned—acres.....	711,897	294,083	232,636	1,238,616
Acres of cultivated land.....	49,098	43,127	19,200	111,425
Acres of woodland or forest.....	158,243	176,519	169,735	504,497
Acres of swamp or marsh.....	25,710	4,659	9,491	39,860
Acres of rock.....	43,930	2,491	22,975	69,396
Acres prairie or pasture (including hay meadows).....	431,916	67,287	11,235	510,438
AREA UNDER CROP.				
Acres of wheat.....	11,962	1,045	830	13,837
Acres of barley.....	1,178	815	103	2,096
Acres of oats.....	6,970	9,322	4,000	20,292
Acres of rye.....	387	24	14	425
Acres of peas.....	909	1,985	539	3,433
Acres of beans.....	182	33	4	219
Acres of other grain.....	172	607	42	821
Acres of potatoes.....	1,338	2345	1,024	4,707
Acres of mangolds.....	65	558	81	704
Acres of carrots.....	172	424	92	628
Acres of turnips.....	189	625	273	1,087
Acres of other root crops and vegetables.....	310	1,023	122	1,455
Acres of hay and clover cultivated.....	19,339	22,201	8,186	49,726
Acres of hops.....	62	282	90	434
FRUIT TREES.				
Number of apple trees.....	42,891	152,901	55,259	251,051
Number of pear trees.....	4,190	15,045	5,984	25,219
Number of plum and prune trees.....	5,988	39,838	9,458	55,284
Number of cherry trees.....	2,495	5,527	3,509	11,531
Number of other fruit trees.....	3,400	5,805	1,677	10,882
Number of acres of small fruits.....	863 ¹ / ₄	421	100	607 ¹ / ₄
LIVE STOCK.				
Number of horses of all kinds.....	11,712	3,334	1,697	16,743
Number of cattle of all kinds.....	72,932	9,668	6,361	88,961
Number of sheep of all kinds.....	14,252	3,963	12,622	30,837
Number of pigs of all kinds.....	12,317	8,248	4,725	25,290
Number of poultry of all kinds.....	33,528	37,949	43,594	115,071
Other live stock.....	374	63	260	697
Number of hives of bees.....	52	563	76	691
VALUE OF PERSONAL PROPERTY.				
Value of agricultural machinery & impt's....	291,452	193,596	141,375	\$ 626,423
Value of buildings and improvements.....	1,943,090	2,175,188	1,161,491	5,279,769

Recapitulation of Returns of Products from Province of British Columbia, 1894.

	Upper Country.	Lower Mainland.	Vancouver Isl'd and Adjacent Islands.	TOTAL.
YIELD OF GRAIN, CROPS, ETC.				
Tons of Wheat.....	3,857	834	532	5,223
" Barley.....	904	359	70	1,333
" Oats.....	4,388	4,710	2,612	11,701
" Rye.....	212	4	15	231
" Peas.....	877	686	392	1,955
" Beans.....	134	4	2	140
" Unspecified and other Cereals.....	54	63	10	127
YIELD OF ROOT CROPS AND VEGETABLES.				
Tons of Potatoes.....	6,732	5,370	3,594	15,696
" Mangolds.....	673	1,537	980	3,190
" Carrots.....	799	1,448	757	3,004
" Turnips.....	1,587	3,937	2,801	8,325
" Unspecified and other Roots and Vegetables.....	826	486	587	1,899
YIELD OF MISCELLANEOUS CROPS.				
Tons of Hay {Cultivated.....	32,326	30,434	13,593	76,353
{Wild.....	23,629	897	456	24,982
" Ensilage.....	3	1,882	3	1,888
" Hops.....	35	30	19	104
YIELD OF FRUIT.				
Pounds of Apples.....	412,247	830,472	497,836	1,740,555
" Pears.....	36,490	44,764	76,146	157,400
" Plums and Prunes.....	35,115	177,831	101,729	314,675
" Cherries.....	6,186	12,411	19,849	38,446
" Unspecified and other Fruit.....	93,985	125,444	54,340	273,769
YIELD OF DAIRY PRODUCTS.				
Pounds of Butter.....	82,115	258,120	169,779	510,014
" Cheese.....	280	21,625	200	22,105
MISCELLANEOUS PRODUCE.				
Pounds of Honey.....	1,050	12,402	142	13,594
" Wool.....	34,300	5,935	41,414	81,649
Dozens of Eggs.....	89,730	141,171	192,760	423,661
PRODUCE OF LIVE STOCK.				
Number of horses marketed.....	719	231	126	1,076
Number of cattle marketed and consumed..	16,782	2,282	1,483	20,547
Number of sheep marketed and consumed..	8,046	2,338	6,115	15,499
Number of pigs marketed and consumed....	8,690	5,388	4,245	18,293
Quantity of poultry marketed and consumed	14,108	21,090	26,147	61,345

Forest Wealth of British Columbia.

WOODED AREA.

Province.	Total Area.	Forest and Woodland.	Percentage Woodland.
British Columbia	sq. miles. 382,300	sq. miles. 285,554	74.69

The wooded area is estimated from the maps and reports of the Geological Survey and the Department of the Interior. In the central plateau of agricultural lands what wood is found is chiefly small poplar, &c., of little value.

The white pine of eastern Canada (*P. strobus*) is not found on the Pacific Coast, the Douglas fir, the yellow cedar and the spruces being the chief trees for timber and lumber.

TIMBER REGULATIONS.

Leases of surveyed, unpre-empted crown timber lands may be obtained for a period not exceeding twenty-one years by those tendering the highest cash bonus, subject to the payment of an annual rental of 10 cents per acre and a royalty of 50 cents per thousand feet on the scaled measurement of the logs. The lessee, if not actually engaged in the manufacture of lumber, must retain his limits, erect a mill capable of cutting at least 1,000 feet a day for every 400 acres of land included in the lease, within two years, and give a guarantee equivalent to 10 cents an acre that he will do so before obtaining his lease.

A timber license may be granted for 1,000 acres for four years, on payment \$10 annually and 15 cents for each tree (except hemlock), and no person, not licensed, may cut timber on crown lands except for farming and mining purposes. Only one license at one time is obtainable, and is not transferable. A special license for 1,000 acres for one year may be obtained by application in the Official Gazette, and the payment of \$50 to the Chief Commissioner of Lands and Works.

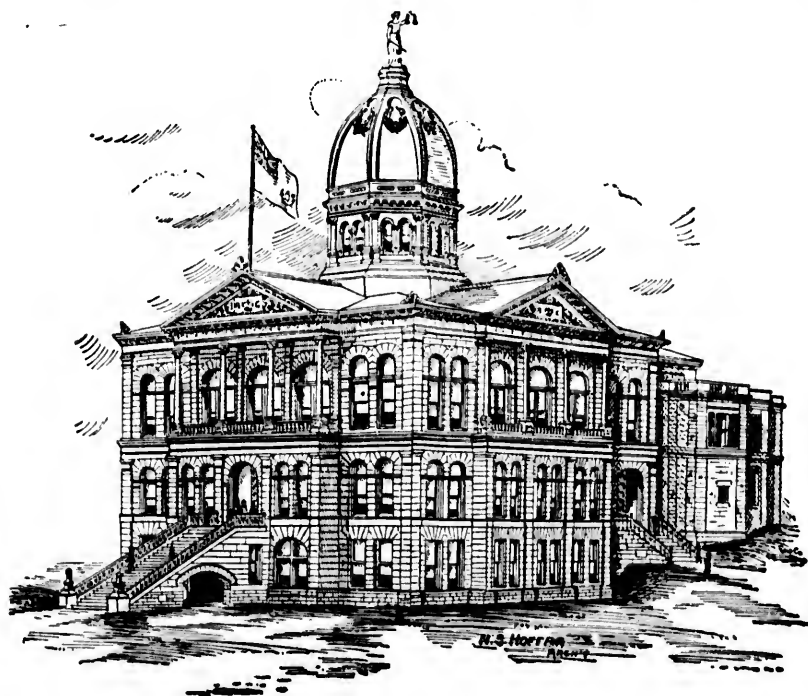
LIST OF TREES OF BRITISH COLUMBIA.

Botanical Name.	English Name.	French Name.
<i>Abies amabilis</i>	White Fir.....	Sapin blanc.
" <i>grandis</i>	Western white fir.....	Gros sapin.
" <i>subalpina</i>	Mountain balsam.....	Sapin des monts.
<i>Acer macrophyllum</i>	Large-leaved maple.....	Erable.
" <i>circinatum</i>	Vine maple.....	"
<i>Alnus rubra</i>	Red alder.....	Aune rouge.
<i>Arbutus Menziesii</i>	Arbutus.....	Arbute.
<i>Betula occidentalis</i>	Western birch.....	Bouleau
" <i>papyrifera</i>	Canoe birch.....	" a canot.
<i>Cornus Nuttallii</i>	Western dogwood.....	Cornouillier.
<i>Juniperus Virginiana</i>	Red cedar.....	Cedre rouge.
<i>Larix Americana</i>	American larch.....	Epinette rouge.
" <i>Lyalli</i>	Mountain larch.....	" des monts.
" <i>occidentalis</i>	Western larch.....	" rouge.
<i>Picea alba</i>	White spruce.....	Petite epinette.
" <i>Engelmannii</i>	Western black spruce.....	Epinette noir.
" <i>nigra</i>	Black spruce.....	Grosse epinette.
" <i>Sitchensis</i>	Western white spruce.....	Epinette blanche.
<i>Pinus allicaulis</i>	White bark pine.....	Pin blanc
" <i>contorta</i>	Scrub pine.....	Cypres.
" <i>monticola</i>	White mountain pine.....	Pin blanc.
" <i>Murrayana</i>	Black pine.....	Cypres.
" <i>ponderosa</i>	Yellow pine.....	Pin jaune ou rouge.
<i>Prunus rivularis</i>	Western crab apple.....	Pommier.
<i>Populus balsamifera</i>	Balsam poplar.....	Baumier.
" <i>monilifera</i>	Cottonwood.....	Liard.
" <i>tremuloides</i>	Aspen.....	Tremble.
" <i>trichocarpa</i>	Cottonwood.....	Liard.
<i>Prunus emarginata</i>	Cherry.....	Cerisier.
" <i>mollis</i>	".....	"
<i>Pseudotsuga Douglassii</i>	Douglas fir.....	Pin d'Oregon.
<i>Quercus Garryana</i>	Western white oak.....	Chene.
<i>Salix lanceifolia</i>	Lance-leaved willow.....	Saule.
" <i>lasiandra</i>	Willow.....	"
<i>Taxus brevifolia</i>	Western yew.....	If.
<i>Thuja gigantea</i>	Giant cedar.....	Grand cedre.
" <i>excelsa</i>	Yellow cypress or cedar.....	Cedre jaune.
<i>Tsuga Mertensiana</i>	Western hemlock.....	Pruche.
" <i>Pattoniana</i>	Alpine hemlock.....	"



VANCOUVER POST OFFICE, CUSTOM HOUSE & DOMINION OFFICES.

Bailey Bros. Photo Vancouver



VANCOUVER COURT HOUSE.

Area and Amount of Timber Cut.—(From B. C. Crown Lands Returns, Dept. of Interior and Indian Affairs.)
Total for Provincial, Dominion and Indian Lands.

Years.	Area under Lease.	Quantity of Lumber Manufactured.		Ties.	Shingles.	Trespass, Interest, &c.		Timber Dues, Royalties &c.		Ground Rents & Licenses.		Bonus.		Total Receipts.
		Sq. miles.	Feet, B. M.			Pieces.	M.	\$	c.	\$	c.	\$	c.		$	c.
1887	18.36	7,144,868	137			1,817.91	3,723.76	1,531.85	8,067.95	15,141.47				
1888	239.12	56,305,279				14,645.85	20,244.40	6,211.18	2,682.50	43,783.93				
1889	330.29	66,311,164				233.30	33,481.42	11,445.76	4,082.50	49,252.98				
1890	404.50	95,840,913				98.13	62,073.26	20,655.08	11,131.25	93,937.72				
1891	608.59	115,613,037	10,119			120.26	56,303.61	24,149.97	19,275.02	99,808.86				
1892	847.07	84,392,539	1,000			183.52	54,073.33	40,542.91	2,626.50	97,426.26				
1893	1,172.25	76,851,963	940			583.23	54,567.83	48,045.90	4,683.25	108,340.25				
Totals	3,620.38	502,479,780	10,119	2,597	17,682.20	284,867.64	153,232.65	52,548.97	508,381.47					
Average	517.29													

AREA AND AMOUNT OF TIMBER CUT.—(From B. C. Crown Lands Returns).—Provincial Lands.

Years.	Area under Lease.		Quantity Manufactured.	Royalty.		Rental.		Licenses.		Total Receipts.
	Sq. miles.	Feet, B. M.		\$	c.	\$	c.	\$	c.	
1887	211	31,868,384	17,675.50	5,540.83					18,216.42	
1888	280	42,551,222	21,227.28	9,296.93					31,184.21	
1890	352½	79,177,035	29,677.71	15,614.63					45,291.74	
1891	427½	83,108,335	31,479.66	20,404.23					51,883.29	
1892	603½	64,186,820	32,093.41	31,673.63	2,000.00				64,367.04	
1893	776½	60,587,300	30,293.68	42,737.68	2,950.00				75,981.36	
Totals	2,650½	361,479,116	157,446.73	125,927.33	5,500.00				288,924.06	
Average	441¾									

* No Provincial Returns of Lumber for 1887.

† Rebate of royalty on timber exported, \$3,051.40.

B. C. Lumber Fleet, 1894.

FLAG.	NAME.	Tus Sailed.	From.	For.	Cargo Ft.
Am ship.	Eclipse	1536 Jan. 20	Vancouver	Greenock	1,072,820
Nor ship.	Beaconsfield	1450 Feb. 5	Vancouver	Amsterdam	1,055,411
Am schr.	Pioneer	397 Feb. 28	Victoria	Santa Rosalia	87,714
Am schr.	Aida	507 Mar. 25	Moodyville	Shanghai	686,562
Chil bark.	India	953 April 7	Moodyville	Valparaiso	761,101
Br bark.	Tlermopyne	948 May 2	N. Wesm'r.	Shanghai	581,853
Chil ship.	Hindustan	1542 May 12	Moodyville	Valparaiso	1,207,552
Br ship.	Astoria	1335 June 24	Vancouver	Antwerp	740,484
Ger bark.	Gutenberg	627 May 12	Moodyville	Valparaiso f.o.	591,766
Am bkne.	Modoc	452 May 5	Victoria	Santa Rosalia	101,211
Am bkne.	Katie Flickinger	449 May 5	Vancouver	Santa Rosalia	399,418
Br ship.	East Croft	1312 May 25	Moodyville	Valparaiso f.o.	1,058,084
Br ship.	Benmore	1460 Aug. 2	Victoria	Adelaide	1,096,179
Br schr.	Grace Harwar.	1750 June 27	Vancouver	Queensto'n f.o.	1,398,871
Br bkne.	Xantippe	909 June 14	Vancouver	Queensto'n f.o.	841,219
Am bkne.	Chenais	656 May 31	Vancouver	Adelaide	782,163
Br ship.	Largo Law	1597 June 20	Moodyville	Valparaiso f.o.	1,358,471
Br bark.	Gainsborough	985 June 21	Moodyville	Melbourne	740,860
Am ship.	Guardian	1073 July 3	Victoria	Santa Rosalia	170,357
Am bark.	Olympic	1412 July 12	Vancouver	Callao	1,069,752
Nic bark.	Don Carlos	694 July 14	Vancouver	Noumea	536,094
Br ship.	Borrowdale	1197 July 28	Moodyville	Caleta Buena	910,683
Am bark.	Hesper	664 June 30	Vancouver	Sydney	744,004
Br bark.	Villalta	866 July 9	Vancouver	Melbourne	656,795
Am bark.	Southern Chief	1219 July 12	Vancouver	Santa Rosalia	891,436
Am schr.	Wm. Bowden	728 July 8	Moodyville	Sydney	676,072
Ital bark.	Elisa	915 July 16	Moodyville	Antofagasta	763,972
Nor ship.	Dram men	1347 Aug. 24	Vancouver	Amsterdam	994,910
Br ship.	Verajean	1824 Aug. 25	Vancouver	Alexandria	1,030,000
Am schr.	Aida	507 Aug. 29	Moodyville	Shanghai	694,981
Am ship.	Occidental	1470 Oct. 2	Victoria	Santa Rosalia	249,066
Am bark.	Newsboy	559 Sept. 11	Vancouver	Sydney	662,457
Ital bark.	Cavour	1389 Oct. 6	Vancouver	Callao	964,105
Br ship.	Ballachulish	1806 Oct. 11	Moodyville	Valparaiso	1,593,210
Br ship.	Lismore	1598 Oct. 30	Vancouver	Buenos Ayres	1,221,489
Am bkne.	Irmgard	628 Oct. 6	Vancouver	Iquique	600,938
Br bark.	Alexandria	1297 Nov. 12	Vancouver	Calais	1,026,928
Am schr.	R. W. Bartlett	495 Oct. 20	Vancouver	Santa Rosalia	501,628
Am brig.	Geneva	471 Nov. 10	Vancouver	Iquique	551,249
Am schr.	Sadie	295 Oct. 30	Westmin'r.	San Francisco	410,000
Chil bark.	India	953 Dec. 27	Moodyville	Valparaiso	784,000
Am ss	Lakme	404 Nov. 16	Vancouver	San Pedro	571,000
Am bark.	Colorado	1039 Dec. 29	Vancouver	Sydney	765,401
Am schr.	Beulah	339 Nov. 18	Westmin'r.	San Francisco	416,487
Am bkne.	Marion	348 Dec. 23	Westmin'r.	San Pedro	248,965
Am ss	Cosmopolis	267 Dec. 20	Westmin'r.	S. Francisco f.o.	332,250

Meteorological Register for the Year 1894, Esquimaux Chief Station, British Columbia.

Latitude 48° 45' 49" West. Longitude 123° 26' 32" West. Elevation above the sea, 28 feet. Barometer reduced to sea level.

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year.
BAROMETER.													
Mean height, reduced 1894.....	29.92	29.49	29.92	30.07	30.01	29.98	30.09	30.04	29.98	29.97	30.14	29.96	30.00
Highest.....	30.47	30.47	30.48	30.41	30.43	30.28	30.25	30.26	30.34	30.36	30.55	30.65	30.67
Lowest.....	29.01	29.16	29.40	29.43	29.64	29.58	29.85	29.71	29.51	29.44	29.66	28.80	28.80
Range.....	1.46	1.51	1.08	0.98	0.79	0.70	0.40	0.55	0.83	0.92	0.89	1.85	1.87
TEMPERATURE OF THE AIR.													
Highest, 1894.....	51.0	51.9	56.9	69.2	81.7	77.2	84.0	80.2	68.0	62.1	56.6	47.7	84.0
Date.....	14th	26th	25th	25th	25th	2nd	12th	28th	10th	15th	8th	11th	
Lowest, 1894.....	24.3	20.2	20.2	31.8	33.7	44.2	45.2	47.5	40.2	32.7	29.7	28.2	20.2
Date.....	5th	19th	3d-6th	15th	9th	1st	31st	9th	23rd	18th	16th	28th	
Mean Highest, 1894.....	41.4	41.6	47.3	52.5	59.0	63.6	60.1	60.3	60.2	54.0	48.5	42.0	
Mean Lowest, 1894.....	32.9	32.2	35.2	38.8	44.1	48.7	49.6	50.8	47.6	41.4	40.7	34.1	
Monthly Mean, 1894.....	37.15	36.90	40.88	45.03	50.46	54.82	57.90	59.02	53.58	47.26	44.57	38.35	47.17
Mean Daily Range, 1894.....	8.5	9.3	12.1	13.7	14.9	14.9	19.5	17.8	12.7	12.6	7.8	7.8	
Greatest Daily Range, 1894.....	12.8	17.3	22.4	29.0	33.0	30.2	35.8	27.6	24.0	20.7	16.4	12.1	
Average Highest.....	52.9	51.4	58.2	63.9	71.6	75.8	79.6	77.7	69.9	62.2	54.6	53.0	
Average Lowest.....	20.6	19.4	27.5	31.3	37.1	42.1	45.0	46.1	40.5	34.4	30.3	27.3	
Average Mean Highest.....	42.9	41.7	48.8	52.7	59.8	63.3	68.0	68.7	61.9	51.6	47.8	44.7	
Average Mean Lowest.....	34.2	31.6	36.8	39.8	44.7	47.7	50.6	50.4	47.2	42.9	39.4	36.5	
Average Monthly Mean.....	38.71	36.54	42.54	45.83	51.57	54.98	58.13	58.43	53.77	48.28	43.55	40.80	47.76
Average Annual Mean.....													
DEW POINT.													
Mean Temperature, 1894.....	35	35	37	41	46	49	52	54	50	46	43	37	44
HUMIDITY.													
Mean Relative, 1894.....	91	90	86	87	85	80	81	83	89	93	94	93	88

CLOUD.		77		81		73		63		56		28		33		62		74		82		60	
Percentage of Sky clouded, 1894.....		hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.
Average		75	80	71	71	57	63	39	32	54	70	78	77	77	77	77	77	77	77	77	77	77	77
SUNSHINE.		77		81		73		63		56		28		33		62		74		82		60	
Sun above Horizon, Latitude 48°		hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.	hrs.	in.
Hours registered		71	53.7	115.2	136.3	168.2	188.1	310.4	481.3	487.9	481.3	442.2	376.2	333.5	275.3	254.4	254.4	254.4	254.4	254.4	254.4	254.4	254.4
No. of days completely clouded, 1894		10	13	8	7	9	4	2	2	4	2	3	7	9	17	12	12	12	12	12	12	12	12
Maximum daily amount in hours.....		6.8	9.1	11.0	11.3	12.0	12.1	12.9	12.1	10.2	9.6	7.9	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
PRECIPITATION.		77		81		73		63		56		28		33		62		74		82		60	
Rainfall in inches, average		4.71	2.15	3.49	3.72	1.96	1.49	0.51	0.52	2.93	3.58	7.03	7.27	7.27	7.27	7.27	7.27	7.27	7.27	7.27	7.27	7.27	7.27
" " 1894		6.11	3.33	4.27	4.23	2.71	2.37	0.21	0.21	3.73	4.00	6.88	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
No. of Days Rain fell		18	17	24	24	19	14	6	4	17	19	25	17	17	204	204	204	204	204	204	204	204	204
Average		17	16	21	21	17	13	7	5	13	19	22	17	17	194	194	194	194	194	194	194	194	194
Snowfall in inches, average		11.3	9.4	3.7	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " 1894		9	10	6	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
No. of Days Snow fell, 1894		4	7	3	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Average		7.24	4.27	4.64	4.23	2.71	2.37	0.21	0.21	3.73	4.00	6.88	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Total Precipitation, Rain and Snow		7.24	4.27	4.64	4.23	2.71	2.37	0.21	0.21	3.73	4.00	6.88	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

E. BAYNES REED, Observer.

PERIODICAL EVENTS AT ESQUIMALT DURING THE YEAR 1894.

Last Snow	March 14	Heaviest Days' Rain	Nov. 24
Last Frost	May 1	Amount in inches	1.77
First Thunder	June 2	Last Thunder	Aug. 25
Warmest Day	Aug. 28	First Frost	Oct. 18
Mean Temperature	68°.9	First Snow	Nov. 24

Meteorological Register for the Year 1894, Esquimalt Chief Station, British Columbia.

WIND, 1894.

	DIRECTION OF THE WIND FROM								VELOCITY OF WIND.				Date and Direction.
	N	N E	E	S E	S	S W	W	N W	Mean Miles per hour.	Highest d'ys Velocity.	(Greatest Velocity in one Hour.		
January	66	7	8	12	28	3	1	4	57	7.1	20.7	39	13th, S.
February	35	7	10	3	32	8	0	2	71	8.0	30.7	65	7th, S. E.
March	23	6	19	4	53	4	4	0	73	7.8	24.0	41	7th, S. N.
April	7	1	9	4	79	6	6	0	68	7.8	24.7	42	29th, S.
May	6	1	0	19	74	5	4	0	77	6.4	16.0	39	4th, S. W.
June	4	3	1	14	79	6	4	0	69	7.0	22.7	39	7th, S.
July	4	2	0	1	72	5	0	0	104	4.1	11.0	25	25th, S.
August	4	1	1	2	56	0	0	0	122	2.6	8.0	19	5th, S. W.
September	10	2	5	0	62	0	1	0	100	4.7	22.7	33	2nd, S.
October	6	1	1	2	32	3	0	1	140	2.7	16.0	25	8th, S.
November	24	6	6	2	28	3	1	0	122	2.5	16.7	25	9th, S.
December	56	1	13	4	13	5	1	5	88	4.4	16.7	25	8th, S.
Total	243	30	68	68	608	48	22	12	1061				

E. BAYNES REED, Observer.

Coal—Crow's Nest.

PROXIMATE ANALYSIS—FAST COKING.

LOCALITY.	Specific Gravity.	Weight of 1 cubic foot calculated from the specific gravity.	COMPOSITION, PER CENT.				Rate of Volatile to fixed Combustible.	Percentage of Coke.	Character of the Coke.
			Hygroscopic Water.	Volatile Combustible Matter.	Fixed Carbon	Ash.			
"Peter" Seam	1.3052	81.57	1.79	33.04	61.55	3.62	1: 1.86	65.17	A compact, firm,
"Jubilee" Seam	1.3088	81.50	1.89	30.41	63.33	4.37	1: 2.08	67.70	coherent of coke.

PROXIMATE ANALYSIS—SLOW COKING.

"Peter" Seam	1.3052	81.57	1.79	25.45	4.14	3.62	1: 2.72	72.76	Non-coherent.
"Jubilee" Seam	1.3088	81.50	1.89	24.88	68.86	4.37	1: 2.77	73.23	Non-coherent.

Coal—Crow's Nest—CONTINUED.
ULTIMATE ANALYSIS.

LOCALITY.	COMPOSITION, PER CENT.							EXCLUSIVE OF SULPHUR, ASH AND HYGROSCOPIC WATER.	
	Carbon.	Hydrogen	Oxygen and Nitrogen.	Ash.	Hygros- copic Water.	Sulphur.	Carbon, Hydrogen, and Nitrogen.		
							Carbon.	Oxygen and Nitrogen.	
"Peter" Seam	80.51	5.20	8.38	3.62	1.70	0.51	85.87	5.53	8.90
"Jubilee" Seam	80.04	4.94	8.28	4.37	1.80	0.48	25.92	5.30	8.88

LOCALITY.	CALORIFIC POWER.				THEORETICAL.	
	Determined by Thompson's Calorimeter.				Before.	After.
	EXPERIMENTAL.		CORRECTION FOR HYGROSCOPIC AND COMBINED WATER AND WATER OF COMBUSTION.			
As Recorded.	After correction for hygroscopic combined water and water of combustion.		Expressed in Calories.	Weight of Water (at 100° C.) Evaporated by 1 lb. of fuel	Expressed in Calories.	Weight of Water (at 100° C.) Evaporated by 1 lb. of fuel
	Expressed in Calories.	Weight of Water (at 100° C.) Evaporated by 1 lb. of fuel				
8050	14.90 lbs.	7790	14.51 lbs.	7690	14.88 lbs.	14.39 lbs.
8026	14.94 "	7778	14.48 "	7863	14.54 "	14.18 "

Coal—Queen Charlotte Islands.

CAMP ROBERTSON.

SAMPLE No. 1 (SURFACE.)

Moisture	1.33
Loss on ignition.....	17.22
Total carbon.....	79.18
Sulphur .....	.917
Ash.....	19.49

CAMP WILSON.

SAMPLE No. 2.

Moisture	1.91
Loss on ignition.....	35.81
Total carbon.....	93.635
Sulphur .....	.659
Ash.....	4.425

NEAR YAKON LAKE.

SAMPLE No. 3.

Moisture.....	2.01
Loss on ignition.....	9.13
Total carbon.....	95.19
Sulphur .....	.909
Ash	2.8

SAMPLE No. 4.

Moisture.....	2.32
Loss on ignition	17.19
Total carbon.....	93.43
Sulphur	1.17
Ash.....	4.25

IRON.

Pittsburg Analysis of Barclay Sound Iron Ore.

NUMBER OF SAMPLES.	I	II	III
Silicic Acid.....	1.79	2.61	2.10
Alumina.....	.14	.25	.75
Magnetic Oxide of Iron.....	91.13	88.40	89.57
Per Oxide of Manganese.....	.84	.71	.63
Carbonate of Lime.....	.96	5.70	4.61
Carbonate of Magnesia.....	2.08	2.24	2.34
Titanic Acid.....	Mere traces.	Mere traces.	Mere traces.
Copper.....	None.	None.	None.
Sulphur.....	.060	.091	Traces.
Phosphoric Acid.....	.007	.009	.007
Arsenic.....	None.	None.	None.
Metallic Iron.....	66.32	64.10	64.92
Sulphur.....	.06	.091	Traces.
Phosphorous.....	.003	.004	.003

Seattle Analysis of Barclay Sound Iron Ore.

METALS.

Iron Metallic.....	63.73
Sulphur.....	.0054
Phosphorous.....	.0049
Lime.....	3.84
Manganese.....	None.
Silica and Gauge.....	7.30

Iron Oxide F.....	88.01
Sulphur.....	.0054
Phosphoric Acid.....	.0112
Carbonate of Lime.....	3.84
Manganese.....	None.
Silica and Gauge.....	7.30
Alumina.....	.52
Titanium.....	None.
Arsenic.....	None.
Copper.....	None.

99.6850%

Cleveland Analysis of Barclay Sound Iron Ore.

	Iron.	Mangan.	Lime.	Sulphur	Phos.	Silica.
1. Magnetic Iron (Sechart)	66.00	.44	4.00	.02	.01	2.00
2. Sample B (Sarita).....	64.50	.48	4.20	.01	.01	2.50
3. 4 Pieces Vancouver Ore	63.00	.46	4.50	.05	.016	4.00
9. Ground Ore in Sacks (Sechart).....	63.50	.28	8.00	1.05	.01	5.33
10. West Coast Vancouver Island (Sarita).....	67.00	.36	2.00	.06	.01	3.00

IRON—CONTINUED.

Glasgow Analysis of Sooke Mine Magnetic Iron Ore.

	<i>A</i>	<i>B</i>	<i>C</i>
Peroxide of Iron.....	54.89	65.36	65.00
Protoxide of Iron.....	23.61	18.36	31.50
Oxide of Manganese.....	.23	.62	Trace
Lime.....	.47	.33	.42
Magnesia.....	.52	1.15	.20
Phosphoric Acid.....	.015	.03	Trace
Sulphur.....	.02	Trace.	.08
Iron combined with Sulphur.....	.02	Trace.	.07
Alumina.....	7.90	5.19	.94
Titanic Acid.....	.60	None.	.70
Silica.....	11.70	8.50	1.40
Water.....	.10	.10	.....
	<hr/> 100.075	<hr/> 99.64	<hr/> 100.31
Iron, pure, per cent.....	56.80	60.03	70.07
Pig Iron, per cent.....	61.0	65.0	75.9
	cwt.	cwt.	cwt.
Pig Iron, per ton.....	12.1.5	13.0.0	15.0.20
Ore required to make a ton of Pig Iron.....	32.5	30.8	26.3

No. 1—San Francisco Analysis of Sooke Mine Magnetic Iron.....	72.40
No. 2—“ “ “ “ “ “ “ “.....	57.80
No. 3—“ “ “ “ “ “ “ “.....	57.30
No. 4—Cornwall, Eng., “ “ “ “ “ “ “ “.....	48.9
No. 5—“ “ “ “ “ “ “ “.....	68.5
No. 6—San Francisco, “ “ “ “ “ “ “ “.....	64.04
No. 7—Dom. Gov't Mineralogist, Analysis Sooke Mine Magnetic Iron.....	59.06
No. 8—“ “ “ “ “ “ “ “.....	52.03
No. 9—“ “ “ “ “ “ “ “.....	58.49
No. 10—“ “ “ “ “ “ “ “.....	55.83
No. 11—“ “ “ “ “ “ “ “.....	63.64
No. 12—“ “ “ “ “ “ “ “.....	63.57
No. 13—“ “ “ “ “ “ “ “.....	48.94

Educational.

Statement of Lands and Buildings held in Trust by Corporation of the City of Victoria for Educational Purposes.

HIGH AND CENTRAL SCHOOL.

Consists of High School and Boys' and Girls' Central School
and the Pemberton Gymnasium Building.

Total number of Class Rooms	22
Area of Grounds	7½ acres

SOUTH PARK SCHOOL.

Number of Class Rooms	8
Area of Grounds	150x203 feet

NORTH WARD SCHOOL.

Number of Class Rooms	8
Area of Grounds	2 acres

All the foregoing Schools are built of brick, and those following of wood.

JAMES BAY WARD SCHOOL.

Number of Class Rooms	4
Area of Grounds	120x120 feet

HILLSIDE WARD SCHOOL.

Number of Class Rooms	4
Area of Grounds	100x133 feet

ROCK BAY WARD SCHOOL.

Number of Class Rooms	2
Area of Grounds	120x120 feet

SPRING RIDGE WARD SCHOOL.

Number of Class Rooms	5
Area of Grounds	135x119 feet

VICTORIA WEST SCHOOL.

Number of Class Rooms	4
Area of School Grounds	1 acre

of

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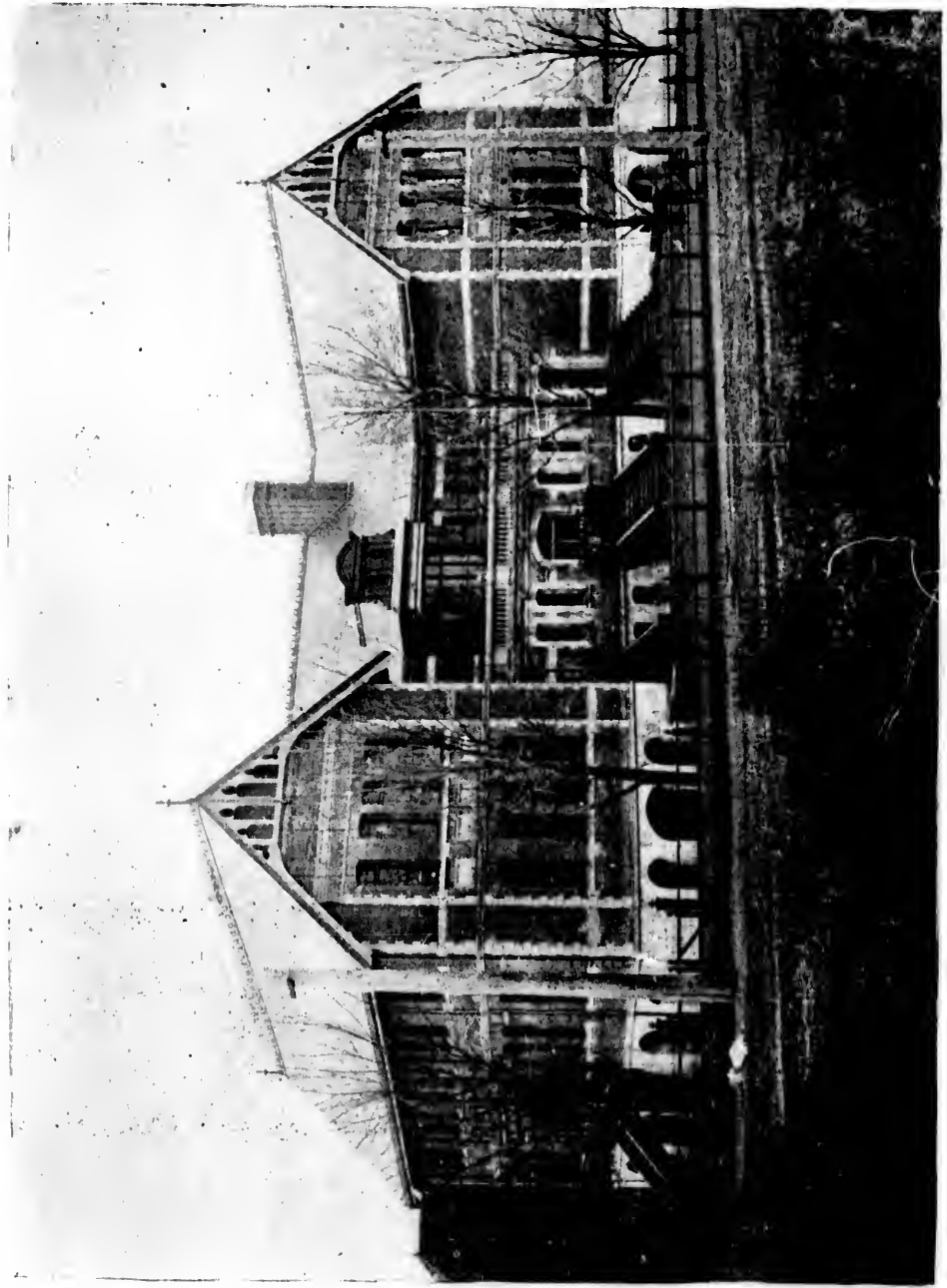
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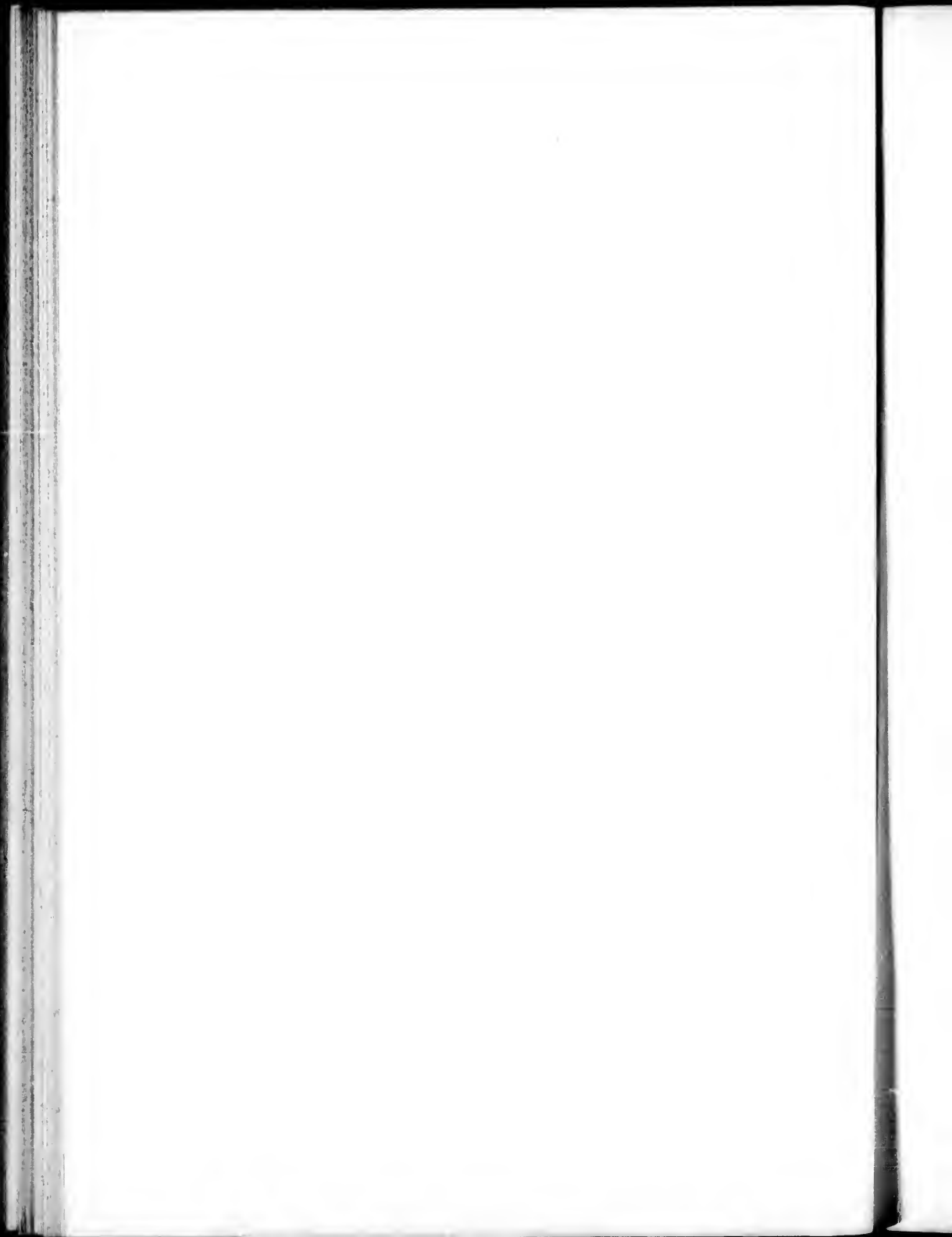
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CUSTOMS STATISTICS.

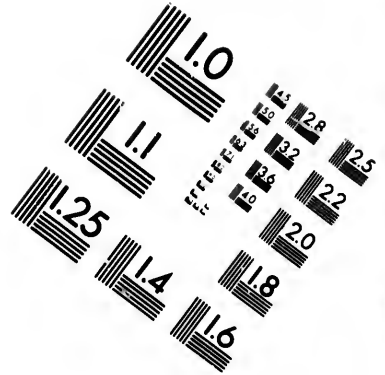
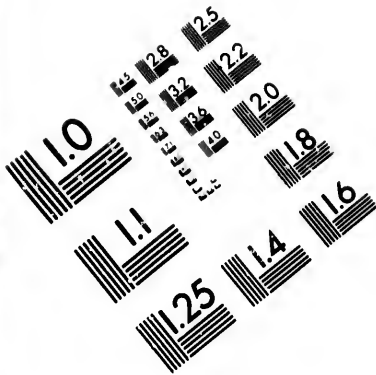
Exports from the Province of British Columbia, for the Fiscal Year ending 30th June, 1895.

Port of.	The Mines.	The Fisheries.	Animals and their Produce.	Agricultural Produce.	Miscellane- ous.	Total, 1895.
	\$	\$	\$	\$	\$	\$
Victoria	311,589	2,224,978	409,308	13,879	173,523	3,133,277
Nanaimo ..	2,899,771	.....	1,856	212	5,356	2,907,195
Vancouver.....	12,713	300,784	31,413	7,597	487,262	839,760
New Westminster.....	1,391,379	738,699	14,796	86	88,857	2,233,817
Total.....	4,615,452	3,264,461	457,373	21,774	754,998	9,114,058

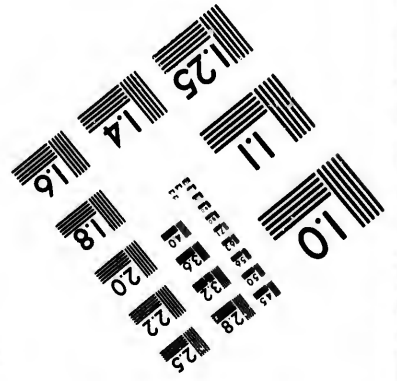
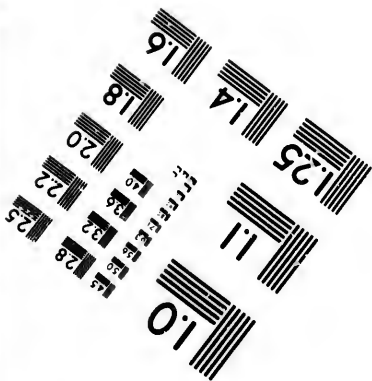
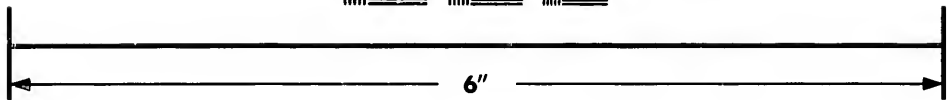
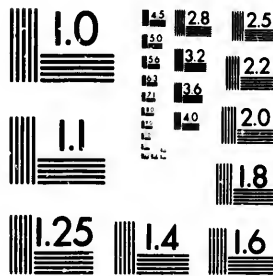
Imports into the Province of British Columbia for the Fiscal Year ending 30th June, 1895.

Port of.	TOTAL IMPORTS.				Duty Received.	Chinese.	Minor Revenue.	Total, 1895.	
	Dutiable.		Free Goods.						Leaf Tobacco.
	\$		\$						
Victoria	1,730,248	606,395	24,167	603,256 42	\$ 34,585 00	\$ 6,275 26	\$ 644,116 08		
Nanaimo	201,419	17,736	2,677	67,598 22	.....	3,403 43	71,001 65	
Vancouver	713,215	465,421	433	236,518 47	34,988 50	3,131 07	274,638 04		
New Westminster	486,608	147,383	8,274	146,228 02	1 50	1,741 60	147,971 12		
Total	3,131,490	1,236,935	35,551	1,053,601 13	69,575 00	14,551 36	1,137,727 49		





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



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N. Y. 14580
(716) 872-4503

5
1.5
1.6
1.8
2.0
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40
45
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56
63
71
80
90
100

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

Entered for Consumption, July 1st, 1894, to June 30th, 1895.

	No. 37, Victoria, B. C.	No. 38, Vancouver, B. C.
Spirits..... proof gallons..	52,229.67	32,536.99
“ exported	1,152.38	327.91
Malt.....lbs	1,315,382	559,423
Manufactured Tobaccos..... “	171,982 $\frac{1}{2}$	128,369
“ “ exported... “	7,148 $\frac{1}{2}$	.....
Raw Leaf “..... “	9,098	7,781
Cigars, ex-Warehouse.....No.	163,750	51,650
“ ex-Factory..... “	1,367,925	863,625
Malt Liquor.....gallons	19,316	237,870
Petroleum..... “	212,758	209,925.50
Total Receipts	\$155,053.26	\$99,323.94

Exports the Produce of Canada, from the Province of British Columbia, for 24 Years ending June 30th, 1895.

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	239,292	2,885	1,197	1,742,123
1874	1,351,145	114,118	260,116	320,535	5,296	443	2,051,743
1875	1,929,294	133,986	292,468	411,810	9,727	.....	2,777,285
1876	2,032,139	71,338	273,430	329,027	3,080	68	2,709,082
1877	1,708,848	105,603	287,042	230,893	3,083	1,500	2,346,969
1878	1,759,171	423,840	327,360	257,314	462	.....	2,768,147
1879	1,530,812	633,493	273,366	268,671	2,505	157	2,708,848
1880	1,664,626	317,410	258,804	339,218	3,843	100	2,584,061
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	1,332,385	407,624	287,394	6,791	443	3,345,263
1884	1,441,052	1,199,371	458,365	271,796	1,745	1,413	3,100,404
1885	1,739,512	727,672	262,071	414,364	2,324	5,948	3,172,391
1886	1,720,335	643,052	194,488	329,248	1,907	2,811	2,891,811
1887	1,832,827	910,559	235,913	380,126	10,265	1,911	3,371,601
1888	1,889,805	1,164,019	441,937	318,839	27,631	85,826	3,928,077
1889	2,377,052	993,623	449,026	397,685	14,831	102,089	4,331,306
1890	2,375,770	2,374,717	325,881	346,159	9,823	113,271	5,545,621
1891	2,930,229	2,274,686	374,996	294,646	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	1,531,831	454,994	310,621	30,173	446,231	5,642,797
1894	3,521,543	3,541,305	411,623	149,269	23,323	196,895	7,843,958
1895	4,615,432	3,261,461	.....	437,373	21,774	754,998	9,111,058

**Imports into the Province of British Columbia for 24 Years
ending 30th June, 1895.**

	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	507,364	2,076,476	302,147 65
From Canada.....	75,604	.....	75,604	75,604	
To 30th June, 1874.....	2,085,560	1,676,792	371,544	2,048,336	336,494 47
From Canada.....	66,104	.....	66,104	66,104	
To 30th June, 1875.....	2,543,552	1,924,482	566,111	2,490,593	413,921 50
From Canada.....	117,654	.....	117,054	117,054	
To 30th June, 1876.....	2,597,597	2,237,072	707,906	2,944,978	488,384 52
From Canada.....	129,735	.....	129,735	129,735	
To 30th June, 1877.....	2,220,968	1,820,391	346,318	2,166,709	403,520 21
From Canada.....	163,142	.....	163,142	163,142	
To 30th June, 1878.....	2,244,503	1,935,201	367,926	2,273,127	426,125 14
From Canada.....	144,754	.....	144,754	144,754	
To 30th June, 1879.....	2,440,781	1,997,125	320,326	2,317,454	484,704 04
From Canada.....	184,951	.....	184,951	184,951	
To 30th June, 1880.....	1,689,394	1,614,165	122,451	2,457,116	450,175 43
From Canada.....	203,072	.....	208,072	208,072	
To 30th June, 1881.....	2,489,613	2,214,153	242,963	1,786,616	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	3,866,856	967,655 54
From Canada.....	624,207	.....	624,207	624,207	
To 30th June, 1884.....	4,142,486	3,337,642	702,693	4,040,335	884,076 21
From Canada.....	789,287	.....	789,287	789,287	
To 30th June, 1885.....	4,089,492	3,458,529	1,64,923	4,023,452	966,143 64
From Canada.....	927,054	.....	927,054	927,054	
To 30th June, 1886.....	3,953,299	2,951,379	1,060,347	4,011,726	880 226 65
To 30th June, 1887.....	3,547,852	3,065,791	560,348	3,626,139	883,421 53
To 30th June, 1888.....	3,509,951	2,674,941	729,266	3,401,207	861,465 14
To 30th June, 1889.....	3,763,127	2,002,645	807,140	3,809,786	974,675 69
To 30th June, 1890.....	4,379,272	3,357,111	1,030,375	4,287,486	1,075,215 20
To 30th June, 1891.....	5,478,883	4,261,207	1,074,983	5,336,190	1,346,059 42
To 30th June, 1892.....	6,495,589	4,423,414	1,803,005	6,226,419	1,412,878 00
To 30th June, 1893.....	3,934,066	3,662,673	1,255,466	4,918,168	1,367,250 32
To 30th June, 1894.....	5,920,615	3,582,333	1,738,282	5,336,961	1,308,631 23
To 30th June, 1895.....	4,403,976	3,131,490	1,236,935	4,368,425	1,137,727 49

SHIPPING.

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

PORT OF VICTORIA, B. C.

STATEMENT of Vessels, British and Foreign, employed in the coasting trade
of the Dominion of Canada, arrived at or departed from this Port, during the
fiscal year ending 30th June, 1895 :

	<i>Vessels Arrived.</i>			<i>Vessels Departed.</i>		
	No. Vessels.	Tonnage.	No. Crew.	No. Vessels.	Tonnage.	No. Crew.
BRITISH STEAMERS.						
Screw	1028	267637	22857	1031	263898	22747
Paddle	116	86564	4220	117	87108	4254
Sternwheel.....	53	35848	1538	52	35817	1534
	1197	390049	28615	1200	386823	28535
BRITISH SAILING VESSELS.						
Ships .....	....	....	....	3	4706	82
Barques.....	1	944	13	3	4101	71
Schooners	59	610	174	67	793	230
Sloops	101	518	217	108	441	247
Barges, etc.....	89	6671	19	84	6532	17
	256	8743	423	265	16573	647
Grand Total....	1447	398792	29038	1465	403396	29182
FOREIGN STEAMERS.						
Screw	4	2671	143	2	3467	55
FOREIGN SAILING VESSELS.						
Ships.....	1	1072	16	3	4148	46
Barques.....	1	1438	16	3	2920	39
Grand Total....	6	5181	175	8	10535	140
RECAPITULATION.						
British.....	1447	398792	29038	1465	403396	29182
Foreign.....	6	5181	175	8	10535	140
	1453	403973	29213	1473	413931	29322

PORT OF VICTORIA, B. C.

ANNUAL RETURN, showing the description, number and tonnage of vessels built and registered at this Port during the fiscal year ending 30th June, 1895:

<i>Class of Vessel.</i>	<i>Built.</i>		<i>Registered.</i>	
	<i>No.</i>	<i>Tonnage.</i>	<i>No.</i>	<i>Tonnage</i>
STEAMERS :				
Screw	1	8	3	311
Sternwheel	2	250	..	....
Total Steamers	3	258	3	311
SAILING VESSELS :				
Schooners	3	56	1	20
Barquentines .....	..	....	1	447
Total Sailing Vessels	3	56	2	467
Grand Total	6	314	5	778

PORT OF VICTORIA, B. C.

STATEMENT of Vessels, British, Canadian and Foreign, entered outwards (for sea) at this Port during the year ending 30th June, 1895:

With Cargoes.

<i>Countries to which Cleared.</i>	<i>No. of Vessels.</i>	<i>QUANTITY OF FREIGHT.</i>			<i>Crew No.</i>
		<i>Tons Register.</i>	<i>Tons Weight.</i>	<i>Tons Meas'mt.</i>	
BRITISH :					
United Kingdom	4	4492	6930	255	80
Australia	11	23133	1141	701	880
China	10	18653	161	148	762
Total	25	46278	8232	1104	1722
CANADIAN :					
United States	3	338	123	....	28
FOREIGN :					
United States.	701	486698	13301	2840	27433
Mexico	4	4408	6800	....	61
Total	705	491106	20101	2840	27494

In Ballast.

BRITISH :					
United States	19	31364	....	....	1080
China	17	47102	....	....	3133
To Sea Fisheries	1	75	....	....	30
Total	37	78541	....	....	4243

Countries to which Cleared.	No. of Vessels.	QUANTITY OF FREIGHT.			Crew No.
		Tons Register.	Tons Weight.	Tons Meas'mt.	
CANADIAN :					
United States.....	51	7668	....	....	786
To Sea Fisheries.....	84	5494	....	....	2424
Total	135	13162	....	....	3210
FOREIGN :					
United States.....	381	220089	....	....	10896
To Sea Fisheries.....	2	118	....	....	39
Total	383	220207	....	....	10935

RECAPITULATION.

With Cargo :

British.....	25	46278	8232	1104	1722
Canadian	3	338	123	....	28
Foreign.....	705	491166	20101	2840	27494
Total	733	537722	28456	3944	29244

In Ballast :

British.....	37	78541	....	....	4243
Canadian	135	13162	....	....	3210
Foreign	383	220207	....	....	10935
Total.....	555	311910	....	....	18388
Grand Total.....	1288	849632	28456	3944	47632

PORT OF VICTORIA, B. C.

STATEMENT of Vessels, British, Canadian and Foreign, entered inwards (from sea) at this Port, during the year ending 30th June, 1895 :

Whence arrived.	No. of Vessels.	Tons Register.	QUANTITY OF FREIGHT.			Crew No.	<i>In Ballast.</i>		
			Tons Freight.	Tons Measm't.	Crew No.		No. of Vessels.	Tons Register.	Crew No.
BRITISH :									
United Kingdom...	9	11910	10986	1475	217	...	....	....	....
United States.....	1	1735	27	....	64	12	21342	805	....
China	13	23552	2349	944	738	18	50105	3194	....
Australia.....	12	25466	398	469	1006	1	860	18	....
Other Countries....	.	....	....	....	....	1	885	12	....
Total.....	35	62663	13760	2888	2025	32	73192	4029	....

Whence arrived.	<i>With Cargoes.</i>				<i>In Ballast.</i>			
	No. of Vessels.	Tons Register.	QUANTITY Tons FREIGHT.	Tons Meas'm't.	Crew No.	No. of Vessels.	Tons Register.	No. Crew
CANADIAN :								
United States.....	6	1077	482	....	99	32	5410	547
China	1	947	1030	11	19	1	948	19
From S. Fisheries.	78	3071	368	....	1944	2	37	9
Total.....	85	5095	1880	11	2062	35	6395	575
FOREIGN :								
United States.....	914	537547	22271	8066	31498	182	153314	6939
Japan .....	..	....	....	....	....	1	2193	28
Other Countries... ..	..	....	....	....	....	2	3479	42
Total.....	914	537547	22271	8066	31498	185	158986	7009

RECAPITULATION.

	<i>With Cargoes.</i>				<i>In Ballast.</i>			
	No. of Vessels.	Tons Register.	QUANTITY Tons FREIGHT.	Tons Meas'm't.	Crew No.	No. of Vessels.	Tons Register.	No. Crew
British.....	35	62663	13760	2888	2025	32	73192	4029
Canadian.....	85	5095	1880	11	2062	35	6395	575
Foreign.....	914	537547	22271	8066	31498	185	158986	7009
Total.....	1034	605305	37911	10965	35585	252	238573	11613
Grand Total.	1286	843878	37911	10965	47198			

PORT OF VICTORIA, B. C.

STATEMENT exhibiting the number of Vessels, with their tonnage and crews, which arrived at and departed from this Port (seaward) during the fiscal year ending 30th June, 1895, distinguishing the countries to which they belong. Not including vessels trading between Ports within the Dominion :

Under what Flag.	<i>Arrived.</i>			<i>Departed.</i>		
	No.	Tons.	Crew No.	No.	Tons.	Crew No.
British.....	187	147345	8691	200	138319	9203
United States.....	1096	691025	38426	1086	708825	38396
Norwegian	1	2193	28	....	....	....
Nicaraguan.....	1	1274	30	1	447	10
Hawaiian	1	2041	23	1	2041	23
Total.....	1286	843878	47198	1288	849632	47632

RECAPITULATION.

Under what Flag.	<i>Arrived.</i>			<i>Departed.</i>		
	No.	Tons.	Crew No.	No.	Tons.	Crew No.
British Steamers.	91	124856	6391	103	120198	6534
British Sailing Vessels.	96	22489	2300	97	18121	2669
Total British	187	147345	8691	200	138319	9203
Foreign Steamers	1054	679248	38081	1057	701459	38181
Foreign Sail'g Vessels.	45	17285	426	31	9854	248
Total foreign	1099	696533	38507	1088	711313	38429
Total British & Foreign.	1286	843878	47198	1288	849632	47632

Registered Sea-Going Tonnage

Employed in carrying cargo in and out of the Province of British Columbia, by five year periods, with yearly averages and percentages of increase:

YEAR.	Total Tonnage.	Yearly Average.	Per Cent.
1874-78.....	1,439,817	287,963	.....
1879-83.....	2,358,885	471,777	+ 63.8
1884-88.....	4,089,788	817,958	+ 73.4
1889-93.....	8,927,979	1,785,596	+ 118.3
1894.....	.....	1,979,969	+ 10.9

Registered Sea-going Tonnage carrying cargo into the Province, etc.:

YEAR.	Total Tonnage.	Yearly Average.	Per Cent.
1874-78.....	735,936	147,187	.....
1879-83.....	1,058,566	211,713	+ 43.8
1884-88.....	1,935,085	387,017	+ 82.8
1889-93.....	3,928,138	785,628	+ 103.0
1894.....	.....	830,408	+ 5.7

Registered Tonnage carrying cargo out of the Province, etc.:

YEAR.	Total Tonnage.	Yearly Average.	Per Cent.
1874-78.....	703,881	140,776	.....
1879-83.....	1,300,319	260,064	+ 85.0
1884-88.....	2,154,703	430,940	+ 65.7
1889-93.....	4,999,841	999,968	+ 132.0
1894.....	.....	1,149,561	+ 15.0

British Columbia continues to advance, having in 1894 a total sea-going tonnage, in and out, of 1,979,969 tons, an increase of 194 373 tons over the average of the period 1889-93, which latter period showed an increase over 1884-88 of over 118 per cent.

SCALE OF COMMERCIAL CHARGES

ADOPTED BY THE

BRITISH COLUMBIA BOARD OF TRADE.

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

1. On the purchase of stocks, bonds and all kinds of securities, including the drawing of bills for payment of the same..... $2\frac{1}{2}$ per cent.
2. On sale of stocks, bonds and all kinds of securities, including remittances in bills and guarantee..... $2\frac{1}{2}$ “
3. On purchase and sale of specie, gold dust and bullion.....1 “
4. On sale of bills of exchange with endorsement $3\frac{1}{2}$ “
 . On sale of bills of exchange without endorsement1 “
6. For endorsing bills of exchange when desired..... $2\frac{1}{2}$ “
7. On sale of produce, etc., from California, Oregon, Washington State, Sandwich Island Ports, and other Pacific Coast Ports, with guarantee $7\frac{1}{2}$ “
8. On sale of merchandise from other Ports with guarantee.....10 “
9. On goods received on consignment and afterwards withdrawn... $3\frac{1}{2}$ “
10. On purchase and shipment of merchandise, with funds on hand, on cost and charges.....5 “
11. On purchase and shipment of merchandise, without funds, on cost and charges..... $7\frac{1}{2}$ “
12. For collecting and remitting delayed or litigated accounts.....10 “
13. For collecting freight by vessels from foreign ports, on amount collected5 “
14. For collecting general claims5 “
15. For collecting general average, on the first \$20,000, or any smaller amount.....5 “
16. For collecting general average, on any excess over \$20,000..... $2\frac{1}{2}$ “
17. On purchase and sale of vessels5 “
18. For “Port Agency” to vessels with cargo or passengers from foreign Ports, as under :
 - On vessels under 200 tons register.....\$ 50 00
 - “ of 200 to 300 tons register..... 100 00
 - “ of 300 to 500 “ 150 00
 - “ over 500 tons..... 200 00
19. For disbursements of vessels by consignees with funds on hand. $2\frac{1}{2}$ “

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

RATES ON STORAGE OF MERCHANDISE.

STORAGE PER MONTH.

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

REGULATIONS.

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

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

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

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

WHARVES.

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

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

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

Approved, July 12th, 1895.

PORT CHARGES.

PORTS OF ESQUIMALT AND VICTORIA, BRITISH COLUMBIA.

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

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

For Vessels entering into or clearing from undermentioned Ports, the rates shall be as follows :

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

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

\$10.00 for removal to either harbor.

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

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

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

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

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

On the inward voyage\$1 00 per foot.

On the outward voyage..... 0 50 “

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

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

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

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

SIGNALS.

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

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

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

“ (at Victoria) “ “ “

WHARFAGE FREE.

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

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

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

NANAIMO PILOT GROUND.

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

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

DUES.

The rates of pilotage both inward and outward shall be as follows :

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

Any fraction of a foot not exceeding six (6) inches shall be paid for as half a foot, and any fraction of a foot exceeding six inches shall be paid for as one foot.

Vessels spoken by a duly licensed pilot shall pay the sum of one dollar (\$1) per foot if his services be declined.

The Pilotage Authority may remit pilotage dues to steamers carrying Her Majesty's mails between San Francisco and the Province of British Columbia, in whole or in part as to them may appear fit, provided such steamers call at the Port of Nanaimo for the purpose of coaling.

Gulf of Georgia and Straits Navigation :—The pilotage rates for vessels bound between Nanaimo and Royal Roads, either way, shall be ten dollars (\$10) per day or fraction of a day of twenty-four hours, if assisted by steam, in addition to port pilotage ; but for vessels similarly bound, under canvas, the rate shall be four dollars (\$4) per foot inclusive of port pilotage.

Any vessel arriving at Nanaimo or Departure Bay without being spoken inwards by a pilot shall not be exempt from outward pilotage ; and the first pilot offering his services and being refused employment, shall be entitled to demand and receive the legal pilotage dues, except on the written complaint of the master, owner or agent of the said vessel, the Pilotage Authority shall direct otherwise.

CODE OF SIGNALS BY DAY OR NIGHT.**THE TUG.**

One short whistle	Going Slow
Two short whistles	Port
Three short whistles	Starboard

SIGNALS OF VESSELS TOWED BY DAY.

Arms extended Go slow, shortening tow rope and stand by and let go
 One arm to port Port
 One arm to starboard Starboard

BY NIGHT.

Two lamps exhibited from fore- }
 castle, bell rung rapidly. . . . } Go slow, shorten and stand by
 } to let go.
 One bright light over red light Port
 One bright light over green light Starboard

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 the several landings on the Fraser 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. :—

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

And for vessels under steam or in tow of a steamer the following rates shall be paid :—

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

NEW WESTMINSTER.

From the lighthouse on Fraser sand heads to New Westminster :—

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

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.
“ Callum Bay.....	5 00 “
“ Beachy Head.....	4 00 “
“ Race Rocks or Royal Roads.....	3 00 “

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

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

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.

ESQUIMALT GRAVING DOCK.

1. Length of Dock on blocks.....430 feet, can be made 480 feet
2. Width of Gates..... 65 feet.
3. Depth of Water, varying from 27 feet to 29 feet 6 inches at springs, according to season of year.

SCALE OF COMMERCIAL CHARGES.

SCALE OF CHARGES FOR USE OF DOCK.

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

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

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

No reduction will be allowed for Sundays and holidays.

N. B.—No vessel will be admitted into the Dock until she has been duly entered in accordance with Rule and Regulation No. 1, on the entry books in the Dock Master's Office, nor until after the sum of two hundred dollars (\$200.00) shall have been paid to the Dock Master as an entrance fee.

ESQUIMALT MARINE RAILWAY.

For scale of charges for the use of the Esquimalt Marine Railway, apply to W. F. Bullen, Managing Director, Victoria, B. C.

