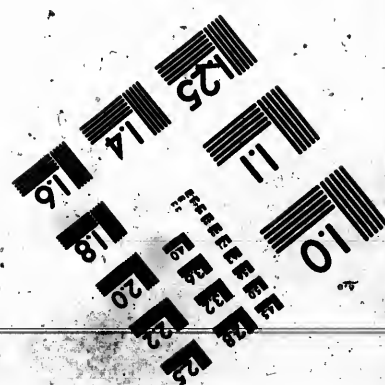
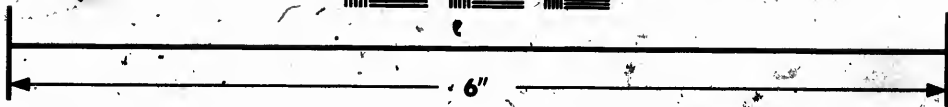
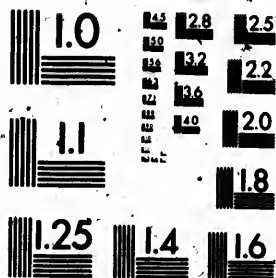


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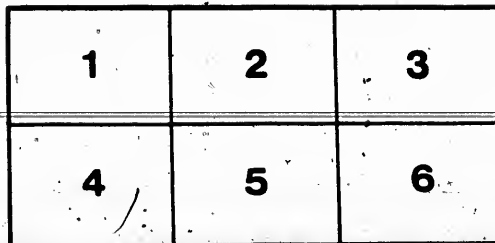
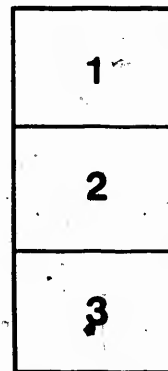
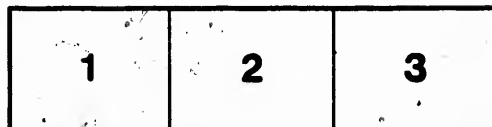
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EXTRACTS

RELATIVE TO

VANCOUVER ISLAND

AND

BRITISH COLUMBIA.

COMPILED BY

G. DAVISON HUSDELL.

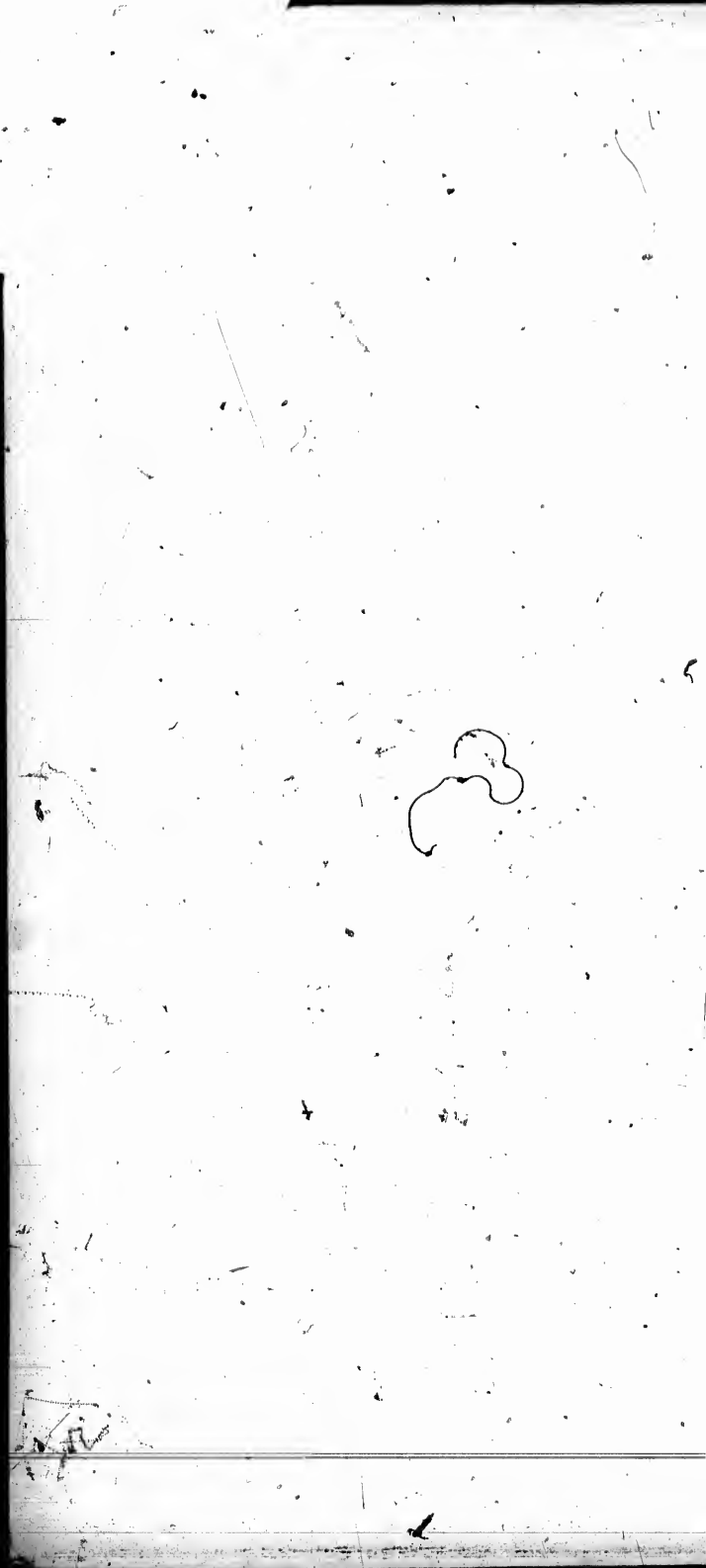
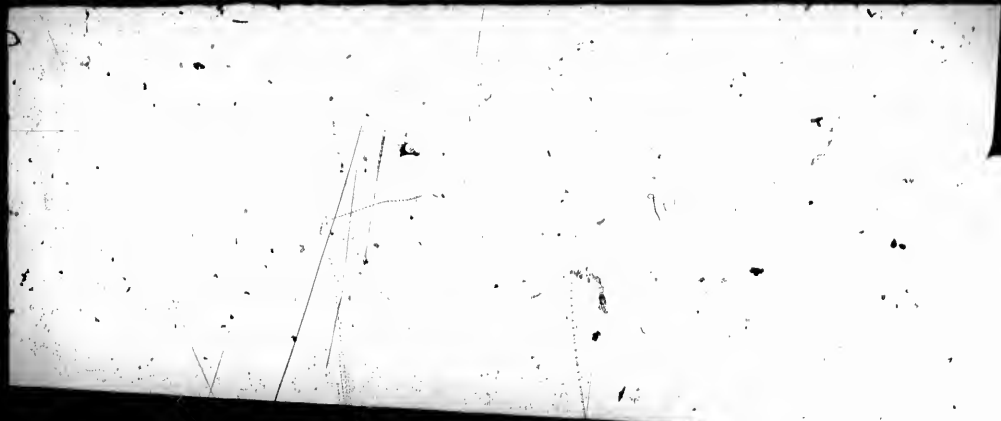
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J. D. CHURCHILL.

LONDON:

WARD, BROTHERS, 15, N. B. STREET, NEW YORK, CHAS.

1837.



PREFACE.

THESE extracts are compiled for the purpose of showing the Resources, Capabilities, and Wants of the Colonies of Vancouver Island and British Columbia. The Compilers feel fully confident when these facts are known to the commercial public, they will lead to the large investment of British Capital.

LONDON, 2nd Nov. 1863.



EXTRACTS FROM "VANCOUVER ISLAND AND BRITISH COLUMBIA;
WHERE THEY ARE; WHAT THEY ARE; AND WHAT THEY MAY
BECOME." BY ALEXANDER RATTRAY, Esq., M.D. Edin., R.N.
Smith, Elder, & Co., London, 1862.

"Esquimalt harbour is roomy, safe, and deep; of easy access by night or day, and at all states of the tide; and is one of the snuggest along the entire American coast, and perhaps in the world. Vessels may lie and unload close to the rocks. It is now the naval station, and ought to have been the commercial harbour. Indeed, it must be so for large vessels drawing more than seventeen feet of water, which Victoria cannot admit. The difficulty may be overcome by a railway communication between the two, and smaller vessels may then unload in Victoria harbour, and larger ones in Esquimalt. As yet Esquimalt is small and unimportant."

"Ship-building in all its branches, block-making, sail-making, rope-making, &c., are likely soon to become important in this Colony, whose shipping, and whose capabilities as a commercial Colony, and as a fishing station, are only beginning to be recognised and developed. For rope-making, hemp may be imported from Manilla or India, flax from New Zealand, &c. Fine ropes for mining purposes, as well as cord, twine, &c., may thus be made. River steamers and sailing craft, up to 200 tons, are now built in Victoria, and will soon be in greater demand, *i. e.*, for fishing, coasting, and the exportation of coals. A good slip or floating dock is much required at Victoria or Esquimalt."

"As the Colony becomes developed, the coal and timber trade will increase, while the fisheries, and perhaps the farms of the island, its quarries, mines, and manufactories, will all yield valuable products for exportation in colonial shipping."

1861
1862
1863

"A... to extend... of Vancouver Island... colony is not, however, a matter of choice, but of expediency... the objection that a... necessity exists for its development... direction.

"The wants, necessities, and requirements of the Colony... its development... and an increase of its shipping. A... chances, engaged chiefly in coasting, may be said to comprise the present fleet. Its foreign commerce is chiefly in the hands of... and the rapidly increasing trade with California, the Sandwich Islands, England, &c., whence the Colonies draw their principal supplies, and other necessaries, is carried on in British or American, or colonial bottoms.

"The surplus produce of the Island, still too trifling for exportation, is probably to become more abundant, and the traffic connected with its transportation great. The coal and timber now exported is carried on... vessels; and with the development of the timber and coal trade, and the increasing exportation of the products of her mines and her fisheries, the expansion of her commerce, the necessity of developing shipping will necessarily increase.

"If a successful development of the manufactures of the Colony... stimulate the development both of its shipping and commerce, the materials for her manufactured goods are in distant parts of the world, the carrying trade of both ought to be in the hands of British vessels. Its remoteness from England, the United States, and other civilized countries, whose vessels might be so employed, necessarily necessitate the formation of colonial shipping.

"2. An additional necessity of the development of Vancouver Island as a commercial Colony exists in the commercial requirements of the Pacific, and the countries and islands in and around it. The trade of the Pacific, already considerable, and daily increasing, consists chiefly in the transport of native produce to Europe and the United States, and the return carriage and dispersion of the manufactured goods of those countries. In this Vancouver Island must not attempt to compete with these well developed maritime nations.

"An inconsiderable, but daily increasing traffic, limited to the coast, is also carried on chiefly by California, Chili, Peru, &c. This trade will soon be both valuable and extensive. China, Japan, Siam, &c. have lately been opened up to commerce; Polynesia is slowly becoming civilized; new colonies are springing up, and steam and sailing ships are daily increasing in number and power.

of Vancouver Island is a matter of choice, but of expediency; and it is only by the development of this

requirements of the Colony itself necessitate a development of its shipping. A few small vessels may be said to constitute its commerce is chiefly in the hands of strangers; and with California, the Sandwich Islands, and other islands draw their principal supplies of food and other necessaries from British or American, and not in

Island, still too trifling for exportation, is carried to and fro, and the traffic connected with its exportation of timber now exported is carried in foreign vessels. The development of the timber and coal trade, the development of her mines and her fisheries, and the necessity of developing shipping will

of the manufactures of the Colony will necessitate a development of its shipping and commerce. The raw materials are in distant parts of the Pacific; and the goods to be imported from England, the United States, and other countries might be so employed, will further develop the shipping.

of the development of Vancouver Island is a matter of choice, but of expediency; and it is only by the development of this Colony in the commercial requirements of the Colony itself necessitate a development of its shipping. A few small vessels may be said to constitute its commerce is chiefly in the hands of strangers; and with California, the Sandwich Islands, and other islands draw their principal supplies of food and other necessaries from British or American, and not in

ly increasing traffic, limited to the Pacific, is carried to and fro, and the traffic connected with its exportation of timber now exported is carried in foreign vessels. The development of the timber and coal trade, the development of her mines and her fisheries, and the necessity of developing shipping will

3
now between parts of the Pacific formerly unexplored, and the development of Vancouver Island and British Columbia have been settled, and are rapidly rising in importance, and likely, as a manufacturing and commercial colony, to increase this commerce materially. By developing her shipping, Vancouver Island may almost monopolize this. The Colony itself will have much to import and much to export, and shipping must be developed to enable her to accomplish this. By still further increasing her shipping this island might be made to achieve both. Few places exist in the Pacific likely to compete in commerce with Vancouver Island. The case of Hong-Kong and Singapore is a mere transit traffic, as entrepôts through which the trade of Europe on the one hand, and of Eastern Asia and China on the other, passes. They possess an insignificant commercial navy of their own. The ships which crowd their harbours and the cargoes they contain belong not to themselves, but to Europe and America; nor are they likely ever to develop a local shipping or a local commerce in the Pacific. California is a more formidable rival. That State has a growing commerce, and the amount of her shipping is already considerable; but the possession of coal for steam purposes will evidently enable Vancouver Island soon to rival, and ultimately to eclipse California as a commercial colony. Should the formation of a railway across British Columbia and Canada, connecting the Atlantic and Pacific, result, as it probably may, in diverting the commerce between China and Europe from the westward route by Suez and the Cape of Good Hope, by which it is now carried on, to this overland route, the development of the shipping and commerce of this Colony will receive an additional and most important stimulus. Vancouver Island herself is evidently the Colony best fitted and most conveniently situated of any in the Pacific for carrying on a traffic between her own shores and the opposite coast of Eastern Asia.

"Vancouver's Island will become the manufacturing depot of the Pacific at a future day; and her commerce and shipping must be developed both to commence and carry this on. At present, however, the Pacific is, and probably long will be, supplied with manufactured goods which are carried to it from Europe and the Straits by Panama, Cape Horn, and the Cape of Good Hope; and for this there is no commercial centre of this kind, and ought to be made a mart for the dispersion of imported manufactured goods to all parts of the Pacific. A company possessing equal shipping, and influence, like the Hudson's Bay Company, might thus develop in the

Public trade to which that of the far countries in the
 supply would be a necessary condition. The shipping of the
 island every facility for this, and would itself become a
 greatly benefited. It is thus by evident that the prospect
 colonial export and import trade, and of an extensive com-
 mercial, renders the development of a commercial navy
 absolutely necessary; and the changes of competition with
 least, renders it a very desirable object.

While many persons thus urge the development of
 the island as a commercial colony, the island fortunately pos-
 sesses facilities for development as such, and for any indefinite ex-
 mercantile navy few colonies possess better. The principal
 advantages which this Colony claims are the following:—

First, The internal resources of the island favour its de-
 velopment as a Mercantile Colony. It is endowed with superior facilities
 building and for the furniture and equipment of a commo-
 abundance of oak and other timber, and the forests of the
 to fall back upon when her own become exhausted. Her
 the introduction of steamers and railways comparatively
 in commercial pursuits and the speedy transmission of goods
 at the present day for successful competition in commo-
 stimulates which coal will give to the development of the
 Manufacturing Colony will encourage its shipping and
 giving them employment.

Secondly, The maritime character of the island with
 development and prosecution of an extensive commerce
 nature permits free access to all parts of her coast, and
 her trade. The harbours of the island are well adapted
 purposes—*e.g.*, Esquimalt, Victoria, Nanaimo, Barclay Sound
 of admitting large ships, possessing good facilities for lo-
 safe berths, and situated close to the Pacific. Victoria
 the two chief commercial harbours, are both admirably a-
 mercial purposes, and are not more than sixty miles a
 hours' sail from the ocean; and no other harbour in either
 fitted for becoming the commercial depot for the prosecu-
 tion of their mutual commerce. It is to her insular
 England is principally indebted for her position as the
 nation in the world; and Vancouver Island fortunately
 as many other advantages, in common.

of the far countries in the days of their
glory. The shipping of the Colony would
be augmented and made more profitable, and
it is evident that the prospect of a valuable
trade, and of an extensive commerce in the
west, and the prospect of a commercial navy in the
Colony, are the objects of competition with California at
the present moment.

has been the development of Vancouver
Island, the island fortunately possesses eminent
advantages, and for any indefinite extension of her
resources possess better. The principal commercial
advantages are the following:—

The position of the island favours its development as a
Colony, and is endowed with superior facilities for ship-
ping and equipment of a commercial navy; an
abundance of timber, and the forests of British Columbia
can become exhausted. Her coal will render
the roads and railways comparatively easy, and
the speedy transmission of goods is necessary
for successful competition in commerce, while the
position of the island favours its development as a
Colony, and encourages its shipping and commerce by

The character of the island will facilitate the
development of an extensive commerce. Her insular
position, and the facilities to all parts of her coast, and thus facilitates
the development of the island are well adapted for commercial
purposes. Victoria, Nanaimo, Barclay Sound, all capable
of becoming good facilities for loading, easy and
close to the Pacific. Victoria and Esquimalt,
harbours, are both admirably adapted for com-
merce, not more than sixty miles and eight or ten
miles, and no other harbour in either colony is better
suited for the prosecution and concen-
tration of commerce. It is to her insular nature that
she is fitted for her position as the first commercial
Colony. Vancouver Island fortunately has this, as well
as in common.

"*Thirdly*, The position of Vancouver Island is favourable for her development as a Commercial Colony. The position which this
island holds in the Pacific is very remarkable; she holds that which Britain
holds in the Atlantic, and both have a wide field for their commerce; but
while the shipping of the latter only carries in the traffic of the Atlantic,
that of Vancouver Island may, and probably will, almost monopolize that
of the Pacific, which at a future day will probably rival that of the former;
and this Colony will thus hold a place in the commerce of the West
superior to that which England now holds in that of the East.

"Vancouver Island has a threefold aim as a Commercial Colony:

"*First*, This island must carry on the traffic of both Colonies. Of the
two, this Colony alone is adapted for development as a Commercial
Colony; and Victoria and Esquimalt will continue, as they now are, the
commercial depôts for both, the mercantile centres of the entire coast,
and the markets for supplying the population of both Colonies, in-
cluding 211,000 square miles, that will ultimately be as densely peopled
as Canada and many of the United States.

"*Secondly*, Possessing eminent capabilities, its aim should be to become
the principal Commercial Colony of the Pacific, and to make its shipping
carry on, at least, the local traffic.

"*Thirdly*, Her purpose should be to become the depôt for concentrating
the commerce of the Atlantic and Pacific; the entrepôt in which the
traffic from Polynesia, Australia, Eastern Asia, and the Pacific generally,
meets with that from Europe and the United States; where the produce
of one is collected for transmission to Europe; the goods of the other for
dispersion over the Pacific."

"As a Commercial Colony Vancouver Island offers a fair field for men
of capital and enterprise; new and almost unoccupied, with the entire
Pacific for its range, in which an extensive and lucrative trade may be
developed in many different directions; a field for commercial invest-
ment such as probably no other colony belonging to Great Britain can
offer, and are still less likely to be met with in any of the commercial
places either of Europe or America, where every avenue to wealth, and
every field for commercial enterprise, is already occupied, and where
competition is therefore difficult. For seamen, carpenters, and others
connected with shipping, content with steady employment and high
wages, and not likely to be attracted by the gold-diggings of the neighbour-
ing colony, Vancouver Island will be a good field. Carpenters and seamen
are scarce; the shipping of the Colony is often imperfectly manned by

Shipping.

Indians; and the rapid increase of the colonial shipping steadily men a fair prospect of advancement.

Railway.

"To promote commerce it will be necessary to connect Esquimalt with Victoria by railway: and the latter with Nanaimo, with a view to encourage manufactures."

Esquimalt.

"Whatever future success may attend these Colonies, be a question as to their vast importance to Great Britain and strategic point of view, more especially Vancouver Island, a favourable geographical position in the Pacific, and a convenient harbour—that of Esquimalt.

Naval Station
and Dockyard.

"Until recently the English navy had really no harbour along the whole of the lengthy western coast of America for coal, refit, provision, or concentrate, if necessary, during war."

"Vancouver Island and British Columbia, though known and occasionally visited; and were heretofore so unimportant as to require the constant presence of even a small naval force for protection. H.M.S. 'Satellite,' in 1837, was the first to make a call at Esquimalt, in connexion with the Anglo-American Boundary Commission; while the conversion of these territories in 1858 into Colonies, and the subsequent San Juan dispute, first led to the recognition of the harbour by a British fleet, and to a recognition of its importance as a convenient naval station.

"Esquimalt is now the principal naval rendezvous on the western side of the Pacific: and from its comparative proximity to the coast of China, it appears by no means improbable that it will also become a regular naval depôt. This harbour may thus become, at a future day, a regular naval depôt. This harbour may thus become, at a future day, a principal naval depôt of the entire Pacific."

"From this depôt her fleets can readily proceed to any part of the Pacific, and have a more complete command of that ocean than if her colonies were made into depôts."

"The communication between Vancouver Island and the mainland of China will soon be more frequent than between China and the Cape of Good Hope, Australia, or Japan. Her Majesty's ships will occasionally cross the Pacific to refit, coal, provision, &c. Mail steamers will soon ply between Hong-Kong and Vancouver, while an extensive trade, carried on between this Colony and

cess of the colonial shipping holds out to advancement.

It will be necessary to connect Esquimalt with the latter with Nanaimo, with a view to en-

As we may attend these Colonies, there cannot be of importance to Great Britain in a political sense more especially Vancouver Island, possessing a strategic position in the Pacific, and a convenient naval

station which the British navy had really no harbour of their own on the north-western coast of America in which to concentrate, if necessary, during war.

British Columbia, though known, were only known here heretofore so unimportant as never to have been of even a small naval force for their protection.

In 1857, was the first to make a prolonged stay in the Colony with the Anglo-American Boundary Commission. The occupation of these territories in 1859 into British Columbia, the San Juan dispute, first led to the occupation of the Colony, and to a recognition of its capabilities as a convenient naval station.

As a principal naval rendezvous on the American coast, from its comparative proximity to China, it is probable that it will also become a depôt for the constant China fleet, whose ships may refit, coal, and provisions more easily than in China, which possesses no convenient harbour may thus become, at a future day, the principal rendezvous of the entire Pacific."

Ships can readily proceed to any part of the Pacific under the complete command of that ocean than if Hong-Kong and other of her colonies were made their rendez-

As between Vancouver Island and the coast of America, more frequent than between China and either the coast of Australia, or Japan. Her Majesty's ships will be able to refit, coal, provision, &c., in Esquimalt. The communication between Hong-Kong and Vancouver Island; and the trade carried on between this Colony and the opposite

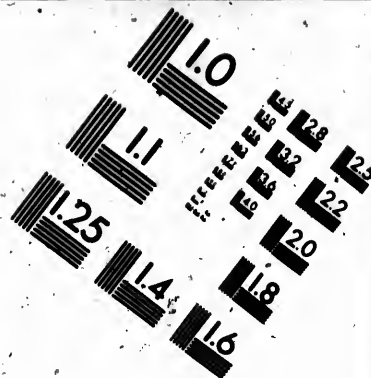
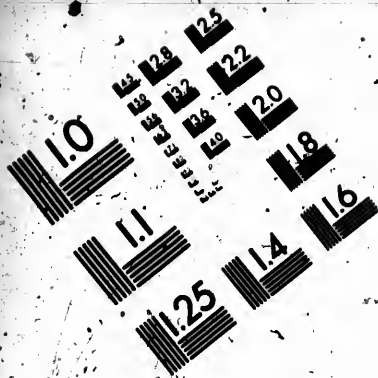
shores of the Pacific, will soon cause a more frequent passage of sailing vessels." Naval Station
at Esquimalt.

"In addition to its local traffic, vessels frequently arrive with passengers and cargoes from England, California, Sandwich Islands, China, &c., and the amount of shipping connected either directly or indirectly with the Colony is already surprising."

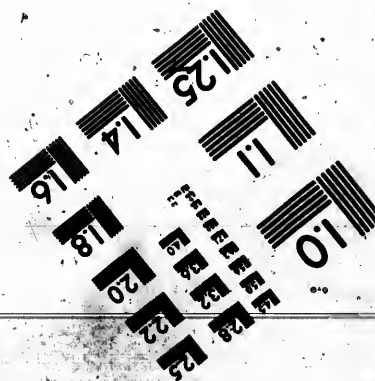
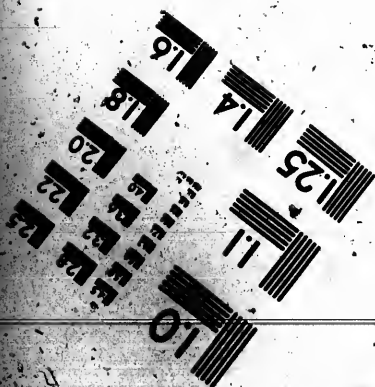
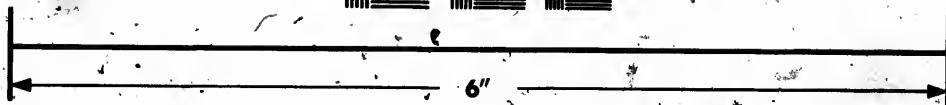
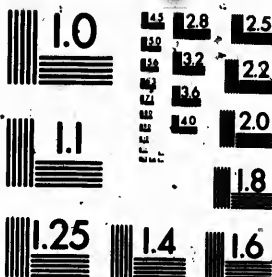
"The prospects for the development of Vancouver's Island as a Commercial Colony are also of a superior character. She has abundant resources for the requirements and safety of a merchant navy, and her shipping will yet be one of the most fertile sources of her wealth; her maritime position, insular nature, fine harbours, and favourable geographical position, all admirably adapted for the development of an extensive commerce. The Colony is perfectly competent to carry on its own import and export trade, and to take the principal share in that of the Pacific. Her proximity to Polynesia, Eastern Asia, &c., will enable Vancouver's Island better than any other country or colony in the Pacific to develop an extensive commerce with China and many other fields now gradually springing up for commercial energy and competition. The Colony is favourably situated for becoming an emporium in which the mutual commerce of Asia, America, and Europe may be concentrated; by which this valuable traffic may be directed to her own shores and capital as the medium for its onward transmission across Canada.

"Vancouver's Island and British Columbia, regarded as rapidly increasing settlements in which labour is scarce, and as Colonies whose fisheries, mines, commerce, manufactures, &c., will soon become important, and furnish an ample field both for labour and capital, evidently offer advantages for settlement such as few colonies can offer."

"By facilitating intercourse with foreign countries, especially those in the Pacific, the commerce of this Colony will be materially aided. We anticipate the day when the means of intercommunication and the commerce of the Pacific will rival those of the Atlantic of the present day. The relations between Vancouver Island and Eastern Asia, especially China, will soon be most intimate; and a regular telegraphic and steam communication will soon be imperatively necessary to connect Victoria or Esquimalt with Hong-Kong and Shanghai, the centres of the commerce of the South and North of China. The chain of the Aleutian Islands, the Kurile Islands, and Japan will favour telegraphic communication. When the eastern and western shores of the Pacific become connected thus, the mails, passengers, and goods of this Colony must be transmitted



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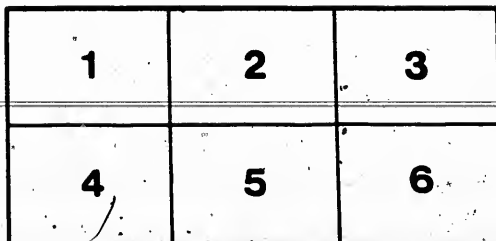
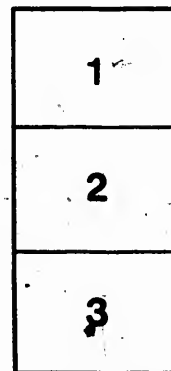
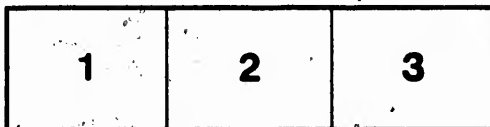
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EXTRACTS

RELATIVE TO

VANCOUVER ISLANDS

AND

BRITISH COLUMBIA.

COMPILED BY

G. DAVIDSON HUSDELL.

AND

J. D. CHURCHILL.

LONDON:

WARD, BROTHERS, 15, N. B. W. LANE, CLIFTON, CHESHIRE.

1857

...ia, along the South coast; and
... coast) are well adapted for con-
... her proximity to an extensive
... and in the North Pacific, all
... in this direction.
... around round the Island;
... and thousands die annually in the
... both Colonies while passing up the
... are caught in the lower Fraser,
... at its mouth; while halibut, skate,
... y. These varieties of fish are caught
... known as to the varieties existing in
... the coast, but they are probably
... as far north as the Aleutian
... of the cod-fishery may yet make it

to introduce salmon and several other varieties of fish, as well as various vegetables and other goods, from England and Europe - an attempt which this Colony may possibly aid.

The development of the fisheries of Vancouver Island will indirectly originate several useful and lucrative manufactures. A clear oil is now obtained from the herring, sturgeon, &c., &c., but especially from the cod; and the production of cod liver oil might be carried on. From the sound or swimming bladder of the sturgeon fine isinglass is made, like that exported from the Eastern States of America; and a coarser kind is made from cod-sounds. Both will be useful for firing night liquors, likely soon to be abundantly made, and even now largely in demand in the Colony, and which may also be exported to England, Australia, &c. Caviar, a favorite article of diet in Southern Russia, and made of sturgeon's roe, may also be manufactured.


...ies of Vancouver Island is both
...ments of an already large and daily
... development of its fisheries.
... now depends for its beauty and
... in fishermen and the native Indians,
... se off. Moreover, salmon, herrings,
... at this island, may be easily cured
... can furnish, and be exported in a
... preserved state. British Columbia
... come a good market for Vancouver
... may be exported to Chili, Peru, &c.,
... England and the States. The pre-
... soon supersede the too frequently
... Europeans along the coast of China.
... aselyes, all great consumers of fish,
... ted fish. An export of this kind will

The fisheries of British Columbia, still undeveloped, will also become of importance; and are probably equal in value to those of Vancouver Island, though different in character. They consist of river, coast, and deep sea fisheries. The rivers of this Colony, especially the Fraser, and the coast of British Columbia generally, abound with salmon, which are caught by the natives all the year round, but more particularly during the salmon season, in the months of September and October, when they obtain their winter stock. The salmon caught in the rivers are said to be finer, and better adapted for curing than those of Vancouver Island and the coast. The sturgeon is plentiful in the lower Fraser, and both the sturgeon and the salmon fisheries of this colony are worth developing as the source of an export trade in cured fish, isinglass, caviar, &c. Carp and the 'white fish' (*corrigonus alba*) abound in the lakes and streams of the interior, and form an important article of food. British Columbia has a coast line of 400 miles, indented with numerous inlets well adapted for fishing stations, and herring, whiting, &c., &c., may be plentifully caught for the supply of this neighbourhood when it becomes settled; while along the northern half of the coast, which is open to the Pacific, deep sea, whale, seal, and walrus fishing may be carried on at some future day when the north-western regions of this Colony are settled; although in this Vancouver Island is evidently better fitted to take and keep the lead. British Columbia will ultimately excel in river fishing; Vancouver in deep sea, whale, and seal fishing; while both, besides supplying their own population, and giving a market for exchange, are capable of developing an extensive and lucrative trade in cured fish.

Vancouver Island cannot long re-
... between this country and Eastern Asia
... and the intercourse frequent, for un-
... at Vancouver Island, as a manufactur-
... the best market for her manufactured
... commerce. Another market will be
... where an attempt is now being made

THESE extracts are
Resources, Capabilities
cover Island and
confident when
public, they will be

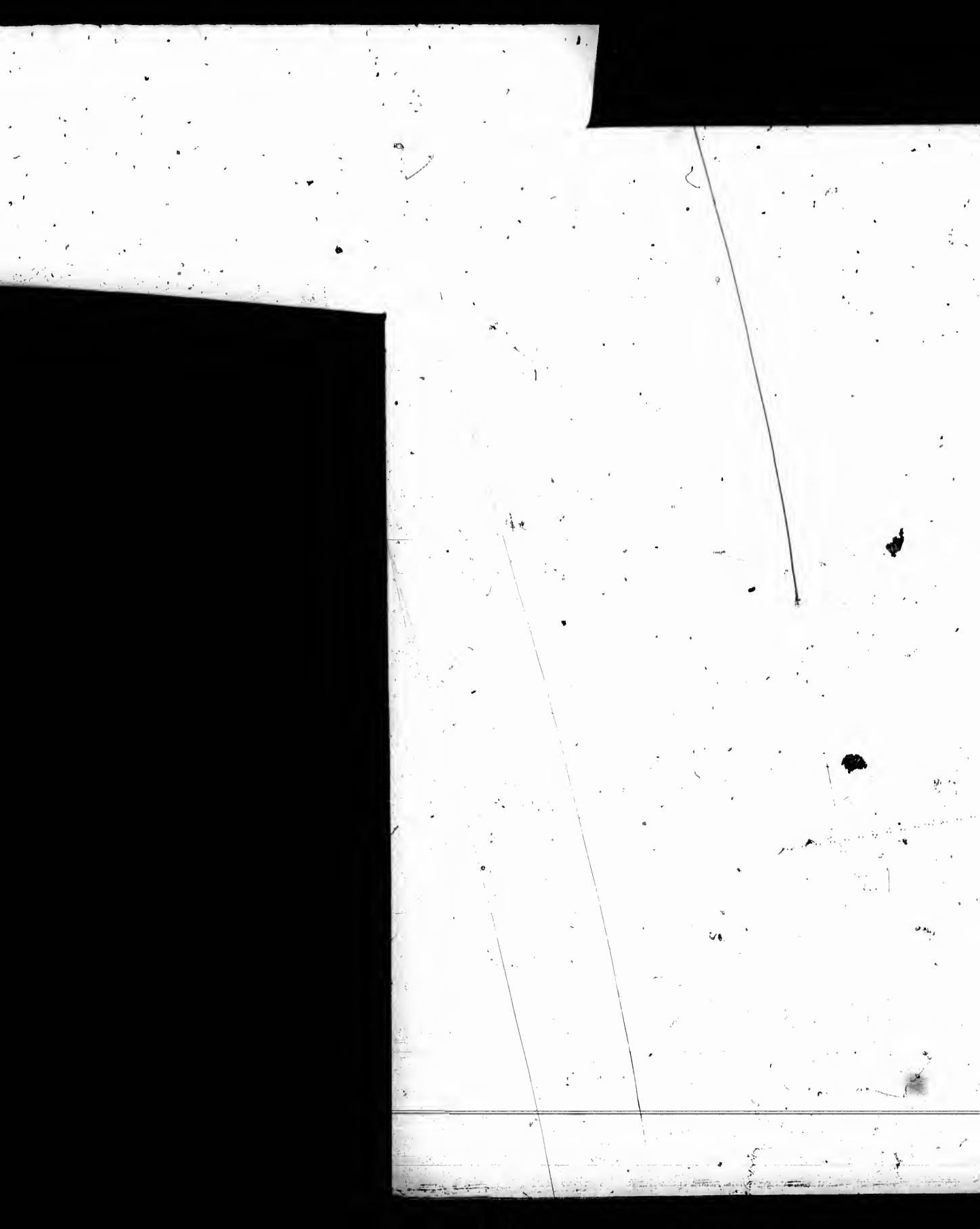
LONDON, 2nd No



P R E F A C E .

THESE extracts are compiled for the purpose of showing the Resources, Capabilities, and Wants of the Colonies of Vancouver Island and British Columbia. The Compilers feel fully confident when these facts are known to the commercial public, they will lead to the large investment of British Capital.

LONDON, 2nd Nov. 1863.



EXTRACTS FROM "VANCOUVER ISLAND AND BRITISH COLUMBIA;
WHERE THEY ARE; WHAT THEY ARE; AND WHAT THEY MAY
BECOME." BY ALEXANDER RATTRAY, Esq., M.D. Edin.; R.N.
Smith, Elder, & Co., London, 1862.

"Esquimalt harbour is roomy, safe, and deep; of easy access by night or day, and at all states of the tide; and is one of the snuggest along the entire American coast, and perhaps in the world. Vessels may lie and unload close to the rocks. It is now the naval station, and ought to have been the commercial harbour. Indeed, it must be so for large vessels drawing more than seventeen feet of water, which Victoria cannot admit. The difficulty may be overcome by a railway communication between the two, and smaller vessels may then unload in Victoria harbour, and larger ones in Esquimalt. As yet Esquimalt village is small and unimportant."

Esquimalt
Naval Station
and Dockyard

Railway

"Ship-building in all its branches, block-making, sail-making, rope-making, &c., are likely soon to become important in the Colony, whose shipping, and whose capabilities as a commercial Colony and as a fishing station, are only beginning to be recognised and developed. For rope-making, hemp may be imported from Manilla or India, flax from New Zealand, &c. Flat ropes for mining purposes, as well as cord, twine, &c., may thus be made. River steamers and sailing craft, up to 200 tons, are now built in Victoria, and will soon be in greater demand, - *e.g.*, for fishing, coasting, and the exportation of coals. A good slip or floating dock is much required at Victoria or Esquimalt."

Capabilities for
Ship-building,
&c.

Fishing Station

Graving Dock

"As the Colony becomes developed, the coal and timber trade will increase, while the fisheries, and perhaps the farms of the island, its quarries, mines, and manufactories, will all yield valuable products for exportation in colonial shipping."

Shipping

1870
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1900

"A colony is not, however, a matter of choice, but of expediency; and it is not to be objected that a need of necessity exists for its development in this direction.

Presently, the resources and requirements of the Colony itself urge its development both as an increase of its shipping. A few small steamers, engaged chiefly in coasting, may be said to constitute its present fleet. Its foreign commerce is chiefly in the hands of strangers; and the rapidly increasing trade with California, the Sandwich Islands, England, &c., whence the Colonies draw their principal supplies of food and other necessaries, is carried on in British or American, and not in colonial bottoms.

"The surplus produce of the Island, still too trifling for exportation, is likely to become more abundant, and the traffic connected with its exportation great. The coal and timber now exported is carried in foreign vessels; and with the development of the timber and coal trade, the increasing exportation of the products of her mines and her fisheries, and the expansion of her commerce, the necessity of developing shipping will necessarily increase.

"1. A successful development of the manufactures of the Colony will stimulate the development both of its shipping and commerce. The raw materials for her manufactured goods are in distant parts of the Pacific; the carrying trade of both ought to be in the shipping of the Colony itself. Its remoteness from England, the United States, and other civilized countries, whose vessels might be so employed, will further necessitate the formation of colonial shipping.

"2. An additional necessity of the development of Vancouver Island as a commercial Colony exists in the commercial requirements of the Pacific, and the countries and islands in and around it. The trade of the Pacific, already considerable; and daily increasing, consists chiefly in the transport of native produce to Europe and the United States, and the return carriage and dispersion of the manufactured goods of these countries. In this Vancouver Island must not attempt to show competition with these well developed maritime nations.

"An inconsiderable, but daily increasing traffic, limited to the Pacific, is also carried on chiefly by California, Chili, Peru, &c. This commerce will soon be both valuable and extensive. China, Japan, Siam, &c., have lately been opened up to commerce; Polynesia is slowly becoming civilized; new colonies are springing up, and steam and sailing vessels

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of Vancouver Island is not a matter of choice, but of expediency; and its necessity exists for its development in the

requirements of the Colony, it is of great importance to its shipping. A few small vessels, may be said to contribute its commerce is chiefly in the hands of strangers; with California, the Sandwich Islands, and other islands draw their principal supplies of food from British or American, and not in

island, still too trifling for exportation, is not, and the traffic connected with its exports of timber now exported is carried in foreign vessels; the timber and coal trade, the products of her mines and her fisheries, and the necessity of developing shipping will

of the manufactures of the Colony will be of its shipping and commerce. The raw materials are in distant parts of the Pacific; and ought to be in the shipping of the Colony. England, the United States, and other nations might be so employed, will further develop commercial shipping.

of the development of Vancouver Island in the commercial requirements of the Colony and its vicinity. The trade of the Colony is daily increasing, consists chiefly in the exchange of goods between Europe and the United States, and the exchange of the manufactured goods of these nations. Vancouver Island must not attempt to show itself as a competitor of the maritime nations.

of increasing traffic, limited to the Pacific, is not, California, Chili, Peru, &c. This commerce is not extensive. China, Japan, Siam, &c. have a commerce; Polynesia is slowly becoming a commerce; and steam and sailing vessels

any between parts of the Pacific. Formerly, indeed, Vancouver Island and British Columbia have been styled, and are rapidly rising in importance, and likely, as manufacturing colonies, to increase this commerce materially. By developing her shipping, Vancouver Island may almost monopolize this. The Colony itself will have much to import and much to export, and shipping must be developed to enable her to accomplish this. By still further increasing her shipping this island might be made to achieve both. Few places exist in the Pacific likely to compete in commerce with Vancouver Island. The case of Hong Kong and Singapore is a mere transit traffic, as entrepôts through which the trade of Europe on the one hand, and of Eastern Asia and China on the other, passes. They possess an insignificant commercial navy of their own. The ships which crowd their harbours and the cargoes they contain belong not to themselves, but to Europe and America; nor are they likely ever to develop a local shipping or a local commerce in the Pacific. California is a more formidable rival. That State has a growing commerce, and the amount of her shipping is already considerable; but the possession of coal for steam purposes will evidently enable Vancouver Island soon to rival, and ultimately to eclipse California as a commercial colony. Should the formation of a railway across British Columbia and Canada, connecting the Atlantic and Pacific, result, as it probably may, in diverting the commerce between China and Europe from the westward route by Suez and the Cape of Good Hope, by which it is now carried on, to this overland route, the development of the shipping and commerce of this Colony will receive an additional and most important stimulus. Vancouver Island herself is evidently the Colony best fitted and most conveniently situated, of any in the Pacific for carrying on a traffic between her own shores and the opposite coast of Eastern Asia.

"Vancouver's Island will become the manufacturing depot of the Pacific at a future day; and her commerce and shipping must be developed both to commence and carry this on. At present, however, the Pacific is, and probably long will be, supplied with manufactured goods which are carried to it from Europe and the East by Panama, Cape Horn, and the Cape of Good Hope; and for this purpose no elevated shipping. This Colony is admirably adapted for becoming a commercial centre of this kind, and ought to be made a mart for the disposition of imported manufactured goods to all parts of the Pacific. A company possessing equal shipping, and influence, like the Hudson's Bay Company, might thus develop in the

Public trade to which that of the five countries in the days of their
comparatively equal force and population. The shipping of the Colony would
obtain every facility for this, and would itself become augmented and
generally benefited. It will thus be evident that the prospect of a valuable
colonial export and import trade, and of an extensive commerce in the
Pacific, renders the development of a commercial navy in this Colony
absolutely necessary; and the chance of competition with California at
least, renders its early development prudent.

While many persons have urged the development of Vancouver
Island as a commercial Colony, the Island fortunately possesses eminent
facilities for development as such, and for any indefinite extension of her
mercantile navy few colonies possess better. The principal commercial
advantages which this Colony claims are the following:—

First, The internal resources of the Island favour its development as a
Mercantile Colony. It is endowed with superior facilities for ship-
building and for the furnish and equipment of a commercial navy—an
abundance of oak and other timber, and the forests of British Columbia
to fall back upon when her own become exhausted. Her coal will render
the introduction of steam and railways comparatively easy—velocity
in commercial pursuits and the speedy transmission of goods is necessary
at the present day for successful competition in commerce—while the
stimulus which coal will give to the development of this Island as a
Manufacturing Colony will encourage its shipping and commerce by
giving them employment.

Secondly, The maritime character of the Island will facilitate the
development and prosecution of an extensive commerce. Her insular
nature permits free access to all parts of her coast, and thus facilitates
her trade. The harbours of the Island are well adapted for commercial
purposes—e.g., Esquimalt, Victoria, Nanaimo, Barclay Sound, all capable
of admitting large ships, possessing good facilities for loading, easy and
safe access, and situated close to the Pacific. Victoria and Esquimalt,
the two chief commercial harbours, are both admirably adapted for com-
mercial purposes, and are not more than sixty miles and eight or ten
hours' sail from the ocean; and no other harbour in either colony is better
fitted for becoming the commercial depot for the prosecution and concen-
tration of their mutual commerce. It is to her insular nature that
England is principally indebted for her position as the first commercial
nation in the world; and Vancouver Island fortunately has this, as well
as many other advantages, in common.

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and would it not become augmented and
it is evident that the prospect of a valuable
trade, and of an extensive commerce in the
west of a commercial navy in this Colony
to challenge competition with California at
present precedent.

to suggest the development of Vancouver
Island, the Island fortunately possesses eminent
such, and for any indefinite extension of her
to possess better. The principal commercial
claims are the following:—

1. The development of Vancouver
Island as a Commercial Colony, is
endowed with superior facilities for ship-
ping and equipment of a commercial navy—
timber, and the forests of British Columbia
can become exhausted. Her coal will render
canals and railways comparatively easy—velocity
of the speedy transmission of goods is necessary
for successful competition in commerce—while the
to give to the development of this Island as a
to encourage its shipping and commerce by

2. The character of the island will facilitate the
development of an extensive commerce. Her insular
position to all parts of her coast, and thus facilitates
the development of the island are well adapted for commercial
Victoria, Nanaimo, Barclay Sound, all capable
possessing good facilities for loading, easy and
close to the Pacific. Victoria and Esquimalt,
harbours, are both admirably adapted for com-
merce—more than sixty miles and eight or ten
and no other harbour in either colony is better
suited for the prosecution and concentra-
tion of commerce. It is to her insular nature that
is suited for her position as the first commercial
Vancouver Island fortunately has this, as well
in common.

"The *Opinion*, which is published in the *North American Review*, is in favour of the shipping
for her development as a Commercial Colony. The position which this
Island holds in the Pacific may be compared to that which Great Britain
holds in the Atlantic, and both have a wide field for their commerce; but
while the shipping of the latter only takes in the traffic of the Atlantic,
that of Vancouver Island may, and probably will about monopolize that
of the Pacific, which at a future day will probably rival that of the former;
and this Colony will thus hold a place in the commerce of the West
superior to that which England now holds in that of the East.

"Vancouver Island has a three-fold aim as a Commercial Colony:

"*First*, This Island may carry on the traffic of both Colonies. Of the
two, this Colony alone is adapted for development as a Commercial
Colony; and Victoria and Esquimalt will continue, as they now are, the
commercial depôts for both, the mercantile centres of the entire coast,
and the markets for supplying the population of both Colonies, in-
cluding 214,000 square miles, that will ultimately be as densely peopled
as Canada and many of the United States.

"*Secondly*, Possessing eminent capabilities, its aim should be to become
the principal Commercial Colony of the Pacific, and to make its shipping
carry on, at least, the local traffic.

"*Thirdly*, Her purpose should be to become the depôt for concentrating
the commerce of the Atlantic and Pacific: the entrepôt in which the
traffic from Polynesia, Australia, Eastern Asia, and the Pacific generally,
meets with that from Europe and the United States; where the produce
of one is collected for transmission to Europe, the goods of the other for
dispersion over the Pacific."

"As a Commercial Colony Vancouver Island offers a fair field for men
of capital and enterprise; new and almost unoccupied, with the entire
Pacific for its range, in which an extensive and lucrative trade may be
developed in many different directions; a field for commercial invest-
ment such as probably no other colony belonging to Great Britain can
offer, and are still less likely to be met with in any of the commercial
places either of Europe or America, where every avenue to wealth, and
every field for commercial enterprise, is already occupied, and where
competition is therefore difficult. For seamen, carpenters, and others
connected with shipping, content with steady employment and high
wages, and not likely to be allured by the gold-diggings of the neighbour-
ing colony, Vancouver Island will be a good field. Carpenters and seamen
are scarce; the shipping of the Colony is often imperfectly manned by

road fulfilled its purpose moderately well
British Columbia commenced, it broke down
town of 1861, when I left, a disgrace to the
practically almost useless, and the waggons
the side, with what result may easily be
ills were expected, the express-men and
the ground the day before and patch it up
to Victoria at all."

ross found at Barclay Sound, as given by
by the Mill Company already spoken of.
scientific being appended as far as they

- pine, some-times mis-named }
 - Abies Douglasii.
 - probably Abies alba.
 - probably Abies nigra.
 - Abies balsamea.
 - Salix rostrata.
 - Pinus monticola.
- possibly Juniperus occidentalis.
- probably Alnus viridis.
- Cornus alba.
- Taxus baccata.
- Pyrus rivularis.
- Acer macrophyllum, and probably
Acer rubrum.
- Abies Canadensis.
- Populus balsamifera, or Populus
montifera.
- Populus tremuloides.
- Arbutus procera.
- Thuja gigantica.

als the Douglas fir, (Abies Douglasii) named
Douglas, the botanist. As timber for spars
ed. It grows to the height of 200 to 300
s uparrow. This wood has been planted in
and should become one of the common trees
of this wood for spars has been tested and

reported on by the engineer of the French Dockyard at Cherbourg, whose
report was greatly in its favour. As plank, it is equally fine. Dr. Lindley
tells me he has two planks, about 20 feet long each, which have been in
his house in a room where there is constantly a fire, since 1827, and that
neither of them has warped or shrunk the least since they were first placed
there. The following extract relating to the Douglas fir, is from the
Gardener's Chronicle.—"We now know that this most beautiful tree, the
Douglas fir, is unsurpassable in the qualities which render timber most
valuable. It is close grained, strong, elastic, light, and acquires large
dimensions in congenial climates. It thrives everywhere in the United
Kingdom, except the extreme north, and is, therefore, of all trees, that
which most deserves the attention of planters for profit; to which we may
add that no evergreen surpasses it as an ornament of scenery. Little or
nothing was known of the Douglas fir until it was brought into notice by
the Horticultural Society, which received its seeds from the hardy collector
whose name it bears, and distributed some thousands of young plants
among its Fellows. As this happened about five and thirty years ago,
there must already be an abundance of good specimens in the country.
The purpose of this notice is to increase them to the utmost, by inducing
landed proprietors to substitute the Douglas fir for the very inferior spruce."

"The Douglas fir makes its first appearance in the mountains of
Northern Mexico, in the county near the Reale del Monte mines. Thence
it follows northwards the western slope of the Rocky Mountains, at least
as high as the now celebrated but savage Caribbeaf, or Cariboo gold-fields
in British Columbia. Douglas, the collector, who crossed the Rocky
Mountains a little to the south, through the Committee's Punch-bowl
Pass, reported that it formed vast forests there on the lower ranges, and
struggled upwards till it became mere scrub. We ourselves had till
lately bark of the tree from those desolate regions fully six inches
thick.

"A spar of this fir, more than 200 feet high, has been erected in the
Royal Botanic Gardens at Kew; and sections, cut at intervals of fifteen
feet, of a tree 300 feet long, were sent to this country for the Inter-
national Exhibition. A horizontal section of another tree having been
sent for the same purpose, a careful examination of it was made, to
ascertain its age and rate of growth. The result of this examination,
which has appeared in the "Gardener's Chronicle," will be found
interesting.

Sp. The diameter is 6 feet, viz, 31 inches on one side, 30 on the other. The rate of growth on the 31 inch side has been as follows:

The first 2 inches across were made in	7	y
The second	9	
The third	12	
The fourth	19	
The fifth	17	
The sixth	23	
The seventh	16	
The eighth	14	
The ninth	18	
The tenth	24	
The eleventh	21	
The twelfth	21	
The thirteenth	24	
The fourteenth	24	
The fifteenth	31	
The sixteenth	36	
The seventeenth	42	

Or 31 inches in semi diameter in 354

"It is as well to remark that this British Columbian fir is centuries and a half old, and although for the last few centuries it has increased little more than one-tenth of an inch in diameter perfectly sound to the heart." Foresters will understand of this fact."

Timber.

"The white fir (*Abies Alba*) is poor compared with the Douglas fir, though the trees are often a considerable size.

"The white pine (*Pinus monticola*) makes very good purposes.

"The yellow cypress (*Thuja gigantea*), which abounds in the north than the south of the Colony, is a very useful wood, and elastic; it makes the best plank for boat-building yet seen. Its leaf differs from that of the other or common cypress (*T. occidentalis*) in being convex on both sides.

"For ornamental purposes the bird's-eye maple (*Acer glabrum*), dogwood (*Cornus alba*), cedar (*Juniperus occidentalis*) (*Arb. procera*), are all valuable.

1, 12, 31 inches on one side, 38 on the other.
Each side has been as follows:—

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inches in semi-diameter in 354 "

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s Alba) is poor compared with the Douglas,
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(Thuja gigantea), which abounds more in the
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oses the bird's-eye maple (Acer macrophyllum),
cedar (Juniperus occidentalis), and arbutus
uable.

"The maple and ash are very plentiful, and the latter grows to a rather
great size.

"I have been favoured by my friend, Dr. Wood, of H. M. S.
'Hecla,' with the following remarks upon the natural history of the two
Colonies. I have much gratification in being able, by Dr. Wood's
friendly compliance with my request, to lay before the reader information
so far worthy and valuable.

"Betulaceae, Birchwoods. The common birch is of small size to the
southward; in the northern parts of British Columbia it is known as the
'Canoe birch,' is abundant and of large size, and is hard and durable.

"The common elder grows to a large size, and is a useful wood for
turners.

"Pinaceae, conifers. In this order are found yew trees, juniper bush,
the Scotch fir, spruce fir, the Douglas pine, the white pine of commerce,
Pinus Weymouthii, Canada pine, balsam pine, the 'red cedar,' and the
'yellow cedar.' The most remarkable point in the forest trees of both
Colonies is in the profusion of trees of this order, and the immense
height and size they attain. The Douglas pine can be obtained anywhere
200 feet in length, and I have seen trees that would square 45 inches
for 90 feet. This pine makes the best spars for ships. The 'white pine,'
I am told by those preparing it, is equal to that of the Eastern States of
America. From the bark of the 'red' and yellow cedar articles of
wearing apparel, ropes, &c., are made: the plank of the latter tree
yields a close-grained, beautiful wood; specimens of it made into boxes
have been sent to the International Exhibition."

"In speaking of the resources of these Colonies, the immense supply
of fish of all kinds must not be omitted. The quantity of salmon is
almost beyond description; but it will give some idea of it to say that a
Hudson Bay Company's Officer, who lived many years on the Columbia,
told me that on a sudden falling of the water such numbers were left on
the banks as to cause the river to stink for miles."

"The fish of Vancouver Island and British Columbia require an
extended experience in mine to do justice to them. I cannot, however,
but think that, among the domestic resources of both Colonies, there is
equal their value. The seas and large inlets, the bays and rivers, are
usually alive with fish. Salmon, cod, halibut, sturgeon, herring, trout,
white perch, hake, sandfish, anchovy, flat-fish, dog fish, haddock,
and the houllakar, so called by the Indians; the latter is a
A salmon makes its appearance with unerring regularity in every part of the

Shipping. foodstuffs; and the rapid increase of the colonial shipping holds out to steady men a fair prospect of advancement.

Railway. "To promote commerce it will be necessary to connect Esquimalt with Victoria by railway; and the latter with Nanaimo, with a view to encourage manufactures."

Requirement. "Whatever future success may attend these Colonies, there cannot be a question as to their vast importance to Great Britain in a political and strategical point of view, more especially Vancouver Island, possessing a favourable geographical position in the Pacific, and a convenient naval harbour—that of Esquimalt."

Naval Station and Dockyard. "Until recently the English navy had really no harbour of their own along the whole of the lengthy western coast of America in which to coal, refit, provision, or concentrate, if necessary, during war.

"Vancouver Island and British Columbia, though known, were only occasionally visited; and were heretofore so unimportant as never to require the constant presence of even a small naval force for their protection. H.M.S. 'Satellite,' in 1857, was the first to make a prolonged stay in Esquimalt, in connexion with the Anglo-American Boundary Commission; while the conversion of these territories in 1859 into British Colonies, and the subsequent San Juan dispute, first led to the occupation of the harbour by a British fleet, and to a recognition of its capabilities and importance as a convenient naval station.

"Esquimalt is now the principal naval rendezvous on the American side of the Pacific: and from its comparative proximity to China, it appears by no means improbable that it will also become a depôt for the still larger and more important China fleet, whose ships may refit, coal, &c., more conveniently and more easily than in China, which possesses no regular naval depôt. This harbour may thus become, at a future day, the principal naval depôt of the entire Pacific."

"From this depôt her fleets can readily proceed to any part of the Pacific, and have a more complete command of that ocean than if Hong-Kong, Australia, or any other of her colonies were made their rendezvous."

"The communication between Vancouver Island and the coast of China will soon be more frequent than between China and either the Cape of Good Hope, Australia, or Japan. Her Majesty's ships will occasionally cross the Pacific to refit, coal, provision, &c., in Esquimalt. Mail steamers will soon ply between Hong-Kong and Vancouver Island; while an extensive trade, carried on between this Colony and the opposite

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which navy had really no harbour of their own on the western coast of America in which to concentrate, if necessary, during war.

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principal naval rendezvous on the American coast. From its comparative proximity to China, it is probable that it will also become a depot for the Chinese fleet, whose ships may refit, coal, and provisions more easily than in China, which possesses no harbour which may thus become, at a future day, the principal naval station of the entire Pacific."

ships can readily proceed to any part of the Pacific under the complete command of that ocean than if Hong-Kong were the rendezvous of her colonies were made their rendez-

between Vancouver Island and the coast of China, and the coast of Japan, or either the coast of Malacca, or Japan. Her Majesty's ships will be able to refit, coal, provision, &c., in Esquimalt. The communication between Hong-Kong and Vancouver Island; and the communication carried on between this Colony and the opposite

shores of the Pacific, will soon ensure a more frequent passage of sailing vessels. Naval Station
at Esquimalt.

"In addition to its local traffic, vessels frequently arrive with passengers and cargoes from England, California, Sandwich Islands, China, &c., and the amount of shipping connected either directly or indirectly with the Colony is already surprising."

"The prospects for the development of Vancouver's Island as a Commercial Colony are also of a superior character. She has abundant resources for the requirements and safety of a merchant navy, and her shipping will yet be one of the most fertile sources of her wealth; her maritime position, insular nature, fine harbours, and favourable geographical position, all admirably adapt this island for the development of an extensive commerce. The Colony is perfectly competent to carry on its own import and export trade, and to take the principal share in that of the Pacific. Her proximity to Polynesia, Eastern Asia, &c., will enable Vancouver's Island better than any other country or colony in the Pacific to develop an extensive commerce with China and many other fields now gradually springing up for commercial energy and competition. The Colony is favourably situated for becoming an emporium in which the mutual commerce of Asia, America, and Europe may be concentrated; by which this valuable traffic may be directed to her own shores and capital as the medium for its onward transmission across Canada."

"Vancouver's Island and British Columbia, regarded as rapidly increasing settlements in which labour is scarce, and as Colonies whose fisheries, mines, commerce, manufactures, &c., will soon become important, and furnish an ample field both for labour and capital, evidently offer advantages for settlement such as few colonies can offer."

"By facilitating intercourse with foreign countries, especially those in the Pacific, the commerce of this Colony will be materially aided. Telegraph. We anticipate the day when the means of intercommunication and the commerce of the Pacific will rival those of the Atlantic of the present day. The relations between Vancouver Island and Eastern Asia, especially China, will soon be most intimate; and a regular telegraphic and steam communication will soon be imperatively necessary to connect Victoria or Esquimalt with Hong-Kong and Shanghai, the centre of the commerce of the South and North of China. The chain of the Aleutian Islands, the Kurile Islands, and Japan will favour telegraphic communication. When the eastern and western shores of the Pacific become connected thus, the mails, passengers, and goods of this Colony must be transmitted

to China, India, and Eastern Asia generally, instead of by the tedious route through England. The probable diversion of the Anglo-Chinese trade to a trans-American route will still further necessitate a double communication of this kind. One communication now connects England and Eastern America and Vancouver Island on the one hand, and with China on the other, and the Pacific telegraph will soon: and it will evidently be in the interest of this Colony to connect them in Victoria. It has been proposed to make San Francisco the connecting link; but the political, social, and commercial inconvenience, both to this Colony and the parent country, of having a British telegraph to pass through foreign territory must be obvious. The formation of a trans-American railway and telegraph to connect the Atlantic with the Pacific is a project intimately connected with the commercial interests of both of these Colonies and of Great Britain itself; and the question as to whether they should be on British or American soil is one of much importance to both. The project is, perhaps, premature: Vancouver Island, British Columbia, and the western part of British North America generally, are not yet sufficiently peopled and developed, nor their traffic extensive enough to warrant it; its civilization and the manufacturing and commercial necessities of the Pacific not yet sufficiently advanced to require more frequent and extended intercourse with their present markets in Europe and America; and the prospect of making Vancouver Island and Canada a new track for the traffic between Eastern Asia and Europe too uncertain to warrant its present formation. But in the present age, when railways are necessary for successful competition in commerce, and are forming a network over every civilized country, a railway communication of this nature will soon be necessary: and Vancouver Island should not be the loiterer in the march of progress, or permit neighbouring nations to divert the commerce of the Pacific into their own channels,—an event that would go far to prevent, or at least retard, the development of Vancouver Island as a commercial Colony.

“Various important political reasons may be urged in favour of the formation of a trans-American railway and telegraph. These Colonies would thus be brought into closer connexion with Canada and England, whence political support and military aid could be more quickly and safely sent than by Panama and Cape Horn, by both of which routes their transit may be prevented. Their formation is of importance in connexion with the conversion of Esquimaux into the principal naval station of the Pacific. That ocean, and British interests along its varied shores, would

Asia generally, instead of by the tedious probable diversion of the Anglo-Chinese route will still further necessitate a double communication now connects England, Vancouver Island on the one hand, and the Pacific telegraph will soon: and it will this Colony to connect them in Victoria. San Francisco the connecting link; but a special inconvenience, both to this Colony and to the British telegraph to pass through the Colonies. The formation of a trans-American telegraph between the Atlantic with the Pacific is a project of great commercial interests of both of these Colonies; and the question as to whether they can be made one of much importance to both. The Colonies of Vancouver Island, British Columbia, and the North America generally, are not yet developed, nor their traffic extensive enough to support the manufacturing and commercial necessities of the present age, and require more frequent communication with their present markets in Europe and America, and making Vancouver Island and Canada a more certain route between Eastern Asia and Europe too uncertain. But in the present age, when railways are forming a competition in commerce, and are forming a new country, a railway communication of this kind, and Vancouver Island should not be the means, or permit neighbouring nations to divert their traffic into their own channels,—an event that at least retard, the development of Vancouver Island.

Political reasons may be urged in favour of the formation of a railway and telegraph. These Colonies have a closer connexion with Canada and England, and military aid could be more quickly and safely sent to Cape Horn, by both of which routes their formation is of importance in connexion with the principal naval station of the British interests along its varied shores, would

thus be brought under the notice of the Home Government. News of the telegraph, or the revolt of the natives of her colonies—should such a calamity occur,—would thus be speedily transmitted to Britain, and aid or advice returned; or the Pacific fleets or troops from Canada distributed where required. The communications between different parts of the Pacific will soon be more frequent and rapid than they now are, and will probably equal those of the Atlantic."

"The timber produce of Vancouver Island and British Columbia will soon be of great value in the Colonies themselves, especially in the former likely to possess a large mercantile navy. In addition to this, the increasing scarcity, in many countries, of timber adapted for mast and spar making, and for ship-building purposes generally,—makes the produce of these Colonies of peculiar value, especially to extensive ship-building countries like Great Britain.

"Both Colonies are, for the most part, forest-clad, and much fine timber exists. The pine, or cone-bearing family, predominates throughout, and form a marked feature in the scenery. The following list comprises the most useful and important trees:—

1. CONIFERÆ. (Cone bearing family.)

- Pinus Douglassii.....Douglas Pine.
- " BalsamæCanadian balsam pine.
- " Strobilus.....White or Weymouth pine.
- " Canadensis.....Hemlock pine.
- " Mitis
- " Nigra.....Black spruce.
- " Nobilis.....Noble fir.
- " Grandis
- " Monticola.....
- Thuja occidentalis.....Red Cedar.
- Cupressus Thuoides.....Common cypress cedar.
- Taxus Baccata.....Western yew.

2. AMENTACEÆ.—(Cupkin-bearing family.)

- Platanus Acerifolia.....Plane.
- Populus Tremula.....Aspen.
- " Balsamea.....Cotton-wood.
- Quercus Nigra.....Black oak.
- " Alba.....White oak.

3. *Arbutus*.*Arbutus laurifolia*.....*Arbutus*.

The Douglas pine predominates at the southern end of Vancouver Island, and along its east and west coasts, with occasional patches of oak, and a few maple, cypress, arbutus, yew, and other varieties. Maple is said to abound towards the north end. Many of the trees on the hilly ground are of stunted growth; but in the valleys and low ground, especially along the west coast, heavy timber is plentiful, especially the lofty Douglas pine, admirably adapted for mast and spar-making."

"This wood has been of inestimable utility to these young Colonies, where it still forms the principal fuel, and the most generally employed material for house-building, land-fencing, &c., &c. Saw mills are much required at the southern end of Vancouver Island to supply the Colony with sawn-lumber; much of the now in use is imported from the neighbouring American territory. The principal difficulty in this Colony is the scarcity of labour.

"The timber produce of British Columbia is both varied and valuable: the country, along the lower Fraser especially, is densely wooded. The forests of this Colony may be said to be inexhaustible, and will long yield timber in abundance when the timber produce of Vancouver Island has been consumed. British Columbia has superior facilities for the development of an export trade in timber. By its large and rapid rivers, especially the Fraser and its tributaries, and the Harrison and other lakes which usually communicate with them, the timber of the north-east, east, and southern parts of the interior, and of the whole of the extensive tract of wooded country which the Fraser river drains, may be floated down to New Westminster or Victoria for shipment; while that of the hilly region which lies between the western coast and the Cascade and Harrison Lake ranges may be similarly transported by the smaller streams and those numerous arms of the sea which are found in that direction, *e.g.* Bentinck Arm, Howe Sound, Bute's Inlet, &c., where saw mills may be easily established for the manufacture of spars and timber, similar to that now in operation at Barclay Sound. The timber found in British Columbia, though more varied than that of Vancouver Island, is even less used, except for fuel and house-building. Several markets may be found for the manufactured timber of Vancouver Island and British Columbia. In the West India, East India, and Spanish America timber is scarce; and in China, especially

REARER.

.....Arbutus.

... southern end of Vancouver Island, with occasional patches of oak, and a number of other varieties. Maple is said to be one of the trees on the hilly ground and valleys and low ground, especially along the coast - especially the lofty Douglas fir - for spar-making."

... utility to these young Colonies, and the most generally employed in sawing, &c., &c. Saw mills are much wanted on Vancouver Island to supply the Colony with lumber. Lumber in use is imported from the neighbourhood. The principal difficulty in this Colony is the

... Columbia is both varied and valuable : especially, is densely wooded. The timber is to be inexhaustible, and will long produce of Vancouver Island British Columbia has superior facilities for the timber. By its large and rapid rivers, lakes, and the Harrison and other lakes, the timber of the north-east, east, and of the whole of the extensive tract of river drains, may be floated down to the coast; while that of the hilly region and the Cascade and Harrison Lake may be floated by the smaller streams and those found in that direction, e. g. Bentinck Lake, where saw mills may be easily erected, and timber, similar to that now found in British Columbia, on Vancouver Island, is even less used. Several markets may be found for Vancouver Island and British Columbia. In lumber is much required for ship-building; iron is scarce; and in China, especially

in the north, where a growing population are compelled to sacrifice everything to agriculture, and where wood is therefore scarce, valuable, and in great demand for house, junk, and boat building. In China the soft woods of Vancouver Island will find a ready sale; and also charcoal, the principal fuel used by the Chinese for culinary and general domestic purposes. The collection of turpentine, an exudation from various species of pine, might be profitable in these colonies. The Douglas pine yields it in considerable quantities, though probably not so abundant as the Carolina pine, the ordinary source of the turpentine of English commerce. The manufacture of tar, invaluable to Vancouver Island as a commercial and fishing colony with a numerous shipping, has not yet been attempted in either Colony. In the Southern States of America it is made from the heart wood of dead pines which become charged with resinous juice long after the trunks died; from which it is extracted, by an easy process, usually carried on in the forest. From tar thus obtained, pitch may be procured by distillation.

"The manufacture of potash or pearl ash (the black salts of commerce) now extensively carried on in the forests of Canada, might be attempted in those of British Columbia and Vancouver Island with their surplus wood. In Canada, the hard woods yield it in the greatest abundance, especially elm, ash, birch, beech and maple, and the salt is made by dissolving and evaporating the ashes left on burning the trees. This salt will be useful in the Colony for the soap, candle and other manufacturers.

"Both the coast and deep sea fisheries of Vancouver Island will yet become of great importance to the Colony, and be one of the most fertile sources of her wealth. This Colony offers one of the most promising fields that could be found for the immediate commencement of fishing operations on a large scale, and holds out superior inducements, both for energetic private and combined labour and capital, and for the settlement of an industrious fishing population."

1. No attempt has yet been made to develop them, and with trifling exceptions, they still remain in the hands of the native fish-eating Indians, who subsist almost entirely on salmon, cuttle fish, shell fish, &c., caught in the vicinity of the Island.

2. Vancouver Island is eminently adapted for becoming a fish catching, curing, and exporting Colony. Her insular character, indented coast, and the numerous harbours and inlets which exist along her coast, many of which, (e.g. Port San Juan; Alberni Canal; Barclay, Clayoquot, and Nootka Sounds; Hespod, Koskenna, and other bays along the West

coast; Saak, Esquimalt, and Victoria, along the South coast; and Nanaimo harbour, &c., along the East coast) are well adapted for convenient and sheltered fishing stations, and her proximity to an extensive fishing field which exists round the coast and in the North Pacific, all afford extraordinary facilities for development in this direction.

3. Fish are caught in abundance, herring, stored round the Island; several varieties of salmon are caught, and thousands die annually in the Fraser, Cowichan, and other rivers of both Colonies while passing up the streams to deposit their spawn. Sturgeon are caught in the lower Fraser, and on the banks and shallow water near its mouth; while halibut, skate, rockcod, smelt, whiting, bass, and many other varieties of fish are caught along the coast. Very little is yet known as to the varieties existing in the deep water at a short distance from the coast, but they are probably abundant. Cod are found, and extend as far north as the Aleutian Islands, and an energetic prosecution of the cod-fishery may yet make it as valuable as that of Newfoundland.

4. The development of the fisheries of Vancouver Island is both necessary and judicious. The requirements of an already large and daily increasing Colony necessitate a speedy development of its fisheries. Victoria, with its 7000 inhabitants, now depends for its ready and irregular supply of fish on a few Italian fishermen and the native Indians, and the other settlements are still worse off. Moreover, salmon, herring, sturgeon, and the other fish caught near this island, may be easily cured by materials which the colony itself can furnish, and be exported in a sun-dried, smoke-dried, salted, or preserved state. British Columbia, when more densely peopled, will become a good market for Vancouver Island cured fish. Preserved fish may be exported to Chili, Peru, &c., where they are now imported from England and the States. The preserved salmon of this colony would soon supersede the too frequently inferior preserves in use among the Europeans along the coast of China.

The Chinese, Japanese, &c., themselves, all great consumers of fish, would readily purchase dried and salted fish. An export of this kind will soon be practicable; the fisheries of Vancouver Island cannot long remain undeveloped; the relations between this country and Eastern Asia are likely soon to be intimate, and the intercourse frequent, for undoubtedly, it is in these countries that Vancouver Island, as a manufacturing and commercial colony, will find the best market for her manufactured goods, and the busiest field for her commerce. Another market will be found in New Zealand and Australia, where an attempt is now being made

... along the South coast; and (both) are well adapted for commerce and her proximity to an extensive coast and to the North Pacific, all prominent in this direction.

... around the Island; and thousands die annually in the both Colonies while passing up the coast are caught in the lower Fraser, at its mouth; while halibut, skate, and other varieties of fish are caught in the coast, but they are probably as far north as the Aleutian of the cod-fishery may yet make it

... of Vancouver Island is both an already large and daily development of its fisheries. now depends for its bounty and the native Indians, Moreover, salmon, herrings, can this island, may be easily cured can furnish, and be exported in a preserved state. British Columbia

... a good market for Vancouver may be exported to Chili, Peru, &c., England and the States. The soon supersede the too frequently Europeans along the coast of China.

... themselves, all great consumers of fish, and fish. An export of this kind will Vancouver Island cannot long between this country and Eastern Asia and the intercourse frequent, for in Vancouver Island, as a manufacture the best market for her manufactured commerce. Another market will be where an attempt is now being made

by introducing salmon and several other varieties of fish, as well as goods, pelts, and other goods, from England and Europe—an attempt which the Colony may possibly aid.

The development of the fisheries of Vancouver Island will indirectly originate several useful and lucrative manufactures. A great oil is obtained from the herring, sturgeon, &c., &c., but especially from the cod; and the production of cod liver oil might be carried on. From the sound or swimming bladder of the sturgeon fine isinglass is made, like that exported from the Eastern States of America; and a coarse kind is made from cod sounds. Both will be useful for firing nift liquors, likely soon to be abundantly made; and even now largely in demand in the Colony, and which may also be exported to England, Australia, &c. Caviar, a favorite article of diet in Southern Russia, and made of sturgeon's roe, may also be manufactured.

The fisheries of British Columbia, still undeveloped, will also become of importance; and are probably equal in value to those of Vancouver Island, though different in character. They consist of river, coast, and deep sea fisheries. The rivers of this Colony, especially the Fraser, and the coast of British Columbia generally, abound with salmon, which are caught by the natives all the year round, but more particularly during the salmon season, in the months of September and October, when they obtain their winter stock. The salmon caught in the rivers are said to be finer, and better adapted for curing than those of Vancouver Island and the coast. The sturgeon is plentiful in the lower Fraser, and both the sturgeon and the salmon fisheries of this colony are worth developing as the source of an export trade in cured fish, isinglass, caviar, &c. Carp and the 'white fish' (*corrigonus alba*) abound in the lakes and streams of the interior, and form an important article of food. British Columbia has a coast line of 400 miles, indented with numerous inlets well adapted for fishing stations, and herring, whiting, &c., &c., may be plentifully caught for the supply of this neighbourhood when it becomes settled; while along the northern half of the coast, which is open to the Pacific, deep sea, whale, seal, and walrus fishing may be carried on at some future day when the north-western regions of this Colony are settled; although in this Vancouver Island is evidently better fitted to take and keep the lead. British Columbia will ultimately excel in river fishing; Vancouver in deep sea, whale, and seal fishing; while both, besides supplying their own population, and giving a market for exchange, are capable of developing an extensive and lucrative trade in cod fish.

EXTRACTS FROM PROSE ESSAY ON VANCOUVER ISLAND; ITS RESOURCES AND CAPABILITIES AS A COLONY. BY CHARLES FORBES, Esq., M.D., M.R.C.S., R.N. *Published by the Colonial Government, 1862.*

Esquimaux,
Naval Station
and Dockyard.

"Esquimaux harbour, distant eight and a half miles from the Race Rocks on which is placed the flashing light before described, is distinguished by the white tower of the Fliggard light, which makes the western point of the entrance. This is a safe and excellent anchorage for ships of any size, and with the aid of the "light," may be entered at any time with great facility; the holding ground is good—a tenacious blue clay. The extent of this fine harbour is about three miles by two, with an average depth of six to eight fathoms; and round the whole of the irregular circle described, numerous rocky promontories and outlying islands and gently-sloping sandy bays, form the chief features of the scene. Great natural advantages and facilities exist for the extension of townships and formation of docks, and there is no doubt but that this favoured spot will become the established head quarters of the Royal Naval force in the Pacific. An hospital and store-houses for the service afloat, and a barracks for the officers and men of the North American Boundary Commission, already give an official service-like character to the port."

Wharves
and Wharf.

"Already the influence of Victoria as a commercial dépôt is felt in Oregon and Washington Territory, and is now being acknowledged in California. A San Francisco paper—*L'Echo du Pacifique*—of this year, thus states the case: October 30th, 1861. 'Heretofore goods might remain in bond three years without paying duties; now the term is restricted to three months, and as consignees are not always disposed to pay the large amount of duties they would be called upon to advance, the above restrictive measure will have the effect of throwing this business into the hands of parties in some other place, where the laws are more liberal. Commerce has neither country or affections: all it wants is freedom; if that is taken from it in one place, it will seek it in another.'

"For this reason it would appear, that Victoria, a free port, will profit by what San Francisco will lose, as the shipper will find there the advantages which are refused to him here; and there (*i. e.* Victoria) will be the dépôt of the Pacific coast.' It is stated that the French merchants of San

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Victoria, in the prospect of being to pay the duties on complete Equilmalt
 directing their next import there to Victoria; these facts speak for Naval Station
 themselves." and Dockyard.

"Esquimalt harbour, in Vancouver Island, is the natural—the only safe and available port in the north-west coast of America for steam mail communication, and when the junction of the two Colonies, at present, in such things, unnatural rivals, shall have taken place, the great natural advantages possessed by this harbour—in its position safe and commodious—and the wisdom of its selection will be acknowledged by all."

"Her geographical position gives her commercially, and in a military point of view, stratagetically, the command of the North Pacific. Her bold and rugged shores have few hidden dangers, and the seaman, knowing that he has safe and sure guides, can in the darkest night as in the open day, run for his port."

"Carrying on a trade with Australia, she has thus already established relations with three gold-producing countries. Her importance will soon be felt on the distant shores of Russian Asia, of Japan, and in the China Seas, from whence an important immigration has already set in; and when the wealth of the Pacific Islands comes to be developed, Victoria will be the emporium of their trade for the supply of north-west America. An outpost of the mother country, dockyards will receive and refit the ships that protect her commerce and the honour of her flag, to the golden regions and fertile plains of British Columbia. Vancouver Island will be 'as the strong man armed that keepeth the door.'"

"In the vegetable kingdom, the following list of trees and shrubs will give some idea of the great variety found in the Island, although the account must be necessarily circumscribed and confined to those possessing economic value. Many have been already cursorily given in the description of the Cowichin and other agricultural valleys and districts on the east. On the west, along the whole coast are found—white fir, spruce fir, balsam fir, white pine, yellow pine, cedar, alder, vine-leaved maple, broad-leaved maple, willow, dogwood, yew, a tree resembling the Scottish larch, yellow cypress, crab apple, cottonwood, hemlock oak, &c.

"The Douglas pine, a yellow fir, called sometimes by wood-men the Sitka, 'Queen red pine' is the most important of all these trees, above designated by their popular names. It grows to an immense size, and is one of the best woods for large spars known. It can be cut to a length of 100 feet in length, and has squared 15 inches of diameter, which the land and may be procured in any quantity. This is the tree of the

VANCOUVER ISLAND; ITS RE-
 COLONY. By CHARLES FORBES.
 Published by the Colonial Govern-

and a half miles from the Race Rocks
 before described, is distinguished by
 which makes the western point of
 excellent anchorage for ships of any
 may be entered at any time with
 mud—a tenacious blue clay. The
 two miles by two, with an average
 and the whole of the irregular circle
 and outlying islands and gently-
 tures of the scene. Great natural
 extension of townships and formation
 at this favoured spot will become
 oyal Naval force in the Pacific. An
 vice afloat, and a barracks for the
 can Boundary Commission, already
 to the port."

as a commercial depôt is felt in
 and is now being acknowledged in
 —*L'Echo du Pacifique*—of this year,
 1861. Heretofore goods might
 lying duties; now the term is restric-
 are not always disposed to pay the
 called upon to advance, the above
 of throwing this business into the
 where the laws are more liberal-
 ctions; all it wants is freedom; if
 will seek it in another.

that Victoria, a free port, will profit
 the shipper will find there the advan-
 and there (i. e. Victoria) will be the
 ted that the French merchants of San

Colony, and is probably worth all the others put together. This wood is exported to London, France, the Sandwich Islands, down the South American coast, and in great quantities to Australia; and this is the wood, which, since the diminution of ship spars, has been so prized in Europe for masts.

The French, Spanish, Sardinian, and Dutch Governments have been supplied with masts and spars. In the English merchant service they have been largely used, and have given great satisfaction, being universally considered the finest masts ever imported.

The extraordinary size, straightness, and uniform thickness of the trees, their strength and flexibility, the regularity and beauty of the grain, their durability, freedom from knots and sapwood, place them almost beyond competition in point of quality, and especially fit them for the masts of large vessels.

But there is a good white pine in Vancouver very much like the Eastern pine, (called *pinus strobus* or Weymouth pine,) and cedar on the west coast can also be got clear, and would, no doubt, do fine work. For masts and for heavy rafters and other important parts of the wood-work of houses, there is no better wood in the world than this,—the yellow fir, the *Abies Douglassii* or Douglas pine,—and if a sufficient supply of good clear cedar and white pine for fine work can be found on Vancouver Island, then the Colony can command two important sources of supply for all accessible markets.

The balsam fir resembles the balsam fir of Canada, but is larger, and possibly, balsam may be obtained from this tree as well as from the Canadian.

The white pine of commerce has been spoken of; it exists on the west coast of Vancouver, in belts of some miles in length.

Yellow cypress yields a fragrant wood, close grained, and capable of a good polish.

The oak found in the southern part of the Island is small in size, but admirably adapted for ship's knees, &c.

The timber of Vancouver is nowhere surpassed, and the supply is inexhaustible, except in so far as obstacles may exist for its transport to the sea. The report on its qualities by the French Authorities in the Imperial Dockyard at Toulon, of which a translation is given, is very interesting and instructive, showing clearly the great value of this splendid pine, of which a large export trade is in the shape of masts and spars of the largest size, and in lumber.

Spars.

Quality of Spars.

Timber.

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Toulon

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 ...great quantities to Australia; and this
 ...tion of slight spars, has been so prized

...and Dutch Governments have been
 ...in the English merchant service they
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 ...of which a translation is given, is very
 ...owing clearly the great value of this splen-
 ...ort trade is in the shape of masts and spars
 ...er.

"The flexibility, resistance, and density of Masts from Vancouver Island,
 compared with Masts from Riga."

"The principal quality of the woods is a flexibility and a tenacity of
 fibre rarely met with in trees so aged; they may be bent and twisted
 several times in contrary directions without breaking.

"Several poles of the greatest length having the end at the foot and
 the top of the tree cut off, were tried comparatively with poles of the
 same dimensions cut from a Riga spar of first class, and the following
 results were found:—

	Vancouver Pine.		Riga Pine.	
Maximum degree of bending before rupture at the foot...	0m	025	0m	024
At the head	0	019	0	016
Mean	0	022	0	021
Charge of rupture (per centimetres, squared at the foot)	28k	75	21k	00
At the head	16	11	19	68
Mean	19	93	20	24
Density of the wood at the foot of the tree	0	636	0	726
Density at the head	0	478	0	529
Mean	0	557	0	629

"These experiments give a mean almost identical for the bending
 and breaking of the two kinds of wood, while the density differs notably
 to the advantage of the Vancouver wood.

"The only question still undecided is that of durability. {The masts
 and spars of Vancouver are wood rare and exceptional for dimensions
 and superior qualities, strength, lightness, absence of knots and other
 grave vices.

"(Signed) L. A. SILVESTER DU PERRON,
 "Chief Engineer of the 3rd Section.

Toulon, September 21st, 1860."

"The fisheries are inexhaustible, the timber is unrivalled, and the Fisheries
 coal is the best on the whole North Pacific coast. Salmon in millions,
 of many species, abound in all the seas, lakes, and streams of the island
 and neighbouring continent.

"Cod, the true "fisher," is found on the west side of the island, and
 there is reason to believe that the great bank described as extending
 off and around the north-west extremity of the Island and Straits of
 Juan de Fuca, will prove to be a fishing-ground rivalling those of New-

Gampound. This fish averages about 2½ feet in length, with a girth round the shoulder of 18 inches. It is well flavoured and good eating.

Salmon is plentiful at the mouth of the Fraser, and runs to an immense size.

Herrings in Canada are not so well flavoured a fish as the herring of the European coast. It is less suited for salting, but makes a most excellent blazer, equal to anything exported from Europe. This will prove a very important and remunerative branch of industry.

The Fisheries are very promising, and will be an important element in the prosperity of the Colony. They form an exceptional case as regards Indian labour, for in such an occupation as this the natives will work freely, and better than a white man. Salmon, Cod, Halibut, Sturgeon, Herring, &c., may all be caught in great quantities and prepared for export.

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anything exported from Europe. This
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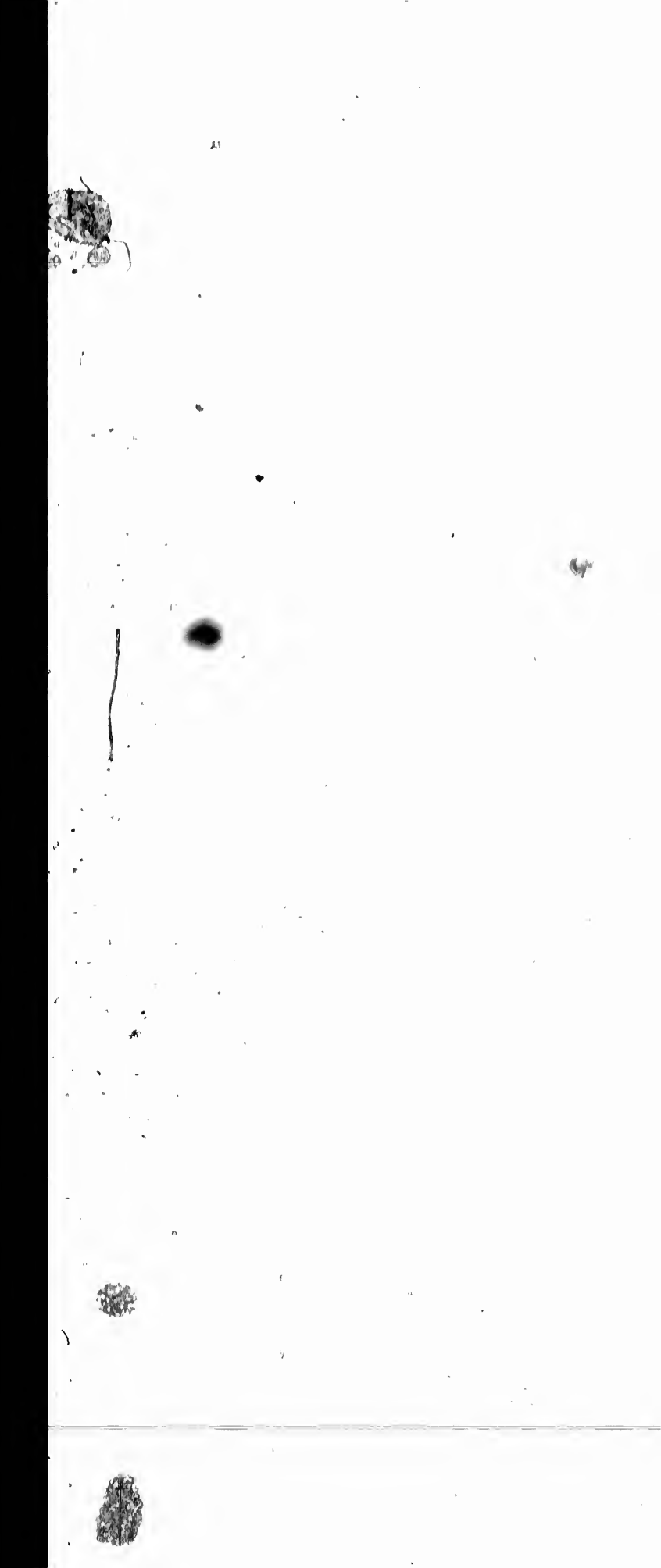
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EXTRACT FROM "FOUR YEARS IN BRITISH COLUMBIA AND VAN-
COUVER ISLAND," BY COMMANDER R. C. MAYER, R.N., F.R.G.S.
John Murray, 1862.

Each new admiral that is appointed to the North Pacific station
to be more and more impressed with the evident value and importance
Esquimalt as a naval station. It is to be regretted indeed that
in the neighbourhood has not been reserved by the Government, and
steps were not long ago taken to develop its resources. Had, for instance,
a floating dock been built in 1858, it would by this time have more than
paid for its construction; we should not be dependant, as we are now,
upon the American dock at Mare Island, San Francisco, for the repair of
our ships of war. During the four years of my service on this station,
such a dock would have been used on five occasions by Her Majesty's
ships, and at least a dozen times by merchant vessels, who, as it was, were
put to great inconvenience and even danger. For instance, when H.M.S.
'Hecate' ran ashore in the autumn of 1861, we were a fortnight at Esqui-
malt patching her up, before we ventured to take her to San Francisco,
whither after all we had to see her conveyed by another man-of-war.
This occurred too, as it may be remembered, at a time when war with the
United States seemed imminent. Had it broken out, the 'Hecate' must
have been trapped, and the services of a powerful steamer would have
been lost to the country.

"Very possibly, could the future have been seen, Victoria would not have
been selected as the chief commercial port of Vancouver Island. But
the selection has been made, the town is built or building, the commerce
already attracted. The fact must be regarded as accomplished beyond
the possibility of change; and the only thing that can be done is to con-
nect it with the harbour of Esquimalt, towards which task the natural
formation of the country lends itself admirably."

"Some effort had, however, been made to connect the two places. As
I have before said, in 1859 the country was impassable, and the only com-
munication possible was by creeping round by the shore and crossing the
head of the inlet in a canoe; but now we found a broad road carried from
Victoria to the Naval Hospital, passing through what has since become the
site of Esquimalt town, with branch ways to several important points of



our gold fields does not bear that proportion which we would wish to see. This of course is not for want of material to be worked up and exported—for of that the supply is inexhaustible. We need only allude to the timber by which both island and mainland have been put to a relatively small use yet made of them to show that it is not to be occupied in the manufacture of lumber, not to speak of ship-building, for which we possess such admirable facilities. Then we have the timber along the whole of our territory up to the coast, which may say untouched, except for the purpose of supplying our local wants, but capable of being made to produce lumber, and giving employment to thousands; and everything necessary for curing them at our wharves. Our forests furnish us with staves for barges, and the salt of Salt Spring Island require only to be evaporated to afford all the salt we can consume. Quite a quantity of salt is done at San Francisco in shipments of fish, and by salinon,—to China, Mexico, and various other parts of the world.

In respect to the fish, it ought to be, equal if not superior to that of any other population anything near as large as that of the colony. The larger and more varied field of fishing ground, and the better the fish, the fish ought to be superior in quality."

December 25th, 1862.—*Mr. Nicol's Application*
 Mr. Nicol, enclosing a communication from C. S. Nicol, in which he offers encouragement to any person who propose to construct a railway between Esquimalt and a patent slip at Esquimalt harbour, &c., came

and said that it was not the business of the Government to pass a bill for the purpose of promoting private enterprise, but that he would rather sarcastically upon the dictation of the letter, and that the Government be prepared to undertake to pass a bill for the purpose of promoting private enterprise?
 "What is the object of the bill, and is it a public bill, or a private bill?"

He then asked that the applicant should petition the House for a bill, even though the enterprise were of a public

"Mr. HELMCKEN said he did not believe that Mr. Nicol intended exactly what his words implied. The construction of a patent slip was a project of importance, and he thought there was no reason why an Act should not be passed, enabling a company desirous of consummating such an enterprise to acquire a location suitable for the purpose, in the same way as lands for a railway.

"On the motion of Mr. Cary it was resolved—That His Excellency be informed that the proposition made by Mr. Nicol was too indefinite to enable the House to express an opinion as to its merits.

Dr. TOLMIE's resolution, soliciting the Governor to proclaim that he would make grants of timbered land to persons establishing saw mills thereon, was next taken up.

"Mr. CARR thought it was too much the practice of the House to step beyond its legitimate duties, and in this case it was best to recommend advertising.

Mr. TOLMIE considered it was advisable to make such opportunities as the lumber trade presented, generally known.

"Mr. FRANKLIN said he had one great objection to the resolution: it invited the Governor to proclaim certain disposal of the lands, when such matters should be controlled by that House. Whatever action was taken with respect to this resolution, the colony at large would be compromised. He was strongly in favour of every encouragement being afforded to the branch of industry referred to, but it was necessary to be cautious. The pre-emption law which he had favoured, was the result of a proclamation, when such a measure, carefully defining its provisions, should have been regulated by the Legislature. He objected to grants being made; such a course might impede settlement by pre-emption. He favored the Governor being requested to proclaim the granting of licenses for the cutting of timber.

"Mr. HELMCKEN did not apprehend that the dignity of the House would be compromised in any way by the passage of the resolution.

* Dr. TOLMIE consented to adopt the suggestion of Mr. Franklin, and amended the resolution to read that His Excellency be solicited to proclaim that licenses to cut timber will be granted to parties establishing saw mills on Vancouver Island upon unsold and unpre-empted lands.

"The resolution, thus amended was carried unanimously."

December 2nd, 1862.

"Our Growth."

Shipping.

"We do not trade with the people of our Island and British America alone. We are the commercial mart for the Sound, and are for the whole north-west coast, north of San Francisco. Our system has proved to a demonstration, the advantages to be derived from it. Young as we are, it enables us to compete for direct trade even with San Francisco. The large number of vessels come from England, the ready sale and good prices obtained for our cargoes, show how our trading capacity has increased, and the position with which we must henceforth be viewed abroad. We are now directed towards this port as a distributing depot, that we must retain, and as our population increases, and as the population of Oregon and Washington Territory, which have received large supplies this year increases also, we shall be able to supply at this port a large return cargo of the productions of these countries. We have spoken of our direct trade with England—our coasting trade with San Francisco have equally given proofs of the importance during the past year."—*December 2nd, 1862.*

"Our capabilities and our wants."

Capabilities and wants.

"Among the chief difficulties which every new country has to contend with, are the want of capital and population. The influx of capital, however, corrects the latter. Notwithstanding our rich gold fields, we are no exception to the general rule. As these Colonies are teeming with all the elements of wealth, in the absence of a sufficiency of the above requisites, it is as yet undeveloped. Now this should not be. The capitalists of Europe are often unable to find safe and profitable employment for their capital, have only to turn their attention towards this Pacific coast, and they will find as fair a field for its investment as is presented by any country. For commerce, manufactures, and agriculture, there is room for unlimited extension. Our progress must be more or less retarded from time to time, from the want of a sufficient amount of money to meet the constantly increasing demand. The rates of discount charged by our chartered banks, ranging from one and-a-half per cent. for thirty days to two per cent. for ninety days, and still higher rates exacted by private capitalists,—show what a field there is for the profitable investment of European capital. And this, notwithstanding the ever-increasing production of our mines, must continue to be the case.

Our Growth.

people of our Island and British Columbia a mart for the Sound, and are becoming so, north of San Francisco. Our free port situation, the advantages to be derived from us to compete for direct English trade, the large number of vessels consigned to this port, the sale and good prices obtained for their cargo, the capacity has increased, and the important one-forth be viewed abroad. Attention is given to the character of the population, which increases, and as the population of the colony, which have received large accessions, shall be able to supply at this port foreign of the production of these counties. "We trade with England—our coasting trade, and have equally given proofs of their increased trade."—*December 2nd, 1862.*

Capabilities and our wants.

Capabilities which every new country has to contend with, and population. The influx of the former is the latter. Notwithstanding our proximity to the latter. Notwithstanding our proximity to the former, an exception to the general rule. Although both with all the elements of wealth, yet from the want of the above requisites, it is as yet almost entirely unproductive. The capitalists of Europe, who seek for profitable employment for their surplus, do not direct their attention towards this portion of the globe, but find as fair a field for its investment as ever elsewhere. For commerce, manufacturing, mining, and agriculture, for unlimited extension. All, however, are hindered from time to time from the want of a market to meet the constantly increasing demand. The banks, ranging from one to two per cent. for ninety days, and private capitalists, show what a large margin of investment of European capital in this country. The ever-increasing productions of our gold and silver, and the case.

"In addition to the vast extent of these Colonies, and consequent capabilities of dispersion of capital, any one who is acquainted with the all-active character of a gold producing country, must be aware that there is not likely for some time to be much tendency to emigrate, or to be directly unconnected with the search for the precious metals. In old countries, things have been built up for generations; in a new country like ours, the process is only commenced. To aid in this construction, we want to see moneyed men, not only send their capital here, but come here themselves with their families. Here they will find a fine climate and plenty of ground to work upon. Our splendid harbours, geographical position, as the future Britain of the Pacific, our immense beds of coal, our copper, our iron, as has been anticipated, do exist in abundance. We learn from a private source that a whole mountain of iron has been recently discovered. Our vast forests of the finest ship-building timber in the world; our fishing banks; all these, not to speak of our mines of gold and silver, are resources which need the magic touch of capital to reproduce in the Pacific the scenes that meet ones view in that Island-hive of nations off the western coast of Europe. It is needless for us to go into details as to what might be done here. A few raw materials we have just mentioned have contributed to make England what she is—the chief manufacturer and trader in the world. What is to prevent us, of the same race, and in a similar climate, and geographical position, from having our great manufactories of iron and copper, our shipyards; and from these are railways and shipping to open up the road to the east, to connect China and Japan with Europe; to supply the southern coast of America with manufactures of various kinds, and the ever-increasing steam marine of China with coal. All this, and more than we can mention can be done. We want only the men and the money. These we hope ere long to see."

April 28th, 1863.

"Grants of Land for lumbering purposes.

"Of the importance of the object sought to be attained by Dr. Tolmie in the resolution brought by him to the notice of the House of Assembly, the other day:—That His Excellency the Governor be respectfully solicited to order that grants of timbered land be made to parties establishing saw mills thereon—no one can entertain a shadow of doubt. It must be a source of regret to every one who has the good of this country at heart, that such vast resources as we possess should be so entirely undeveloped. When we look abroad and compare our condition with that of other new Timber.

Railway. the labour. At that time this road fulfilled its purpose moderately well but later, when the rush to British Columbia commenced, it broke down completely, and it was, in the autumn of 1861, when I left, a disgrace to the colony. In the winter it was practically almost useless, and the waggons had to take to the grass by the side, with what result may easily be imagined; and when the mails were expected, the express-men and waggon drivers had to go over the ground the day before and patch it up sufficiently to enable them to get to Victoria at all."

Timber. "The following is a list of trees found at Barclay Sound, as given by the wood-men employed there by the Mill Company already spoken of. I give first the local names; the scientific being appended as far as they are known, by Dr. Lindley:—

Yellow fir, or Douglas pine, sometimes mis-named }	
Oregon pine.....	Abies Douglasii. }
White fir	probably Abies alba.
Spurce fir.....	probably Abies nigra.
Balsam fir.....	Abies balsamea.
Willow fir.....	Salix retorta.
White pine	Pinus masticola.
Yellow pine	
Cedar	possibly Juniperus occidentalis.
Alder	probably Alnus viridis.
Dogwood	Cornus alba.
Yew.....	Taxus baccata.
Crab apple	Pyrus rivalaris.
Maple, two kinds.....	Acer macrophyllum, and probably Acer rubrum.
Hemlock	Abies Canadensis.
Cotton wood.....	Populus balsamifera, or Populus monitifera.
Aspen	Populus tremuloides.
Arbutus	Arbutus procera.
Yellow cypress.....	Thuja gigantea.

Spars. Foremost among them stands the Douglas fir, (*Abies Douglasii*) named after its discoverer, David Douglas, the botanist. As timber for spars or plank, this tree is unequalled. It grows to the height of 200 to 300 feet, and usually as straight as an arrow. This wood has been planted in several places in England, and should become one of the common trees of the country. The value of this wood for spars has been tested and

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...pine, sometimes misnamed }
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 ...Abies balsamea.
 ...Salix rostrata.
 ...Pinus masticola.

...possibly Juniperus occidentalis.
 ...probably Alnus viridis.
 ...Cornus alba.
 ...Taxus baccata.
 ...Pyrus rivalaris.
 ...Acer macrophyllum, and probably
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 feet in an arrow. This wood has been planted in
 and should become one of the common trees
 of this wood for spars has been tested and

reported on by the engineer of the French Dockyard at Charbourg, whose
 report was greatly in its favour. As plank, it is equally fine. Dr. Lindley
 tells me he has two plants, about 20 feet long each, which have been in
 his house in a room where there is constantly a fire, since 1827, and that
 neither of them has warped or shrunk the least since they were first placed
 there. The following extract relating to the Douglas fir, is from the
Gardeners' Chronicle.—"We now know that this most beautiful tree, the
 Douglas fir, is unsurpassable in the qualities which render timber most
 valuable. It is close grained, strong, elastic, light, and acquires large
 dimensions in congenial climates. It thrives everywhere in the United
 Kingdom, except the extreme north, and is, therefore, of all trees, that
 which most deserves the attention of planters for profit; to which we may
 add that no evergreen surpasses it as an ornament of scenery. Little or
 nothing was known of the Douglas fir until it was brought into notice by
 the Horticultural Society, which received its seeds from the hardy collector
 whose name it bears, and distributed some thousands of young plants
 among its Fellows. As this happened about five and thirty years ago,
 there must already be an abundance of good specimens in the country.
 The purpose of this notice is to increase them to the utmost, by inducing
 landed proprietors to substitute the Douglas fir for the very inferior spruce."

"The Douglas fir makes its first appearance in the mountains of
 Northern Mexico, in the county near the Reale del Monte mines. Thence
 it follows northwards the western slope of the Rocky Mountains, at least
 as high as the now celebrated but savage Caribbean, or Cariboo gold-fields
 in British Columbia. Douglas, the collector, who crossed the Rocky
 Mountains a little to the south, through the Committee's Punch-bowl
 Pass, reported that it formed vast forests there on the lower ranges, and
 struggled upwards till it became mere scrub. We ourselves had till
 lately bark of the tree from those desolate regions fully six inches
 thick.

"A spar of this fir, more than 200 feet high, has been erected in the
 Royal Botanic Gardens at Kew; and sections, cut at intervals of fifteen
 feet, of a tree 309 feet long, were sent to this country for the Inter-
 national Exhibition. A horizontal section of another tree having been
 sent for the same purpose, a careful examination of it was made to
 ascertain its age and rate of growth. The result of this examination,
 which has appeared in the "*Gardeners' Chronicle*," will be found
 interesting.

Spinn.

The diameter is 6 feet, viz, 31 inches on one side, 38 on the other.
The rate of growth on the 31 inch side has been as follows:—

The first 2 inches across were made in.....	7 years.
The second " "	9 "
The third " "	12 "
The fourth " "	19 "
The fifth " "	17 "
The sixth " "	23 "
The seventh " "	16 "
The eighth " "	17 "
The ninth " "	14 "
The tenth " "	18 "
The eleventh " "	24 "
The twelfth " "	21 "
The thirteenth " "	21 "
The fourteenth " "	21 "
The fifteenth " "	31 "
The sixteenth " "	36 "
The seventeenth " "	42 "

Or 31 inches in semi diameter in 354 "

" It is as well to remark that this British Columbian fir, although three centuries and a half old, and although for the last forty-two years it increased little more than one-tenth of an inch in diameter yearly, 'is perfectly sound to the heart.' Foresters will understand the importance of this fact."

Timber.

"The white fir (*Abies Alba*) is poor compared with the Douglas, though the trees are often a considerable size.

"The white pine (*Pinus monticola*) makes very good plank for building purposes.

"The yellow cypress (*Thuja gigantea*), which abounds more in the north than the south of the Colony, is a very useful wood, light, tough, and elastic; it makes the best plank for boat-building that I have ever seen. Its leaf differs from that of the other or common cypress (*Thuja occidentalis*) in being convex on both sides.

"For ornamental purposes the bird's-eye maple (*Acer macrophyllum*), dogwood (*Cornus alba*), cedar (*Juniperus occidentalis*), and arbutus (*Arb. procera*), are all valuable.

each side has been as follows:—

across were made in.....	7 years.
” ” ” ” ” ” ” ” ” ”	9 ”
” ” ” ” ” ” ” ” ” ”	12 ”
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inches in semi-diameter in 351 ”

that this British Columbian fir, although three
and although for the last forty-two years it
one-tenth of an inch in diameter yearly, 'is
art.' Foresters will understand the importance

Alba) is poor compared with the Douglas,
a considerable size.

monticola) makes very good plank for building

(Thuja gigantea), which abounds more in the
the Colony, is a very useful wood, light, tough,
best plank for boat-building that I have ever
from that of the other or common cypress (Thuja
live on both sides.

roses the bird's-eye maple (Acer macrophyllum),
cedar (Juniperus occidentalis), and arbutus
luable.

"The maple and ash are very plentiful, and the latter grow to a great
great size.

"I have been favoured by my friend, Dr. Wood, of H. M. S.
'Hecate,' with the following remarks upon the natural history of the two
Colonies. I have much gratification in being able, by Dr. Wood's
friendly compliance with my request, to lay before the reader information
so trustworthy and valuable.

"Betulaceae, Birchwoods. The common birch is of small size to the
southward; in the northern parts of British Columbia it is known as the
'Canoe birch,' is abundant and of large size, and is hard and durable.

"The common alder grows to a large size, and is a useful wood for
turners.

"Pinaceae, conifers. In this order are found yew trees, juniper bush,
the Scotch fir, spruce fir, the Douglas pine, the white pine of commerce,
Pinus Weymouthii, Canada pine, balsam pine, the 'red cedar,' and the
'yellow cedar.' The most remarkable point in the forest trees of both
Colonies is in the profusion of trees of this order, and the immense
height and size they attain. The Douglas pine can be obtained anywhere
200 feet in length, and I have seen trees that would square 45 inches
for 90 feet. This pine makes the best spars for ships. The 'white pine,'
I am told by those preparing it, is equal to that of the Eastern States of
America. From the bark of the 'red' and yellow cedar articles of
wearing apparel, ropes, &c., are made: the plank of the latter tree
yields a close-grained, beautiful wood; specimens of it made into boxes
have been sent to the International Exhibition."

"In speaking of the resources of these Colonies, the immense supply
of fish of all kinds must not be omitted. The quantity of salmon is
almost beyond description; but it will give some idea of it to say that a
Hudson Bay Company's Officer, who lived many years on the Columbia,
told me that on a sudden falling of the water such numbers were left on
the banks as to cause the river to stink for miles."

"The fish of Vancouver Island and British Columbia require no
extended explication in mine to do justice to them. I cannot however,
but think that, among the domestic resources of both Colonies, it is
equal their value. The great and large inlets, the bays and harbours
are generally alive with fish. Salmon, eel, halibut, sturgeon, herring,
white perch, hake, mullet, anchovy, flat-fish, &c. fish are
found. The houlakar, so called by the Indians, the latter
appears with unerring regularity in every part of the

Fig. No. 1

of the coast for a few days only, and is taken in boats; it is so fit on its arrival as to defy ordinary cooking, melting by the heat. It is pressed for oil by the natives, who trade with it in British Columbia with the inland tribes, and is also dried, in which state, lighted at one end, it makes a capital torch, and is constantly used as such by the Indians. The oil has been used medicinally in place of cod liver oil, and I have seen the happiest effects from its administration. So numerous are the salmon that rivers here are often alive from the putrid bodies of those who have failed to make their way up the 'falls' of the various rivers. Tons weight of halibut may be caught in a day."

"Some idea of the number of salmon in these parts, and of the prodigality of the Hudson Bay Company under the old regime, may be gathered from the fact told me by one of their officers, that before he took charge of the post 3000 salmon were used annually as manure for the garden. I take it that pickling salmon here would be a very lucrative speculation. The fish can be bought for a leaf of tobacco each, and as forty of these leaves compose a pound of that herb, a fair margin of profit is left. Including the packing, they might be cured at a cost of from one-and-a-half dollars (6s. 3d.) to two dollars (8s. 4d.) a barrel. The price obtained at the Sandwich Islands, where the Company at one time carried on some little trading of this sort, averaged fourteen dollars (£2. 18s. 4d.) a barrel. The Hudson Bay Company, however, are shy at embarking in any but the fur trade; and perhaps they are right. Companies are proverbially unlucky in trade, and the opportunities neglected and thrown away by this one during the last few years have astonished every merchant who has visited these parts. I should add that 2000 barrels might be obtained annually at Port Rupert, and as much more at almost every inlet in the island.

"The herring literally swarms over the harbours in myriads; nothing can give a better idea of the number of those fish than the way they are caught. A dozen or so of sharp nails or spikes are driven into a flat piece of wood 16 or 18 feet long, and 2 or 3 inches broad, making an instrument like a rake; an Indian sits on the bows of his canoe, and dipping this down perpendicularly under water sweeps it along towards the after end of the canoe, pinning some six or eight fish on the nails each sweep he makes. Every time he brings it up he turns the nails points downwards, and gives the rake a tap on the gunwale, which knocks the fish off into the bottom of the canoe. In this way a man will often half fill his canoe in an hour or so."

EXTRACTS FROM "ISLAND AND BAY SURVEYOR GEN. Longman, and

"Esquimaux had selected by Government size, it is capable of number of smaller required, the inner into a second Ham ingre. and egress, a rival, and appear have made a long s ing-point for a line

"The harbour c improvement at s admitted to be the be said to be the p miles. The water only 600 yards a be half the leng has been attende

"Of small fi-h or that which is t succeeded by s August. The in usually taken in the striped salm infinite variety.

others, that they "None ever r fishes, and the lights up to fif Europe, and in

ly, and is taken in shoals; it is so fit on cooking, melting by the heat. It is pressed into oil with it in British Columbia with the same result, in which state, lighted at one end, it is constantly used as such by the Indians, and is a goodly in place of cod liver oil, and I have seen its administration. So numerous are the fish that rise from the putrid bodies of those who die in the 'falls' of the various rivers. 'Tons of fish are taken in a day.'

of salmon in these parts, and of the profit of the Company under the old regime, may be seen by one of their officers, that before the boats were used annually as manure for the soil, the salmon here would be a very lucrative article. A pound of tobacco each, and as much of that herb, a fair margin of profit, they might be cured at a cost of 2s. 3d. to two dollars (8s. 4d.) a barrel. In the various islands, where the Company at one time had a trading post, averaged fourteen dollars a barrel. The Hudson Bay Company, however, are shy at the trade; and perhaps they are right. Company in trade, and the opportunities neglected during the last few years have astonished me in these parts. I should add that 2000 barrels of fish are taken at Port Rupert, and as much more at other places.

of fish over the harbours in myriads; nothing is so common as to see a number of those fish than the way they are taken. Sharp nails or spikes are driven into a flat board, and 2 or 3 inches broad, making an Indian sits on the bows of his canoe, and when the water is shallow, and clearly under water sweeps it along towards the shore, and when he brings it up he turns the nails so that they rake a tap on the gunwale, which knocks the fish overboard. In this way a man will often take 100 or so."

EXTRACTS FROM "FACTS AND FIGURES RELATING TO VANCOUVER ISLAND AND BRITISH COLUMBIA." BY J. DESPARD PEMBERTON, SURVEYOR GENERAL, VANCOUVER ISLAND. *Langman, Green, Langman, and Roberts.* 1860.

"Esquimalt harbour has, we are told (*Times*, March 15th, 1860) been selected by Government as the naval depot of the Pacific; if true, a better ^{Naval Station} and Dockyard collection could not have been made; for, though not first class in point of size, it is capable of holding at least a dozen ships of the line, with any number of smaller vessels, which, if additional accommodation were required, the inner basin at Sooke, not far off, could readily be converted into a second Hamouaze. In point of shelter, holding ground, facility of ingress and egress, dock sites and wharfage, Esquimalt harbour is without a rival, and appears to be the natural port of entry for sailing ships which have made a long sea voyage to either colony, and to be the proper starting-point for a line of steamers connecting with British Columbia."

"The harbour of Victoria is far from perfect, but is capable of vast improvement at small outlay; besides it almost joins Esquimalt harbour, admitted to be the most perfect harbour on the coast. Hobson's Bay may be said to be the port of Melbourne, though separated from it by some miles. The waters of Esquimalt and Victoria harbour are, in one place, only 600 yards apart, and a line of railway to connect them would be half the length of the Melbourne and Hobson's Bay Railway, which has been attended with such remarkable success."

"Of small fish, salmon in millions ascend the rivers, the most valuable of which is taken from the middle of April to the end of July. This is succeeded by small eight pounds salmon, which is taken from June to August. The next is the large white salmon. These three kinds are usually taken in main streams or in large lakes. Besides these there are the striped salmon, the huckback, the hucknose, and salmon trout in infinite variety. So dense are the shoals of salmon that ascend these rivers, that they can often be taken with a string hook tied to a stick."

"None ever return, they spawn, the waters receding leave them in the meshes, and the banks are covered with the dead. They are found of all weights up to fifty pounds. In flavour the best kinds are equal to those of Europe, and in richness superior, the other kinds are not so good."

Fishes.

“Herring, often of enormous size, are found in abundance on the sand bars at the entrance to the rivers.”

“In the above the waters abound with halibut, cod, skate, flounders, herrings, dog-fish, and others too numerous to recollect.”

EXTRACTS FROM REPORTS OF ENGINEERS IN CHARGE OF SURVEY OF NANAIMO AND COWICHAN VALLEY, TO J. D. PEMBERTON, ESQ., COLONIAL SURVEYOR. *Printed by Queen's Printers, and Published by Greenwood, London, 1859.*

Fishes.

“Fish, chiefly salmon, are very abundant in the harbour and up the Nanaimo or Quamquam river. In the fall of the year the salmon ascend the river in large shoals, when they may be readily speared, shot, or caught in nets in any quantity. They are very rich and fat, and equal in all respects to the finest salmon of England. Halibut and cod are caught on the sand banks not far from Nanaimo.”

“The salmon is abundant both upon the coast and in the rivers, and, with the herring fisheries, will unquestionably form a lucrative branch of employment to a proportion of the future population. Cod fish and numerous other kinds are also taken by the Indians.”

EXTRACTS FROM “THE YEAR BOOK OF FACTS IN SCIENCE AND ART.”
By JOHN TIMES, F.S.A. *Printed by W. Kent & Co. (late D. Bogue), 86, Fleet Street. 1860.*

“EXTRAORDINARY TIMBER.”

Timber,
Finus
Douglasii.

Spars.

“Some specimens of timber recently imported from the north-west coast of America, have been exhibited at the Institution of Civil Engineers, by Mr. G. R. Burnell. It was observed that the quality and dimensions of this timber, which came from near Vancouver's Island and the district bordering upon British Columbia and California, appeared to be such as to justify rather more than the passing notice hitherto given in the technical journals of the metropolis. There are now lying in the Commercial Dock between fifty and sixty logs of this timber, upwards of

100 feet
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straight
measuring
but end
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wards of
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1860
with
fell d

ize, are found in abundance on the sand
 sters found with lobblut, cod, skate,
 others too numerous to recollect."

ENGINEERS IN CHARGE OF SURVEY OF
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Printed by Queen's Printers, and Pub-
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100 feet in length, and ~~at least~~ at least 22 inches in diameter. There was
 was one log in particular, which was 120 feet long, nearly straight, and
 straight and round, apparently free from all knots, shakes, and
 measuring 39½ inches on the side at the middle of its length. At the
 butt end it was nearly 4 feet square; and at the taper end it was
 about 2 feet 4 inches square; and it contained 1500 cubic feet, or up-
 wards of twenty-six loads. No experiments had been made on the
 specific gravity or on the strength of this timber, but from the manner in
 which it floated, it would appear that its specific gravity was about the
 same as that of yellow pine. The strength would appear to be equal to
 that of the best crown Menzel, if an opinion might be formed from the
 way in which some planks had been bent, and the conditions of elasticity
 indicated under such circumstances. For bridge-building, roofing, and
 scaffolding purposes, it was suggested that this North-western American
 fir would be of great value, on account of its length and its remarkably
 uniform character. Some light spars of the same kind of wood, about
 119 feet long and 15 inches diameter at the butt end, had also been im-
 ported from the same coast. The price of the very long spars was, at
 present, about six shillings per foot cubic. This was high, but no doubt
 it would hereafter be diminished. The price of ordinary lengths was
 nearly the same per foot cube as that of the best crown Menzel deals.
 Attention was directed to the number and closeness of the annular rings
 which indicated that the trees were of slow growth; and it was thence
 inferred that the wood would probably be durable. It was suggested that
 it would be desirable to make some experiments of an authentic character
 on the properties of this timber."

"The following particulars of gigantic timber in the above docks have
 been communicated to 'The Builder' journal by Mr. Nathaniel Gould,
 F.S.A.:-

"One attention has been called to an importation of three cargoes of
 mast-pieces of timber, discharged in the Commercial Docks, Rotherhithe.
 The sizes, both in length and square, are so unexampled as to be worthy
 of record. One vessel, indeed, the "Bostonian," of 1000 tons, has spars
 of a magnitude that we believe were never before made. Timber of com-
 parable size; they run from 90 to 110 feet in length, and from 26 to 40 inches
 in diameter. One mast contains twenty-eight loads, weighing about thirty
 thousand tons, and is (as are most of them) nearly as straight as a ruler, and
 without a knot; being 139½ feet long and 39½ inches square. When
 floated it measured 316 feet to the branching top, and for 150 feet was

Timber.
Spars.

About any branch at all. It was squared to 11 inches, but was of necessity reduced to $39\frac{1}{2}$ inches to admit of its entering the ship's bowport."

"The quantity of timber in this enormous tree is worthy of notice; call it 300 feet by 11 inches square, it would contain 3502 cubic feet, or 70 loads 2 feet square, or 116 loads as round timber. It would saw into 2050 boards of 11 inch wide, $\frac{1}{2}$ inch thick, and 12 feet long; or, allowing about 12 per cent. for waste in sawing, 1800 boards, 36 inches wide by $\frac{1}{2}$ inch thick and 12 feet long.

If laid out quite close it would cover 72,000 square yards, or 1 acre, 1 rood, 2 chains, 6 poles, 10 yards; or allowing for unavoidable interstices, about 2 acres and a quarter.

"It is difficult to imagine a tree half as high again as the Monument before its branches out.

"These masts are considered worth from £12 to £14 per load, and, we understand, are reserved for the British Navy; and it is said that the longest may perhaps be raised as a flag-staff at Windsor.

"The quality of the timber is not precisely white pine, red pine, pitch pine, hackmatac, or cedar, having, in some respects, the qualities of each, and inclining perhaps to red pine. It swims lighter than pitch pine, has beautiful figure, and in taste a small degree of acidity. It, however, appears not to have the peculiar character of the 'Wellingtonia gigantea,' as the specimen of the wood is exhibited at the Crystal Palace. The discharging of these enormous sticks from the vessel has been attended with great difficulty and expense, and not altogether without danger."

EXTRACT FROM SPEECH OF BISHOP OF BRITISH COLUMBIA AT YARMOUTH, 17th AUGUST, 1863. — See "Norfolk Chronicle and Norwich Gazette," August 22nd, 1863.

Fisheries.

"With regard to fish there were various kinds, the principal was salmon. They were exceedingly plentiful, and he had seen them as long as his stick, quite as fine as were to be seen sometimes in the shops in London. They came in shoals like the herring, and when he had been in a canoe, the boat frequently knocked against them; his canoe-men often knocked them on the head and pulled them into the boat, and if a net were put

down they could sweep off looking at the surface of water. Then the heading of enterprise. They did men, by going forth a on boats along shore, and on But he felt sure that, at no done in the pursuit, when prise). A can instance of he did over of a settler's give him something fresh, food and get some fish; of a short time she return

EXTRACT FROM "THE

"It is true, that if all water for so many ships to ground for docks in a Burrards Inlet, which Westminster."

"Esquimalt is near the that a lighthouse is place Royal Bay, just outside, veniences, it possesses a harbour in the Pacific O cost than any other harb secure; and it is well sit into the Straits of Fuca, "Port San Juan," situ possesses important facil and capable of anchoring ships could blockade the lake, while Esquimalt is assistance.

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SHIP OF BRITISH COLUMBIA AT YAR-
— See "Norfolk Chronicle and
22nd, 1863.

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ng, and when he had been in a canoe,
st them; his canoe-men often knocked
into the boat, and if a net were put

down they could have got out one haul. He had seen many in boat, fishing,
looking at the surface of the water, as many as fifty jumping out of the
water. Then the herring were very gland out, but there was a great want
of enterprise. They did not get the herring as did the Yarmouth boat-
men, by going forth a good distance at sea, but they pulled their
boats along shore, and consequently they only obtained the smaller sorts.
But he felt sure that, at no distant period, there would be a large business
done in this pursuit, when it was opened up by means of enterprise. As an instance of the plentifulness of fish, he mentions that
he discovered a settler's cottage, and as the fish were so abundant to
give him something fresh, they told their little children to go down to the
beach and get some fish; she accordingly took a net, and in the course
of a short time she returned with a quantity of the fish.

EXTRACT FROM "TIMES" CORRESPONDENT, *July 26th, 1860.*

"It is true, that if all that is required for a naval station be so much Naval Station
water for so many ships to float and to anchor in, and so many acres of Dockyard
ground for docks in a wilderness, these essentials are obtainable in Esquimalt
Burrards Inlet, which is about five miles across country from New
Westminster."

"Esquimalt is near the ocean, easily accessible by day and night, now
that a lighthouse is placed at its entrance. It has good anchorage in
Royal Bay, just outside, where a fleet could ride. Besides these con-
veniences, it possesses great facilities for fortifications over every other
harbour in the Pacific Ocean. It could be made impregnable at less
cost than any other harbour in these seas could be rendered especially
secure; and it is well situated for supplying ships at the entrance
into the Straits of Fuca, a measure, to the accomplishment of which,
"Port San Juan," situated on Vancouver Island, near the entrance,
possesses important facilities in having a good harbour three miles long,
and capable of anchoring a fleet in safety. From this port, one or two
ships could blockade the entrance, and make Fuca's Straits a British
lake, while Esquimalt is close at hand to afford supplies and all necessary
assistance.

Esquimaux
Naval Station
and Dockyard.

"While there is some of the disadvantages of the plan, let us glance at the disadvantages and inconveniences of making Burrard's Inlet the head quarters.

"The hollow navigation road, between Esquimaux and the Inlet, is a problem. At Esquimaux, we can get all they want, and at Burrard's Inlet, there is a factory which supplies them with biscuit. The blockade of the coast of British Columbia, shut up in the Inlet, through which would be out of the way, and distant from the Straits of Juan de Fuca, where its services must always be rendered. Vancouver Island will be the point of attack, if an attack is made on one of these Colonies by any hostile power, as it must be secured to make the continent tenable if taken, so that if Burrard's Inlet was made the naval station, it would involve this anomaly:—that while the head-quarters were over there, the ships would always be stationed here. The naval station must be at Esquimaux."

EXTRACTS FROM WEEKLY BRITISH COLONIST.—*Printed at Victoria,
Vancouver Island.*

GRAVING DOCK.

Esquimaux
Naval Station
and Dockyard.

"Looking forward to the extension of our direct communication with China and the Western coast of the Pacific, it may be interesting to some of our readers to know that the port of Amoy, situated in the south east coast of China—which is favourably known to navigators in the China seas for its extensive trade, central position, ease of access, and capability of accommodating with safe anchorage upwards of a thousand ships—has lately had established in it a Stone Dock for repairing vessels of large draught, not exceeding 300 feet in length, which may have met with damage on their voyage.

"The Dock is substantially built of granite, is fitted with caisson gate, steam pumps, and transporting buoys. The premises include extensive carpenters' and smiths' workshops and sail lofts, which are under the superintendance of experienced European foremen. They have also

installed, last year, of copper and metal, to naval purposes, where there is 13 feet of dock for under the

"We have been favoured to which we call the at

Rise and fall of ti

Length of dock at

Length of dock on

Depth from coping

Depth of water at

Depth of water on

Length of caisson

Length of caisson

Width of dock at

Width of dock on

"We are not in a pr in view of the constru

of vessels frequenting hazard the assertion th

figure considerably less answer the ends of our

course, it would not be constructed, at less exp

reduce, in a proporti Instance after Instance

merchantmen have su of the Island and Eng

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BRITISH COLONIST.—Printed at Victoria,
 on "Island."

AVING DOCK.

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 ... ng buoys. The premises include extensive
 ... shops and sail lofts, which are under the
 ... need European foremen. They have also

... methods, and dry-stone work, and coating of
 ... of copper and metal, lead, and bolts, iron, tin, and
 ... naval stores, and the equipment of vessels. There
 ... where there is 13 feet of water being 15 feet 1 inch
 ... dock for moderate sized vessels.

"We have been favoured with the following particulars of the
 to which we call the attention of our mercantile community:

Rise and fall of tide	... ..	17 to 13	feet
Length of dock at coping	... ..	316	feet
Length of dock on floor	... ..	301	feet
Depth from coping to sill	... ..	20	feet
Depth of water at entrance, high spring tide	... ..	18 1/2	feet
Depth of water on floor, spring tide	... ..	13 1/2	feet
Length of caisson on dock	... ..	61	feet
Length of caisson on floor	... ..	51	feet
Width of dock at entrance gates	... ..	60	feet
Width of dock on floor	... ..	31	feet

"We are not in a position to give the cost of the dock at Amoy, but
 in view of the construction of one somewhat similar for the convenience
 of vessels frequenting this port, and the waters of Puget sound. We
 hazard the assertion that a dock could be constructed here of wood at a
 figure considerably less than the stone dock at Amoy, and which would
 answer the ends of our shipping interests just as well. As a matter of
 course, it would not be quite so durable; but if it could be more rapidly
 constructed, at less expense, the saving in the outlay of capital would
 reduce, in a proportionate degree, the expense of repairs to vessels.
 Instance after instance has repeatedly occurred in which men-of-war and
 merchantmen have sustained damage on this coast; and as the tonnage
 of the Island and Puget's Sound increase, we may anticipate a propor-
 tionate increase of marine accidents, making a dry dock indispensable.
 There being no dock nearer than San Francisco, a dry dock here becomes
 a matter of great importance to our merchants; and if regarded only
 with a view to serve local shipping, it deserves early attention. But if
 we connect the tonnage frequenting Puget Sound with such a central
 pier, we at once raise to view the increased importance of our
 mercantile situation. The disbursements of vessels when docked are
 always heavy, and the funds thus expended would prove of great
 benefit, not only in providing employment for shipwrights and
 callings, but indirectly to the trade and rest of this port."

...of the Admiralty to construct a dock at Esquimaux. If any reasonable price, we apprehend that our merchants will have no objection to the dock, for their sakes. Already two or three of our large English firms have interested themselves in the subject, and it is not unlikely that some of them, the impression obtaining that the dock would in such a desirable enterprise, would pay a fair annual dividend, and that, under the present circumstances, to induce our English capitalists to have their money in the undertaking. Such being the case, the question is not only to await an impulse from our merchants to establish a dry dock at this port."—*17th March, 1863.*

RAILWAY.

Railway.

"The Esquimaux railway project came to a sudden end yesterday, at the hands of the chief commandant, before the bill was referred, in order to ascertain whether the leading orders of the House had been complied with respecting railway bills. As far as we can learn, the Committee had no opinion in the matter. The agents of the company had not complied with the orders, and, therefore, the bill had to be thrown out for the present session. The merits of the question were left entirely untouched; in fact the question of 'Victoria and Esquimaux Railway or no Railway' was not mentioned. We are glad it was not thrown out on its merits; and we have hopes that the project will be entertained and passed at the next session, and its merits fully canvassed. We like the spirit—the enterprising spirit—that induces the representatives of capital to embark in such undertakings. Such men are valuable acquisitions in a new country like ours, and deserve to be met in a fair and liberal spirit. They spend money and make business. It is no fault of theirs, however, that the railway project has failed. It is not on account of asking too much or too little, but simply through the principal agent bungling the part he had to play. The notice, for instance, was issued, and afterwards new standing orders were prepared under the supervision of Mr. Cay, the principal agent of the Company, but the orders did not agree with the notice, nor the notice with the orders, though the orders were made, as it was supposed, to expressly fit the notice and other preliminaries commenced by the Company. The present session is too short to allow a new notice to be filed, even if parliamentary usage did not otherwise prevent the introduction of the bill before the dissolution of the present legislature. Let the blame be laid on the right shoulders."—*10th February, 1863.*

TELEGRAM

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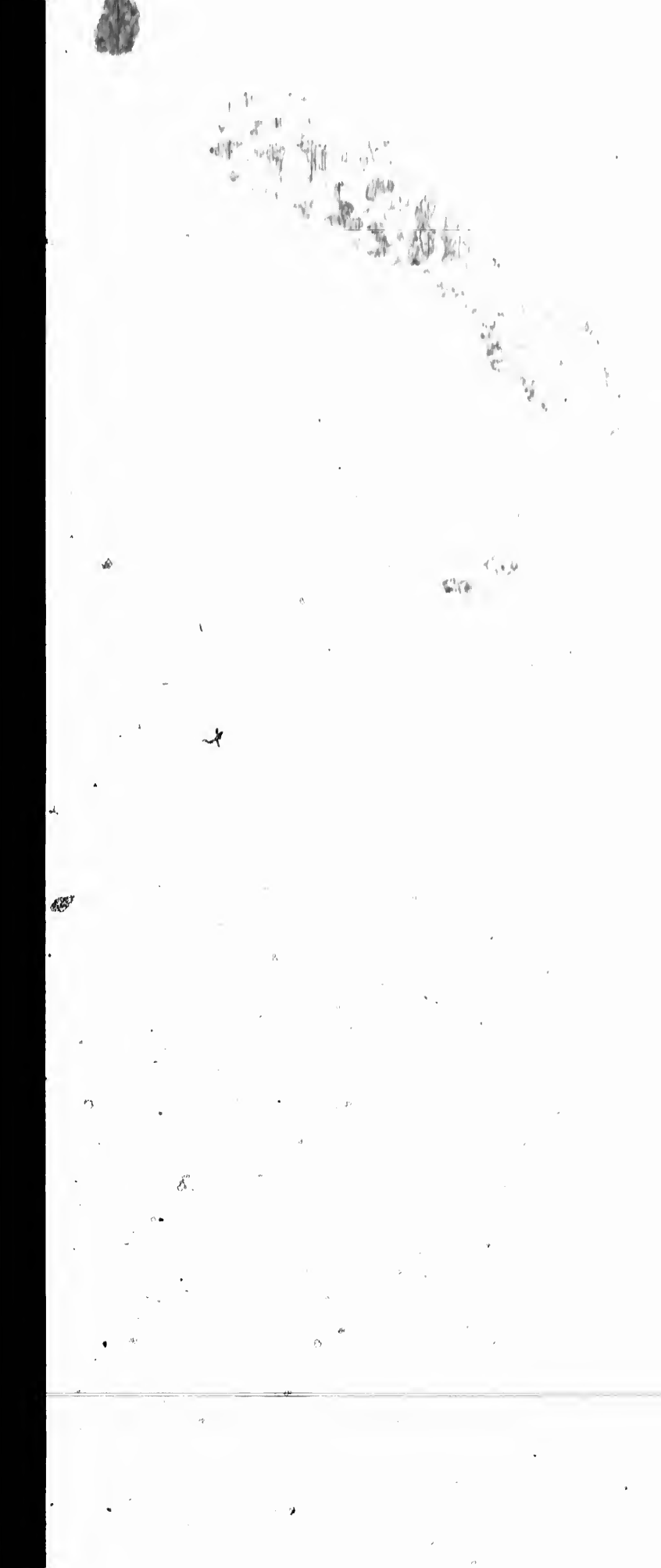
TELEGRAPHIC COMMUNICATION WITH SAN FRANCISCO.

"At no time, perhaps, for a long period, has there been so large a quantity of unemployed capital in England than at present. The political convulsion which has shaken her great commercial empire, the very centre has not been unproductive of a large consequence everywhere. An mercantile connection existing between the two countries, from its extensive character, is such as to make any such derangement of it felt in more ways than one. Not only has capital, to a considerable extent, to be used in manufacturing interests at home; but it has been almost entirely withdrawn from investment in American and American securities. The consequence is that money has become a complete drug in the English market. Any quantity of it can be had only from two to two and half per cent. per annum. New fields therefore are required for the more profitable investment of that capital. Fortunately for England, she is not now confined to Europe for a market for her money nor yet to the United States. The constellation of the colonies that has of late years grown up under her flag in all parts of the globe presents many objects which may attract the attention of moneyed men. Nor is this the only consideration that should awaken the attention of the people at home. It must be recollected that whilst their private commercial interests may be advanced by the profitable investment of their capital in undertakings in the Colonies where money always bears a much larger value, they may at the same time advance those of the Empire by thus contributing to the commercial prosperity of her various dependencies. Hitherto we have not been in a position to excite any great degree of attention from commercial men at home. So many and wide fields were there to appeal to their notice, that we have been almost entirely neglected. But henceforth it must be otherwise. The discoveries of the last two years have sufficed to place us in a position to command the regard of other countries. English capital has made its way out here to some extent. The purchase of the Newmine coal mines and the establishment of the Bank of British Columbia, are items of the years' advance. One railway company will make room for more. Steam navigation between here and Panama affords another field. And yet another opening presents itself for the investment of capital in the increasing want of telegraphic communication between Victoria and San Francisco. In no way do we feel our isolated position more than in the delay that occurs in the transmission of information between the two places. In such a day the telegraph assumes an importance second only to a good postal system. A telegraphic

... finally to construct a dock at Esquimalt
 ... apprehend that our merchants will have
 ... the subject. Already two or three of
 ... themselves in the subject, and
 ... the impression obtained that the
 ... enterprise, would pay a fair annual
 ... present circumstances, to induce
 ... the undertaking. Such
 ... only to await an impulse from our
 ... of this port." -17th March, 1863.

RAILWAY.

... project came to a sudden end yesterday, at
 ... when the bill was referred, in
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 ... otherwise prevent the introduction of the
 ... the present legislature. Let the blame be
 ... -10th February, 1863.



52.
we can hope to make Victoria a vast
intained in its integrity."

M.L.A.—"We must maintain our free
leavour to induce the Home Government
amers from England to this, via West
ared to give my support to all bona fide
y will be benefitted and enriched, and I
port to any measure calculated to insure
moral resources of this country, and more

"Free trade with all the world, and
port, will, I trust, ever form the basis of
they have become the leading principles of
Britain. New roads, railways, water works,
and wisely undertaken, shall have my most

the maintenance of the free port system."
neral development of the resources of the
uced immigration, and to afford occupation."

M.L.A.—"The wise policy of our free port
maintain, and at the same time deem it my
possible way, the commercial character of our
the valuable natural resources of the Island."
The free trade, to which, in a great measure
is due, should, in my opinion, be maintained.



...with San Francisco, and thence with New York, thus becomes an object whose attainment we must all desire. Our commercial relations with California, and latterly with Oregon and Washington Territory, are increasing so rapidly as to call for some movement towards establishing a line of telegraph that would continue to this place the connection now existing between Portland and San Francisco. But besides this we have the increasing number of communications on private affairs that would be sent to various parts along the line, the daily demand for the latest telegraphic news from the South and East to depend upon as a source of income to the undertaking. It may perhaps be doubted whether at the high rates of interest which, at present, rule in this place, it would just now only pay for the investment of local capital. But two per cent. per month, and two per cent. per annum may cause men to look at the project in different lights. There is plenty of room for profit between the two rates. We may not be satisfied with anything less than twenty per cent. per annum, while our English capitalist may consider himself lucky in getting six or eight per cent.

"The means of communication must, of course, be by sub-marine cable with Olympia, in Washington Territory, some eighty miles distant from this place. For although there are shorter reaches between the two coasts of the straits yet, the country on the American side is not yet sufficiently developed to allow of the line being carried over land. The course of the cable would likely be from Victoria over to Port Wilson, near Port Townsend, about 30 miles; thence up the Sound to Olympia, some 50 miles further. From Olympia to Portland, which we suppose is between 80 and 90 miles; the line could of course be easily carried along the stage road, and then the connection with San Francisco and New York would be complete. The line between Portland and Olympia requiring only to be constructed of iron wire, would cost but little—the main expense, as a matter of course being the cable. The cable between the Channel Islands and England, which comes nearest in length to the one in question, being eighty miles long, would probably give a pretty good parallel as regards cost, and perhaps for a short time as regards returns. That line, we believe, cost about £130 per mile, and is, we understand, larger than the Atlantic Cable. This, we suppose, is owing to the greater danger of its disarrangement from lying in shallow water, and from the prevalence of rough weather, causing vessels to drag their anchors. The same kind of cable could no doubt be now manufactured for £100 per mile, or perhaps under; this would make the cost of the line to Olympia,

£900. To this must be added the cost of the line between Victoria and the Sound, which would of course be very small, as the line would not require every facility for such operations as were it completed to Portland. We come to consider the project both commercially and as regards the per centage to English capitalists, in some tangible manner, manufactured of some material, and covered outside with gutta serena. Messrs. Glass, Elliott, & Co., which are the among the most successful. We hope ere long to have a connection between this city and Portland, not long ago, with respect to their city—and not only by electricity, but with the probability of telegraphic communication. *December 2nd, 1862.*

"The shores, both on our coast-line extends, inlets affording good harbours, building is everywhere, any quantity of fish can be taken too, as far as it has been the coast. Every vessel in carrying on trade can be made a great contribution that can be made, and no impediment formerly to the Indians. Much of the mentalities of our vessels.

"It is one of the o

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£2000. To this must be added freight, and the expense of laying it
 between Victoria and that place. From the shallowness of the water
 not exceeding much over 120 fathoms, and the uniform evenness of the
 strait and sound, which are like lakes between large mountains, the cost
 would of course be very little. The sum of £2000 would probably cover
 all, as the line would most likely be laid by the manufacturers, who have
 every facility for such operations. At most we cannot see how the line,
 were it completed to Portland, could cost more than £15,000. This, when
 we come to consider the great benefit it would confer upon this colony,
 both commercially and socially, and the certainty of its paying a good
 per centage to English capitalists, even at its outset, ought to be sufficient
 to cause our public men to bring that project before the old country cap-
 italists, in some tangible shape. Submarine cables are now generally
 manufactured of some five strands of copper wire, eased in gutta-percha,
 and covered outside with iron wire to protect the surface from abrasion.
 Messrs. Glass, Elliott, & Co., of Greenwich, and Henly & Co., of Wool-
 wich, are the among the most celebrated manufacturers of the article.
 We hope ere long to have to record the fact of instantaneous communica-
 tion between this city and New York,—as the San Francisco papers did,
 not long ago, with respect to the achievement between the same place and
 their city—and not only with New York shall we yet be able to converse
 by electricity, but with Europe, for we perceive that there is still a
 probability of telegraphic communication between the two countries.”—
December 2nd, 1862.

TIMBER, FISH, &c.

“The shores, both of the Island and of the mainland, as far north as Timber
 our coast-line extends, and beyond that, are everywhere indented with Fisheries.
 inlets affording good harbours. Abundance of timber suitable for ship-
 building is everywhere to be met with. Our waters and forests produce
 any quantity of fish and fur-bearing animals. The mineral kingdom,
 too, as far as it has been explored, is richly represented at various points
 of the coast. Every facility should therefore be given to those engaged
 in carrying on trade in our northern waters. No obstacles to its free
 action that can be removed should be suffered to remain. The chief
 impediment formerly existing was the hostility of different tribes of
 Indians. Much of this has been done away with through the instru-
 mentality of our vessels of war.”—*March 17th, 1863.*

“It is one of the drawbacks of this country that our power of pro-

duction, apart from that of our gold fields does not bear that proportion to our consumptive powers which we would wish to see. This of course is not for want of resources, nor for want of material to be worked up and fitted for consumption and exportation—for of that the supply of various kinds is almost illimitable. We need only allude to the immense forests of splendid timber by which both island and mainland are covered, and the comparatively small use yet made of them to show how great is the field remaining to be occupied in the manufacture of lumber, turpentine, tar, and resin, not to speak of ship-building, for which, too, these Colonies afford such admirable facilities. Then we have our fisheries, extending along the whole of our territory up to Russian America, as yet we may say untouched, except for the purpose of supplying a portion of our local wants, but capable of being made to produce a very large revenue, and giving employment to thousands. Fortunately, too, we have everything necessary for curing them at our own doors. The lumber of our forests furnishes us with staves for barrels; while the brine springs of Salt Spring Island require only to be brought into use to give us all the salt we can consume. Quite a considerable trade is now being done at San Francisco in shipments of California fish,—principally salmon,—to China, Mexico, and various other countries on the Pacific.

“Our advantages in this respect ought to be, equal if not superior to those of California, had we a population anything near as large as that country; we have a much larger and more varied field of fishing ground, and from our distance north, the fish ought to be superior in quality.”

7th July, 1863.

“House of Assembly, November 25th, 1862.—*Mr. Nicol's Application*

Railway and
Dock.

“The Governor's Message, enclosing a communication from C. S. Nicol, Esq., enquiring what encouragement the Government was prepared to give to an English company who propose to construct a railway between Victoria and Esquimalt, and patent slip at Esquimalt harbour, &c., came first under consideration.

“Mr. CARY observed that it was not the business of the Government to bring bills into the House for the purpose of promoting private enterprise, and commented rather sarcastically upon the diction of the letter, which asked “would the Government be prepared to undertake to pass a bill through the House of Assembly?”

“Mr. FRANKLIN agreed that the applicant should petition the House for the passage of a private bill, even though the enterprise were of a public nature.

our gold fields does not bear that proportion which we would wish to see. This of course is not for want of material to be worked up and exported—for of that the supply is inexhaustible. We need only allude to the timber by which both island and mainland are so richly supplied, and to the numerous saw-mills which are being actively and judiciously made of them to show that the land is not only capable of being occupied to the advantage of the colony, but also of affording such admirable facilities. Then we need only refer to the whole of our territory up to the coast, which may be said to be almost entirely untouched, except for the purpose of supplying local wants, but capable of being made to produce, and giving employment to thousands, everything necessary for curing them at our wharves. Our forests furnish us with staves for barges, and our salt springs require only to be worked to afford all the salt we can consume. Quito a cargo of salmon, done at San Francisco in shipments of 500 tons, to China, Mexico, and various other parts of the Pacific.

It is in every respect ought to be, equal if not superior to any other population anything near as large as that of the colony, and a larger and more varied field of fishing ground, and the fish ought to be superior in quality."

November 25th, 1862.—*Mr. Nicol's Application*
Enclosing a communication from C. S. Nicol, in which he proposed that the Government was prepared to grant a licence to any person who propose to construct a railway between Esquimalt and patent slip at Esquimalt harbour, &c., came

and it was not the business of the Government to undertake for the purpose of promoting private enterprise. The speaker sarcastically upon the dictation of the letter, asked the Government be prepared to undertake to pass a bill, "if the applicant should petition the House for a bill, even though the enterprise were of a public

"Mr. HELMCKEN said he did not believe that Mr. Nicol intended to do anything but what his words implied. The construction of a patent slip was a project of no importance, and he thought there was no reason why an Act should not be passed, enabling a company desirous of consummating such an enterprise to acquire a location suitable for the purpose, in the same way as lands for a railway.

"On the motion of Mr. CARY it was resolved—That His Excellency be informed that the proposition made by Mr. Nicol was too indefinite to enable the House to express an opinion as to its merits.

Dr. TOLMIE's resolution, soliciting the Governor to proclaim that he would make grants of timbered land to persons establishing saw mills thereon, was next taken up.

"Mr. CARY thought it was too much the practice of the House to step beyond its legitimate duties, and in this case it was best to recommend advertising.

Mr. TOLMIE considered it was advisable to make such opportunities as the lumber trade presented, generally known.

"Mr. FRANKLIN said he had one great objection to the resolution: it invited the Governor to proclaim certain disposal of the lands, when such matters should be controlled by that House. Whatever action was taken with respect to this resolution, the colony at large would be compromised. He was strongly in favour of every encouragement being afforded to the branch of industry referred to, but it was necessary to be cautious. The pre-emption law which he had favoured, was the result of a proclamation, when such a measure, carefully defining its provisions, should have been regulated by the Legislature. He objected to grants being made; such a course might impede settlement by pre-emption. He favored the Governor being requested to proclaim, the granting of licenses for the cutting of timber.

"Mr. HELMCKEN did not apprehend that the dignity of the House would be compromised in any way by the passage of the resolution.

"Dr. TOLMIE consented to adopt the suggestion of Mr. Franklin, and amended the resolution to read that His Excellency be solicited to proclaim that licenses to cut timber will be granted to parties establishing saw mills on Vancouver Island upon unsold and unpre-empted lands.

"The resolution, thus amended was carried unanimously."

December 2nd, 1862.

Our Growth.

"We do not deal with the people of our Island and British Columbia alone. We are the commercial mart for the Sound, and are becoming so for the whole north-west coast north of San Francisco. Our free port system has proved to a demonstration, the advantages to be derived from it. Young as we are, it enables us to compete for direct English trade, even with San Francisco. The large number of vessels consigned to this port from England, the ready sale and good prices obtained for their cargoes, the fact that our trading capacity has increased, and the important light with which we must henceforth be viewed abroad. Attention is now directed towards this port as a distributing depot, that character we must retain, and as our population increases, and as the population of Oregon and Washington Territory, which have received large accessions, this year increased also, we shall be able to supply at this port foreign vessels with a return cargo of the productions of these countries. We have spoken of our direct trade with England—our coasting trade, and our trade with San Francisco have equally given proofs of their increased importance during the past year."—*December 2nd, 1862.*

Our capabilities and our wants.

"Among the chief difficulties which every new country has to contend with, are the want of capital and population. The influx of the former soon, however, corrects the latter. Notwithstanding our proximity to rich gold fields, we are no exception to the general rule. Although both these Colonies are teeming with all the elements of wealth, yet from the absence of a sufficiency of the above requisites, it is as yet almost entirely undeveloped. Now this should not be. The capitalists of Europe, who are often unable to find safe and profitable employment for their surplus capital, have only to turn their attention towards this portion of the Pacific coast, and they will find as fair a field for its investment as ever was presented by any country. For commerce, manufacturing, mining, and agriculture, there is room for unlimited extension. All, however, must be more or less retarded from time to time from the want of a sufficient amount of money to meet the constantly increasing demand. The rates of discount charged by our chartered banks, ranging from one-and-a-half per cent. for thirty days to two per cent. for ninety days, and still higher rates exacted by private capitalists,—show what a large margin there is for the profitable investment of European capital in this country. And this, notwithstanding the ever-increasing productions of our gold mines, must continue to be the case.

Shipping

Our capabilities and wants.

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"In addition to the vast extent of these Colonies, and consequent capabilities and wants, dispersion of capital, and as also unacquainted with the all active character of a good producing country, must be aware that there is not likely for some time to be much money to spare for our capital, especially unconnected with the search for the precious metals. In old countries, things have been built up for generations; in a new country like ours, the process is only commenced. To aid in this construction, we want to see moneyed men, not only send their capital here, but come here themselves with their families. Here they will find a fine climate and plenty of ground to work upon. Our splendid harbours, geographical position, as the future Britain of the Pacific, our immense beds of coal, our copper, our iron, as has been anticipated, do exist in abundance. We learn from a private source that a whole mountain of iron has been recently discovered. Our vast forests of the finest ship-building timber in the world; our fishing banks; all these, not to speak of our mines of gold and silver, are resources which need the magic touch of capital to reproduce in the Pacific the scenes that meet our view in that Island-hive of nations off the western coast of Europe. It is needless for us to go into details as to what might be done here." A few raw materials we have just mentioned have contributed to make England what she is--the chief manufacturer and trader in the world. What is to prevent us, of the same race, and in a similar climate, and geographical position, from having our great manufactories of iron and copper, our shipyards; and from these are railways and shipping to open up the road to the east, to connect China and Japan with Europe; to supply the southern coast of America with manufactures of various kinds, and the ever-increasing steam marine of China with coal. All this, and more than we can mention can be done. We want only the men and the money. These we hope are long to see."

April 28th, 1863.

Grants of Land for lumbering purposes.

"Of the importance of the object sought to be attained by Dr. Tolmie ^{Timber.} in the resolution brought by him to the notice of the House of Assembly, the other day;--That His Excellency the Governor be respectfully solicited to order that grants of timbered land be made to parties establishing saw mills thereon--no one can entertain a shadow of doubt. It must be a source of regret to every one who has the good of this country at heart, that such vast resources as we possess should be so entirely undeveloped. When we look abroad and compare our conditions with that of other new

that to be engaged in the... of the... of their production, we are faced with the... of the... for us and how little we have as yet done to... it productive. The... of us... in... No country has it more... Still, we might as well not... for all the use we make of it. Not to speak of our minerals, what is there not for the profitable employment of capital in our... fishing, and... Why need there be any unemployment in this Colony when there is so much for human labour to do? Yet our best forest of some of the finest timber in the world still bolts the wheel round. Instead of the ringing axe of the woodsman, the primeval solitude of nature is, with few exceptions, all we meet. The whole west coast of the Island still remains untouched by the hand of civilization. The land covered with timber and the waters teeming with fish invite the investment of capital. Employment for thousands could thus be had, and the whole of that vast region lined with settlements—the lives of industry. There is no question as to the possibility of such a change being wrought with a profit to all, both private and public. The vast quantity of lumber manufactured in our neighbourhood by the mill on the other side of the Sound, and even on our Island, at the Albemarle mill, the ready sale and good prices it always commands, the number of men employed, the shipping engaged, the influence it exercises in attracting foreign commerce, prove this beyond a doubt. If we would learn how vast and important a business to the country lumbering may become, we have only to take a glance at what has been done in other timber countries in Eastern America—in Canada for instance. In 1852, the timber exported was valued at \$5,758,563, and in 1859, \$12,080,050, besides this, there was, of course an immense amount consumed at home. Those concerned in the business on the Ottawa river and its tributaries alone amount in number to more than 30,000. Now, there is no reason why our lumber trade should not in time become quite as large as that of Canada. We have all the timber necessary and far more easily accessible by means of our continuous line of harbours, thus requiring but one shipment which will make up in a measure for the difference in freight to European markets. The superiority of our Douglas pine for ship-building purposes will always be a sufficient inducement for disregarding any slight inequality of price between it and timber from the provinces on the Atlantic coast.

The Governments of France, Spain, Sardinia, and Holland find it to their advantage to come to this coast—to our American neighbours—for

applies for the... But... the... establishment... American Rep... depend, in a... ber. The late... of consumption... measure may be... facturing our... share in the ad... voir to do so b... give encourage... the lumber man... mere speculator... the Colony. N... is understood a... tracts of land... vanced pioneer... to the settler;... to follow" says... course; the prin... he has secured... in, see simple, of... range, for a lu... the lands in the... same time offer... capitalists to cr... The difficulty m... complying with... few hundred aer... time; and a fur... large number of... mill-owner a pie... time would not... occupied for agri... thus grow up to

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...applies for their duty only. We do not wish to bid for their
...of them. But we are not confined to this. The whole
...Public Company has applied for our aid, and we have given it. Even now, the
...establishment at Barclay Sound sends its millions of feet to the South
...American Republics—Chile, Australia, and New Zealand must also
...depend, in a great measure, upon this quarter of the world for their lumber.
...The latter two countries are increasing in population and power
...of consumption. Such being the case, everyone must concur in whatever
...measure may be taken, that will tend to invite men to commence manu-
...facturing our raw material and prepare it for the market. We desire to
...share in the advantages to be derived from the trade, and we wish to en-
...courage to do so by every means in our power. In our anxiety, however, to
...give encouragement to those who are *bona fide* desirous of establishing in
...the lumber manufacture, we must be careful lest we have an opening for
...mere speculators to play their games to the detriment of the interests of
...the Colony. Not only should we guard against speculation, as the term
...is understood amongst us, but it is necessary to avoid dotting out large
...tracts of land from industrious agriculturists. "The best mode of the ad-
...vanced pioneer of civilization. He leaves the timber to the settler,
...to the settler; but wherever he has penetrated, the settler is certain
...to follow" says an English writer. The timber, with us, will be, of
...course, the primary object; of that he must have a sufficient range; when
...he has secured it, he can proceed with confidence. But to make a grant
...in fee simple, of land commensurate in extent with a necessary timber
...range, for a lumber mill, might have the effect of locking up half
...the lands in the Colony, which would never do. To avoid this, and at the
...same time offer such inducements as might have the effect of causing
...capitalists to erect mills more extensively, is the problem to be solved.
...The difficulty might perhaps be met by making a grant to any party
...complying with specified conditions, of a certain portion of land, say a
...few hundred acres in fee, on which a mill shall be built within a specified
...time; and a further grant of a license to cut timber on a sufficiently
...large number of acres of unappropriated land. This would secure the
...mill-owner a piece of property sufficient for his own use, and at the same
...time would not prevent the land subject to timber license, from being
...occupied for agricultural purposes. Manufacturing and agriculture might
...thus grow up together." Nov. 18th, 1862.

Necessity of a Dockyard at Esquimalt.

When we reflect on the position of home, as being liable to awaken to the necessity of providing a dockyard for the British fleet in the Pacific. When we consider the immensity of the commerce of the land, and the important part which it is called upon to perform, we are surprised that so little has been done for that purpose in the part of the world. True, we have a large fleet, much larger than any other power, yet that fleet is far away from home and from support. If ever a general war should come, which God forbid, Britain would have to depend on her own strength; she may expect but little aid from any power in the Pacific, those who are best able might be the least disposed to come to her assistance. She must, then, take the same precautions in this respect that she has in other parts of the world. In the Atlantic she has the strongly fortified station of Halifax in the North, and Bermuda; further South are St. Helena, and Cape Town. In the Mediterranean, Gibraltar, Malta, and Cadix. Off the East coast of Africa, near the mouth of the Red Sea, she is in possession of Aden. India, of course, furnishes stations enough for the Eastern Archipelago. Coming now to the Pacific, there are the stations of Sidney in the South, and Hong Kong in the North; in each of which we believe there are dockyards; but for this side of the ocean there is only the British station of Esquimalt; for Valparaiso being in the possession of a foreign power, cannot, of course, be depended upon. Glancing at these various resting places of the fleet, we cannot but be surprised with the contrast presented between the number and proximity to each other of the stations on the Atlantic, and those of the Pacific, and not only in the above respects, but in the great distance our Pacific squadron are from home, superior accommodation should be afforded them for shelter, supplies, and repairs. But hitherto this has not been the case; though nature has provided the position, and has been slow to turn it to advantage. Though Esquimalt has been occupied by the fleet of Vancouver Island station, yet comparatively little has been done towards its improvement compared with what is required. True, there is a powder magazine, and some store-house; but what are these for a first-class station as ours ought to be? The American war, however, among its other results, will no doubt render the Home Government alive to the necessity of going a little further in the protection of its commerce in the Pacific. The possibility of a second fleet of Monitors on the West Coast of America is not to be contemplated."

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Esquimaux.

...at home, so beginning to weaken
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...merce in the Pacific. The possibility of a
...on the West Coast of America is not to be

...An article in the *Traveller*...
...concerning an letter from the *Traveller*...
...bring the matter rather prominently before the British public...
...of the American Government having ordered the construction of iron-
...clad vessels on the plan of the Monitor, to be stationed at San Francisco,
...and on the coast Oregon and of Washington Territory, &c. &c. It
...show the necessity of further steps being taken on the part of the
...British Government to prevent the destruction of our colonies and
...settlements in this quarter of the globe. After enumerating the
...force of the Pacific squadron, amounting in aggregate to 3170 horse
...power, 212 guns, 16,612 tons, and 3,033 men, and alleging the opinion
...of the force the Federals would have to oppose it, the writer observes
...they would never dream of encountering our fleet with any other than
...iron-plated vessels. Speaking of the Americans building iron ships on
...this coast, he continues, "We learn that the material for ship-building
...exists in abundance at San Francisco, and that the iron to be used as
...armour-plating is about to be forwarded from New York. If this applies
...to the Federal possessions, how much more is it applicable to our own
...settlements? Trusting the correspondent of the 'Times,' who writes
...that 'Vancouver Island furnishes oak and other ship-building materials
...in as great abundance as California, and of better quality, as was tested,
...or rather proved, of late years by the Russian Government. There are
...positions on the shores of the island, close to the sea, convenient for
...building and launching, as has been established by the building of
...several steamers and sailing vessels during the last three years; and there
...are competent shipbuilders on the spot, Englishmen and foreigners, who
...have proved their qualifications by the construction of a variety of craft;
...while there is an iron foundry in Victoria on the shore of the harbour."
...The writer of the article dwells upon the fact that the means are on the
...spot wherewith ships could be built at a cheap rate, and that if iron
...plates can be sent from New York, the greater the reason why they can
...be transmitted from England; and thinks it would not be prudent to
...wait for Mr. Reed to supply the Government with iron-clad ships, and
...so doing to afford the Americans time to build and launch on the spot.
...After referring to the fact that the Government has been ordering the
...up ship-building in Bombay, from the circumstance that it is not
...the writer thinks the opening of an inexpensive ship-building establish-
...ment on Vancouver Island might very appropriately be placed among
...the dear concern in the East, and that no doubt would be found to be

necessary for that purpose? The fact of the 'Mutual' having had to go to the 'Royal Dock' at Devonport, to get necessary repairs, had nothing to do with the expediency of a Government dock in a British port. The 'Mutual' is not the only one. We have regularly had occasion for similar occurrences to other ships of the Royal Navy, and, with the fact staring us in the face, we have this valuable year to come, and have done nothing to provide ourselves a quarter where it is so much required, with that essential to a maritime nation—a dry dock. We hope that the matter will not be allowed to drop, and that at the next session of Parliament it will receive full consideration. We make good that Mr. Laird, the member for Birkenhead, takes a very strong interest in the project. His sound, practical sense will go far in bringing the question to a proper issue. The necessity of proper accommodation for the fleet of the Pacific, from what has been said, must be evident to all. The fact of Esquimaux having already been occupied by the Admiralty as the North Pacific Naval Depot, and its suitability for that purpose, would justify further improvements. Land locked, easily accessible, with good anchorage, spacious, being in extent about two miles by three, having an average depth of six fathoms, capable of being well defended, it presents every facility for a great naval depot. Besides this, it has the advantages of a salubrious climate, a good supply of pure water—its proximity to Victoria, the great entrepôt of the North Pacific being distant about three miles, and with it will shortly be connected by railway—also of being in the neighbourhood, we may say, of a plentiful supply of coal; and lastly, of the presence of an inexhaustible supply of some of the finest timber in the world, of which vast quantities are purchased by the French, Spanish, Sardinian, and Dutch Governments for ship-building purposes.

"December 16th, 1862."

Comparative Table of Vessels Entered and Cleared at the Port of Victoria, V. I., in 1861 and 1862.

Entered 1861		WITH CARGO		IN BALLAST		TOTAL		WITH CARGO		IN BALLAST		TOTAL	
Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.
57,000	600	87,000	984	57,000	984	144,000	1,968	57,000	600	87,000	984	144,000	1,968
57,000	600	87,000	984	57,000	984	144,000	1,968	57,000	600	87,000	984	144,000	1,968
57,000	600	87,000	984	57,000	984	144,000	1,968	57,000	600	87,000	984	144,000	1,968
57,000	600	87,000	984	57,000	984	144,000	1,968	57,000	600	87,000	984	144,000	1,968

The fact of the 'Mutual' having had to be re-erected, necessitates a report that the necessity of a Government dock is not the only one, and that the fact of the 'Mutual' being re-erected is not the only one. We hope that the matter will not be taken up by the Government at the next session of Parliament it will be a good idea to refer the question to a proper issue. The fact of the 'Mutual' having been re-erected is not the only one. We hope that the matter will not be taken up by the Government at the next session of Parliament it will be a good idea to refer the question to a proper issue. The fact of the 'Mutual' having been re-erected is not the only one. We hope that the matter will not be taken up by the Government at the next session of Parliament it will be a good idea to refer the question to a proper issue.

Comparative Table of Vessels Entered and Cleared at the Port of Victoria, V. I., in 1861 and 1862.

Nationality	ENTERED 1861			ENTERED 1862			CLEARED 1861			CLEARED 1862			TOTAL		
	No.	Tonnage	Crew	No.	Tonnage	Crew	No.	Tonnage	Crew	No.	Tonnage	Crew	No.	Tonnage	Crew
Columbia	201	8210	224	57	3008	820	591	1762	1293	1358	123	1115	2356	2673	1233
British	56	10826	886	53	4683	413	50	1343	1274	1274	42	290	2694	2694	290
American	477	67856	3418	101	4775	475	15	553	8873	248	219	219	219	219	219
Dutch	1	230	16	1	47	16	1	47	16	1	1	1	1	1	1
Prussian	1	47	16	1	47	16	1	47	16	1	1	1	1	1	1
Spanish	1	1170	16	1	1170	16	1	1170	16	1	1	1	1	1	1
New Zealand	1	1170	16	1	1170	16	1	1170	16	1	1	1	1	1	1
Other	1	1170	16	1	1170	16	1	1170	16	1	1	1	1	1	1
Total	808	86770	5224	233	11631	1278	3666	30172	6182	7368	2673	2673	2673	2673	2673
Total	132	5123	764	253	17256	2742	414	2651	2656	2656	2656	2656	2656	2656	2656
Total	15	3157	236	10	2823	10	14	2823	2873	2873	2873	2873	2873	2873	2873
Total	463	107123	1226	304	23641	3873	728	18723	5873	5873	5873	5873	5873	5873	5873
Total	202	712	110	14	2823	10	14	2823	2873	2873	2873	2873	2873	2873	2873
Total	202	712	110	14	2823	10	14	2823	2873	2873	2873	2873	2873	2873	2873
Total	202	712	110	14	2823	10	14	2823	2873	2873	2873	2873	2873	2873	2873
Total	202	712	110	14	2823	10	14	2823	2873	2873	2873	2873	2873	2873	2873

Entered
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Total
1861
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Total

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1862
Total

Statement of the Revenue of the Colony for the years 1861 and 1862.

1861.	Quarter ending December 31st.	Quarter ending December 31st.	Quarter ending December 31st.
San Francisco	841,014	841,014	203,659
England	6,547	6,547	228,011
Portland, Oregon	51,050	51,050	70,284
Port Townsend	45,728	45,728	101,910
Honolulu, S.I.	6,000	6,000	21,030
New Westminster	1,005	1,005	115,678
Total	912,354	912,354	507,582

1862.	Quarter ending June 30th.	Quarter ending September 30th.	Quarter ending December 31st.
San Francisco	807,315	807,315	806,617
England	19,359	288,511	101,019
Portland, Oregon	21,214	22,330	13,318
Port Townsend	58,011	35,273	73,062
Honolulu, S.I.	5,635	26,361	5,918
British Columbia	1,200	9,635	8,189
Hong Kong	.....	.....	32,263
Melbourne	.....	.....	32,170
Valparaiso	.....	.....	17,000
Total	912,327	984,430	984,178

Recapitulation.

	1861.	1862.
San Francisco	\$1,288,359	\$2,345,066
England	516,011	694,278
Portland Oregon	216,603	75,370
Port Townsend	228,450	121,793
Honolulu, S.I.	54,382	213,108
British Columbia	31,454	32,121
Hong Kong	.....	22,263
Melbourne	.....	32,170
Valparaiso	.....	17,000
Total	\$2,335,293	\$3,555,477

Total Receipts in 1862..... \$3,555,477
 Ditto 1861..... 2,335,293

Balance in favour of 1862, \$1,220,179

January 1st, 1863

"A voice of the British Columbia is doubt whatever the more rightly in w Nearly every and speaks hopefully of An air of material everywhere. There in every department witnessed. We ne once an common from the mines, th in our history, f foundation on whi owner, agricultur without fear of au themselves for on hope of help thi satisfaction at the of industrial and "temporary" char of all kinds is be preparing to expan short, the feeling England, Canada, what stories the putable facts, wh gainway nor refite of the most prosp

"Such being people are wholly facts to the worl place, the import the imports were shown to be \$1 of '61. In the

1861 and 1862.

Quarter ending September 30th.	Quarter ending December 31st.
1,041	1,049
5,517	5,614
10,650	10,282
5,724	10,910
6,999	21,656
1,005	15,978
32,932	36,719
Quarter ending September 30th.	Quarter ending December 31st.
17,315	15,017
19,229	101,019
21,934	18,318
18,014	73,162
12,695	6,918
1,200	8,189
.....	32,368
.....	32,170
.....	17,000
104,327	382,178

Population.	1861.	1862.
.....	\$1,288,359	\$2,315,066
.....	516,011	691,278
.....	216,603	75,370
.....	228,459	121,793
.....	54,382	213,108
.....	31,454	32,124
.....	.....	22,268
.....	.....	32,170
.....	.....	17,000
.....	82,335,298	83,555,477

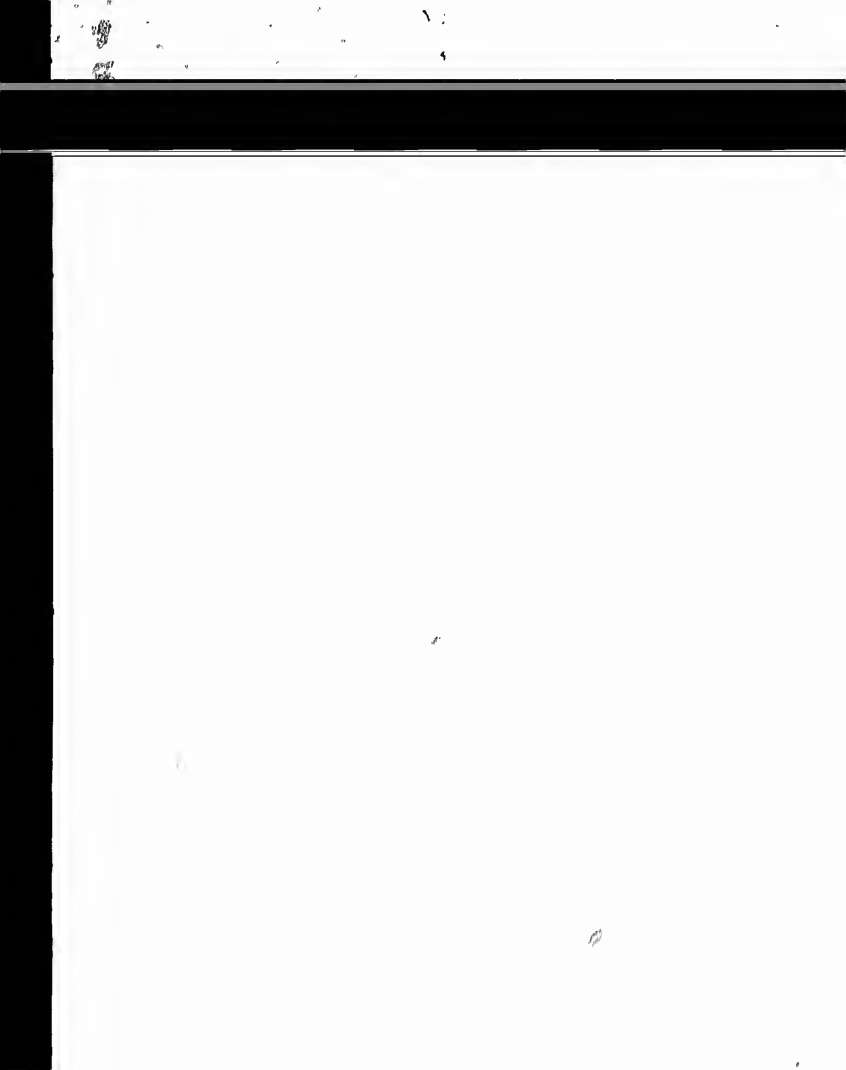
2..... 83,555,477
 1..... 2,315,298
 Total of 1862, \$1,220,179

1861 and 1862.

"A review of the imports of British Columbia and Vancouver Island during the past year will not doubt whatever that, in proportion to our population, we have increased more rapidly in wealth than any other country of which we have heard. Nearly every one participates in the general prosperity. Every one speaks hopefully of the country, of its future growth and progress. An air of material progress, individually and collectively, is manifest everywhere. There exists an unbounded confidence, a feeling of certainty in every department of trade and industry, that we have never before witnessed. We never meet now with that morbid feeling that was once so common: men substantial men—our day dated with the rise from the mines, the next day depressed. The past year has fixed us in our history. It has cleared away all uncertainties. It has laid a foundation on which the merchant, trader, artisan, practitioner, ship-owner, agriculturist, carrier, capitalist, and real estate owner may build without fear of any extraordinary reaction, on which they may stake themselves for one, five, or ten years, and even for a lifetime. There is no hope of losing fortunes to their heels. There is a general feeling of satisfaction at the material success of the country in 1862. The character of industrial and commercial enterprise are everywhere visible. The "temporary" character of trade and industry is fast vanishing. Enterprises of all kinds is becoming more solid, fixed, regular, lasting, and is preparing to expand into all the substantive elements of national life. In short, the feeling of the country is, 'We don't care what is said in England, Canada, Australia, or the States against us. We don't care what stories the disappointed may circulate. We can give facts and verifiable facts, what the most cautious and most sceptical can not gainsay nor refute, to establish beyond controversy our material progress of the most prosperous countries on the face of the globe.'

"Such being the state of feeling in our two provinces, where the people are wholly devoted to money-making, it is desirable to give a few facts to the world to show how well the feeling is founded. In the first place, the imports of Victoria alone were \$2,315,477 in 1862. In 1861 the imports were \$1,220,179—an increase of 90 per cent, over the imports of '61. In the tonnage of this port, including Alloual and New West-





minister, we had in 1861 104,351 tons, whereas in '62 our tonnage was 195,903 tons, an increase of nearly 100 per cent, whilst the imports increased 50 per cent. The reason why tonnage is greater than imports is due to the passenger trade with British Columbia and Stekin, and the numerous arrivals of steamers with passengers from San Francisco and Portland. If our foreign indebtedness in 1862 was \$3,555,477, we have made during the year a large surplus in assets after paying it off. The exports of Alberni, the Hudson Bay Company's shipment of furs, &c., and of Nanaimo coal and other sources, has been equal to or exceeded \$750,000. Deducting that amount from our imports, it would make the balance of trade against us \$2,805,477. To meet that amount we have taken out of the mines, in 1862, \$2,500,000 in gold dust. Allowing that 8000 people were added to our population last year, and that each brought on the average \$312 in cash, there would be \$2,500,000 more assets. We do not give the figures of the immigration as exact, but we feel satisfied that the amount of money brought into the country last year will sum up to what we have stated. The naval disbursements in 1862 must have been \$300,000, if not more. The capital invested in public works may for our purposes be set down at \$100,000. The value of labour expended in the mine for which no return has been made, or can be had before next season, is at least \$500,000. The rise in the value of real estate in Victoria and Vancouver Island may be given at \$500,000, and the sums expended in improvements at \$250,000. The enhanced value of real estate in British Columbia, without including the value of mining claims, but simply estimating the enhanced value of town lots and land taken up and improved, is at least \$500,000. These several sums, if added together, make a total of \$7,450,000 as the increase in the wealth of the two Colonies during the year 1862, without including the exports of lumber, coal, or furs, which we have given at \$750,000, and which, if added to the above total, would make a grand total of \$8,200,000.

"Assuming the balance of trade against the country, after deducting the coal, fur, and lumber exports, to be \$2,805,477, and the assets to meet that balance, \$7,450,000: there would be left a clear profit on the trade and industry of the year amounting to \$4,644,523. In round numbers, the net profits of the country in 1862 were \$5,000,000. For a small population, at no time exceeding 25,000, we deem that sum a remarkable result. We question whether any country in the world, no matter how much more favourably situated, can show as the result of its labours as

large a profit as the above child in Vancouver Island. The average per head is \$200 profit. When we add that 3000 only worked in the number 5000 at least in October, and that the balance departments into which labour of the year are of the most of every reflecting person we have left untouched the covered. In all probability a fabulous sum. But we have year's labour, leaving the returns of industry in 1862 country will show a greater than in 1862." *January*

"The Statistics of imports of our commerce; and it from Great Britain is steady hours in various staple articles stock there is not likely produce are now supplied and our imports of sugar promise to aggregate an exports of produce, that even be considered; but the all-important business a large immigration, capital and the wants of the market." *January 6th, 1863.*

1861 tons, whereas in '62 our tonnage was nearly 100 per cent, whilst the imports on why tonnage is greater than imports with British Columbia and Stekin, and the with passengers from San Francisco and obtelness in 1862 was 83,555,477, we have surplus in assets after paying it off. The in Bay Company's shipment of furs, &c., er sources, has been equal to or exceeded out from our imports, it would make the 2,805,477. To meet that amount we have 2,825,500,000 in gold dust. Allowing that our population last year, and that each in cash, there would be 82,500,000 more gures of the immigration as exact, but we of money brought into the country last have stated. The naval disbursements in 00, if not more. The capital invested in es be set down at \$100,000. The value of for which no return has been made, or can least \$500,000. The rise in the value of Vancouver Island may be given at \$500,000, improvements at \$250,000. The enhanced Columbia, without including the value of imating the enhanced value of town lots oved, is at least \$500,000. These several a total of \$7,450,000 as the increase in es during the year 1862, without including er furs, which we have given at \$750,000, ovo total, would make a grand total of eads against the country, after deducting es, to be \$2,805,477, and the assets to meet e would be left a clear profit on the trade ating to \$1,614,523. In round numbers, ia 1862 were \$5,000,000. For a small g 25,000, we deem that sum a remarkable any country in the world, no matter how , can show as the result of its labours as

large a profit as the above. The population, man, woman, and sea child in Vancouver Island in 1862 was 10,000. By this showing, the the average per head is 2,550 pounds per year, or about 8330 per head profit. When we reflect that a small population of one population, 3000 only, worked in the mines for four months; that a considerable number 5000 at least arrived in the country between March and 18 September; and that the balances of our population were in 1862 divided into departments into which labour is divided, the balances of the of the year are of the most flattering character, reboldding the confidence of every reflecting person in the future of the country. In one thing we have left untouched the value of the mining claims, open and discovered. In all probability they are worth \$10,000,000; they are worth a fabulous sum. But we have given merely the available results of the year's labour, leaving the value of the mining claims to swell the total returns of industry in 1863, at the end of which we are persuaded the country will show a greater ratio of increase in all the elements of wealth than in 1862." *January 13th, 1863.*

"The statistics of imports of last year demonstrate the steady increase of our commerce; and it is worthy of notice that the trade in imports from Great Britain is steadily superseding that from our American neighbours in various staple articles; however, in such as provisions and live stock there is not likely to be any competition. Our wants in China produce are now supplied direct, which promises to become continuous; and our imports of sugar from the Sandwich Islands for the past year promise to aggregate an excess over those to San Francisco. In our exports of produce, that encouraging feature of balance of trade cannot even be considered; but this is in a great measure compensated for by the all-important business in the sister Colony of gold mining. It attracts a large immigration, capital in the precious metal is drawn from the soil and the wants of the miners absorb a large portion of our imports." *January 6th, 1863.*

EXTRACTS FROM "TRAVELS IN BRITISH COLUMBIA," BY CAPT. G. E. BYRRIET-LISSARD. *Hurst & Blackett*, 1862.

Timber. "The Land (Vancouver) is traversed, apparently throughout its entire length, by a ridge of pine covered mountains of varied elevations; pine, however, in many places to a very considerable altitude. Having thus alluded to the pine; the staple natural production of the country, I may describe Vancouver's Island as one vast forest of thickly grown pine.

"The trees comprising them are forced up to an immense height, and are, as a natural consequence, remarkably straight and upright—their growth, even when of gigantic girth, furnishing, in fact, some of the noble trees in the universe."

Fisheries. "Most of the rivers and streams are full of fish, among which we shall meet with many old favorites. Both trout and salmon are abundant and of excellent quality."

Timber. "The vegetable productions indigenous to these regions (British Columbia) are wholly unimportant, with the exception, perhaps, of cranberries and wild hemp. Of course, this statement does not include the vast forests of pine and other timber, with which so large a portion of the surface of the country is covered, and which must for ages to come form an important article of export. The oak here met with is of stunted growth, and its timber is inferior. Maple-wood, so valuable in cabinet making, is found in some places, together with cypress, juniper, yew, birch and poplar.

Fisheries. "I have already alluded to the different kinds of fish taken in the waters of British Columbia and Vancouver, both fresh and salt. These comprise known varieties of excellent quality, such as rockcod, herrings, skate, flounders and river trout. The most important is, undoubtedly, the salmon, which both fresh and preserved, is excellent eating, and is everywhere very abundant.

THE FOLLOWING
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ISLAND. D.

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country."

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Colony, depe
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IN BRITISH COLUMBIA," BY CAPT. C. HURST & BLACKETT, 1862.

is traversed, apparently throughout its fine covered mountains of varied elevations to a very considerable altitude. Having ample natural production of the country, I found as one vast forest of thickly grown

are forced up to an immense height, and are, remarkably straight and upright—their girth, furnishing, in fact, some of the

streams are full of fish, among which we shall find. Both trout and salmon are abundant and

are indigenous to these regions (British Columbia), with the exception, perhaps, of

Of course, this statement does not include other timber, with which so large a portion of the country is covered, and which must for ages to come be exported. The oak here met with is of stunted inferior. Maple-wood, so valuable in cabinet work, together with cypress, juniper, yew,

to the different kinds of fish taken in the waters of Vancouver, both fresh and salt. These comprise a great variety of quality, such as rockcod, herrings, skate, &c. The most important is, undoubtedly, the salmon, which is excellent eating, and is everywhere very

THE FOLLOWING EXTRACTS ARE TAKEN FROM ADDRESSSES BY MEMBERS OF THE HOUSE OF COMMONS OF BRITISH COLUMBIA TO THE ELECTORS OF VICTORIA, V.I., AT THE RECENT ELECTIONS FOR MEMBERS OF THE HOUSE OF ASSEMBLY, VANCOUVER ISLAND. *Daily British Colonist*, 18th July, 1862.

HORATIO VARIENS, Esq.—“The improvement of Victoria Harbour, at a small cost, and the carrying of a railway through to Piquinault will receive my best endeavours, as I think that they will tend to establish Victoria as a great sea port, and increase a prosperity in the adjacent country.”

AMOR DE COSMOS, Esq.—“Pledges himself to support telegraphic communication with the States.” “Direct steam communication with Panama.” “Maintenance of our free port system.”

W. A. G. YOUNG, Esq., *Colonial Secretary*.—“I consider that the future existence of Victoria, and the future growth and development of the Colony, depend upon the maintenance of the free port system in its most perfect integrity.”

W. FRASER TOLMIE, Esq., ex. M.L.A.—“First in importance, I regard the preservation of our free port system, as for the present, alike advantageous to town and country.” “The best efforts of the new House of Assembly should be directed to the encouragement of enterprises for fisheries, turning to profit the whole wealth of our forests, fishing banks, and mines, as yet to so small an extent utilized.”

ROBERT BURSAUV, Esq., ex. M.L.A.—“To offer substantial inducements to all when energy and perseverance may be applied in developing the latent wealth of the country; in working minerals, establishing fisheries, saw mills, and other branches of industrial and commercial enterprise the future experience may suggest.”

J. S. HELMCKEN, Esq., ex. M.L.A., *Speaker of House of Assembly*.—“The establishment of fisheries, and the cultivation of fish in our lakes, so abundant, and so well adapted for the purpose, should be promoted. Every inducement should be held out to encourage the erection of saw-mills, and the working of the mines of coal and metals so well known to exist. In short, every effort must be made to develop the natural resources of the colony, and to encourage the investment of capital in industrial pursuits and works of public importance.”

J. W. POWELL, Esq.—“The free port system already inaugurated by

being the true basis upon which we can hope to make Victoria a vast entrepot, I consider should be maintained in its integrity."

Free port. GEORGE F. FORSTEN, Esq., ex. M.L.A.—"We must maintain our free port system, and make every endeavour to induce the Home Government to subsidise a direct line of steamers from England to this, via West India and Panama. I am prepared to give my support to all bona fide undertakings by which our colony will be benefitted and enriched, and I shall be anxious to offer my support to any measure calculated to insure the development of the rich mineral resources of this country, and more particularly of this island."

Free port. JOSEPH CHARLES RIDGE, Esq.—"Free trade with all the world, and the maintenance of our free port, will, I trust, ever form the basis of commercial legislation here, as they have become the leading principles of commercial legislation in Great Britain. New roads, railways, water works, &c., as they become needed, and wisely undertaken, shall have my most strenuous advocacy."

Free port. JAMES DUNCAN, Esq.—"The maintenance of the free port system." "Encouragement to the general development of the resources of the Island, with the view to induce immigration, and to afford occupation."

Free port. SELIM FRANKLIN, Esq., ex M.L.A.—"The wise policy of our free port system I shall steadfastly maintain, and at the same time deem it my duty to advance, in every possible way, the commercial character of our city; and to seek to develop the valuable natural resources of the Island."

Free Port. E. H. JACKSON, Esq.—"The free trade, to which, in a great measure the prosperity of this Island is due, should, in my opinion, be maintained in its integrity."

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