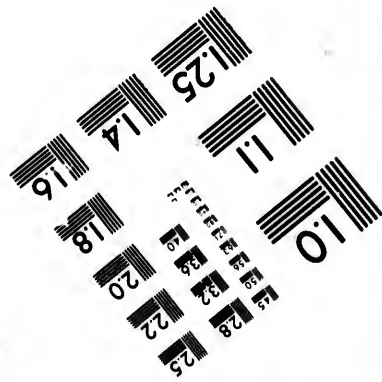
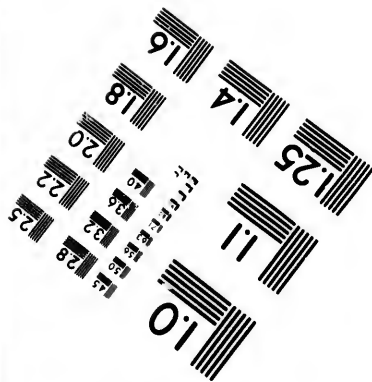
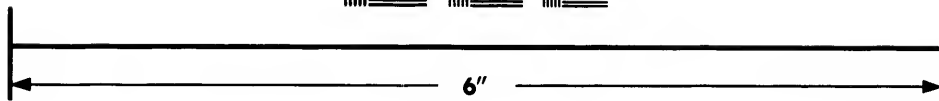
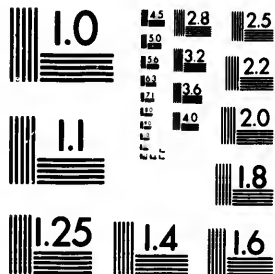


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

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



**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques



© 1984

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Coloured covers/
Couverture de couleur | <input type="checkbox"/> Coloured pages/
Pages de couleur |
| <input type="checkbox"/> Covers damaged/
Couverture endommagée | <input type="checkbox"/> Pages damaged/
Pages endommagées |
| <input type="checkbox"/> Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée | <input type="checkbox"/> Pages restored and/or laminated/
Pages restaurées et/ou pelliculées |
| <input type="checkbox"/> Cover title missing/
Le titre de couverture manque | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées |
| <input type="checkbox"/> Coloured maps/
Cartes géographiques en couleur | <input type="checkbox"/> Pages detached/
Pages détachées |
| <input type="checkbox"/> Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire) | <input checked="" type="checkbox"/> Showthrough/
Transparence |
| <input type="checkbox"/> Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur | <input type="checkbox"/> Quality of print varies/
Qualité inégale de l'impression |
| <input checked="" type="checkbox"/> Bound with other material/
Relié avec d'autres documents | <input type="checkbox"/> Includes supplementary material/
Comprend du matériel supplémentaire |
| <input checked="" type="checkbox"/> Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distortion le long de la marge intérieure | <input type="checkbox"/> Only edition available/
Seule édition disponible |
| <input type="checkbox"/> Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées. | <input type="checkbox"/> Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible. |
| <input type="checkbox"/> Additional comments:/
Commentaires supplémentaires: | |

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

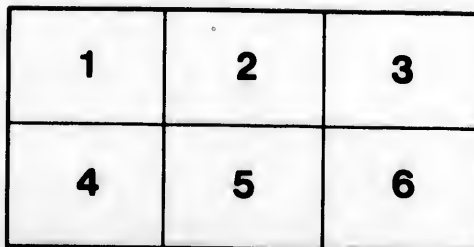
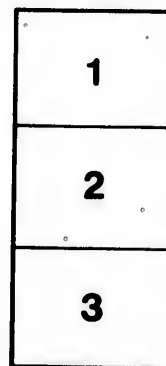
Library Division
Provincial Archives of British Columbia

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Library Division
Provincial Archives of British Columbia

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

A

BC

SECOND
ANNUAL REPORT

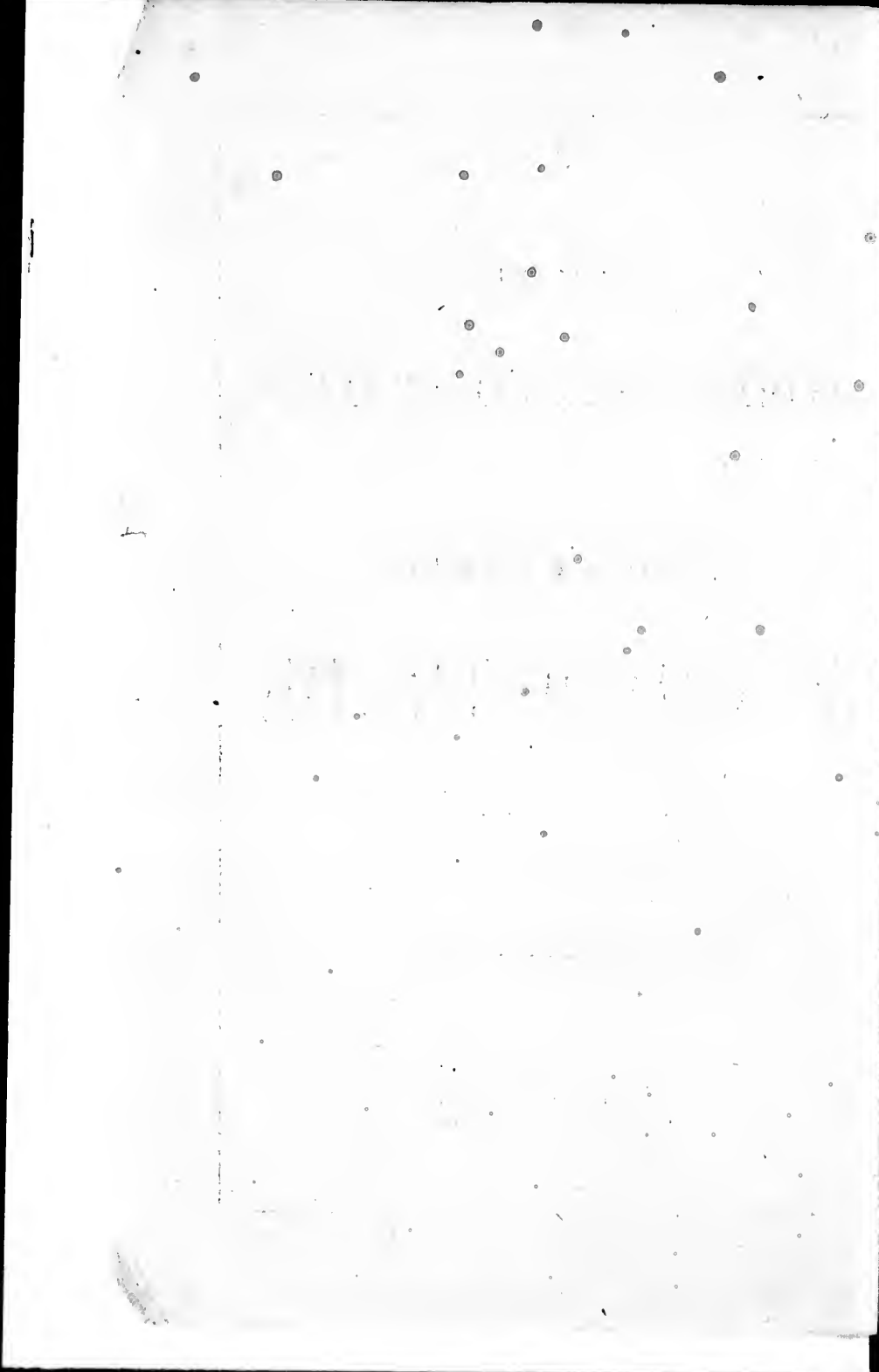
— OF THE —

British Columbia
BOARD OF TRADE

2nd July, 1880 to 2nd July, 1881.

INCORPORATED OCTOBER 28TH, 1878.

VICTORIA:
THE COLONIST STEAM PRESSES.
1881.



E

SECOND
ANNUAL REPORT

— OF THE —

British Columbia
BOARD OF TRADE

2nd July, 1880 to 2nd July, 1881.

INCORPORATED OCTOBER 28TH, 1878.

VICTORIA:
THE COLONIST STEAM PRESSES.
1881.

NW
971.97
B262
1880-89

RO
WI
ED

OFFICERS.

1880-1881.

ROBERT PATERSON RITHET, PRESIDENT.
WILLIAM CHARLES, VICE-PRESIDENT.
EDGAR CROW BAKER, SECRETARY.

◆ ◆ ◆

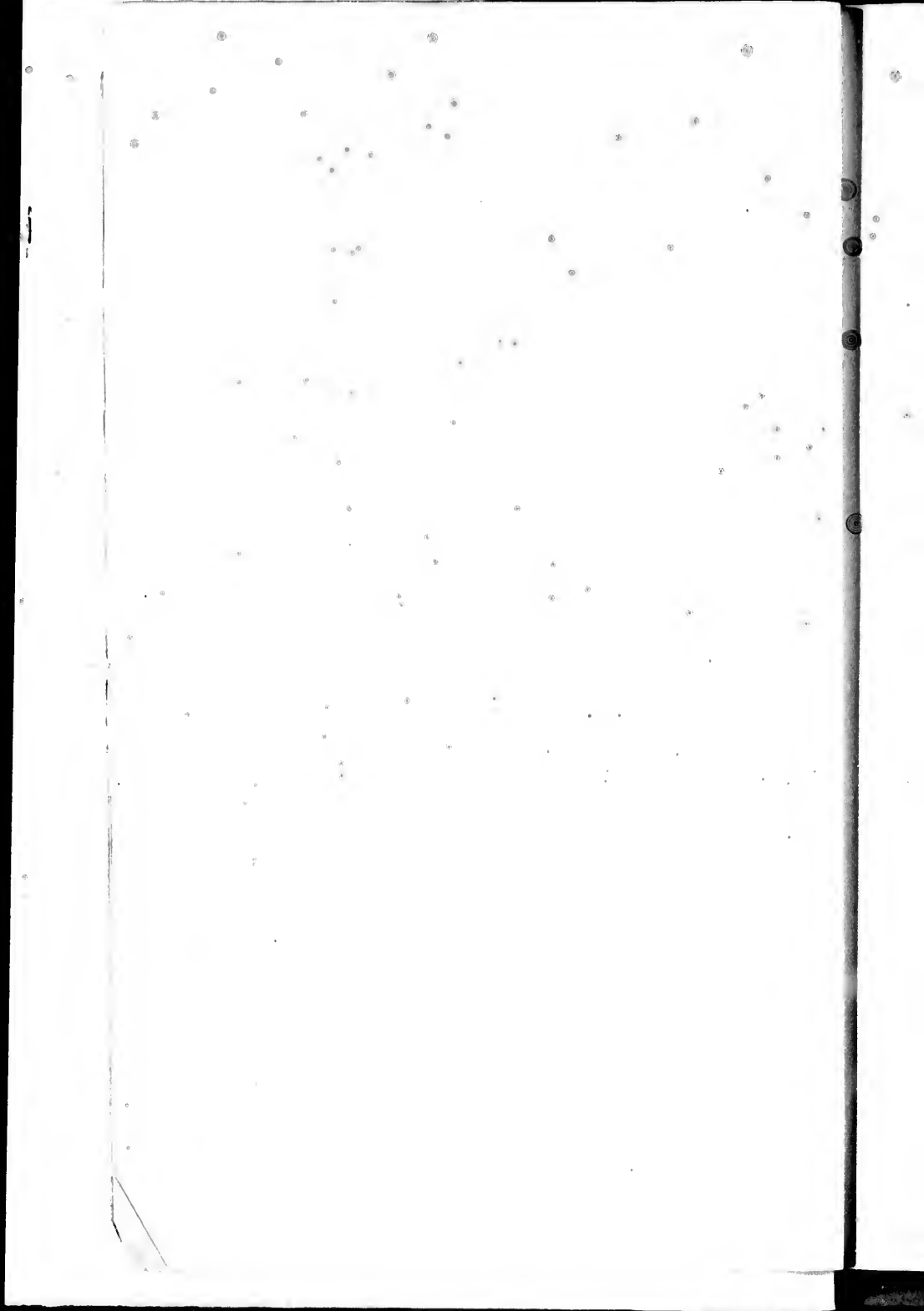
COUNCIL. (8)

J. H. TURNER,
THOMAS EARLE,
M. W. T. DRAKE,
M. T. JOHNSTON,
PETER McQUADE,
J. H. TODD,
A. A. GREEN,
ROBERT WARD.

◆ ◆ ◆

ARBITRATION BOARD. (12)

J. H. TURNER,
THOMAS EARLE,
M. W. T. DRAKE,
M. T. JOHNSTON,
PETER McQUADE,
J. H. TODD,
ROBERT WARD,
A. A. GREEN,
W. J. JEFFREE,
DAVID LENEVEU,
ROD'K FINLAYSON,
WILLIAM WILSON.



MEMBERS.

BAKER, E. C.
BALES, J. C.
BATE, MARK,
BURNS, ROBERT,
CHARLES, WILLIAM,
CLARKE, W. R.
DRAKE, M. W. T.
DUNSMUIR, ROBERT,
DENNY, WILLIAM,
DAVIES, JOSHUA,
DALBY, WILLIAM,
DOUGLAS, JAS.
EARLE, THOMAS,
FELLOWS, ALFRED,
FELL, JAMES,
FINLAYSON, RODERICK,
GREEN, A. A.
GRAY, A. B.
GREEN, DAVID,
HARRIS, D. R.
HEISTERMAN, H. F.
HIGGINS, D. W.
HEYWOOD, JOSEPH,
HIBBEN, T. N.
HAYWARD, CHAS.
JOHNSTON, M. T.
JACKSON, R. E.
JEFFREE, W. J.
KEAST, ARTHUR,
LANGLEY, A. J.
LOWENBERG, L.
LENEVEU, D.
MARVIN, EDGAR,

MARVIN, E. B.
MAYEREAU, J. B.
MASON, H. S.
MANSELL, HENRY,
MONTEITH, WILLIAM,
MANSELL, GEORGE,
McQUADE, PETER,
McQUADE, E. A.
McALISTER, JNO.
NEUFELDER, E. C.
NELSON, HUGH,
PITTS, S. J.
POOLEY, C. E.
POLLARD, WM.
QUAGLIOTTI, JOHN,
RITHET, R. P.
ROME, ANDREW,
REDFERN, C. E.
SPRATT, JOSEPH,
STROUSS, CARL,
SAUNDERS, HENRY,
SAYWARD, W. P.
SHOTBOLT, THOS.
SMITH, A. J.
SHORT, HENRY,
SHEARS, WALTER,
TYE, T. H.
TODD, J. H.
TURNER, J. H.
WARD, W. C.
WARD, ROBERT,
WILSON, WM., M.P.P.
WEILER, JOHN.

BR

To

Cou
for
Mee

A
rem
30th
Dec
nun
som
stro
and
pro
join

D
Mee
part
Boa
the
from
have
and

Y
that
from

SECOND ANNUAL REPORT
— OF THE —
BRITISH COLUMBIA BOARD OF TRADE

(2nd July, 1880 to 2nd July, 1881.)



VICTORIA, B. C., 2nd July, 1881.

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

GENTLEMEN:—Your committee appointed by the Council to prepare a report of the proceedings of the Board for the year 1880-1881 for presentation at the Annual General Meeting, beg to report as follows:

MEMBERSHIP.

At the commencement of the fiscal year (to which all our remarks refer) there were 82 members on the list. On the 30th September four members withdrew. On the 31st of December eight more retired, and at the present time the number has been reduced to 69; it is, however, a matter of some little congratulation that the list is still numerically stronger than it was two years ago, and, no doubt, when trade and commerce shew a general tendency to improve, and the prospects of the country brighten, many new members will join and others return.

MEETINGS.

During the past year there have been four General Meetings of members, and ten Meetings of the Council, full particulars of which can be obtained at the office of the Board from a perusal of the Record Book, which is open to the inspection of members every day (Sunday excepted) from 9 A. M. until 5 P. M. The Quarterly General Meetings have been held in keeping with the "Acts of Incorporation and Bylaws."

DEATHS.

Your committee are pleased to be in a position to state that during the past year our number has not been lessened from this cause.

WITHDRAWALS.

The following gentlemen have withdrawn from the Board for various reasons. Some from change of residence, ill health, depression in business and consequent pecuniary inability to continue their subscriptions, and some from reasons known only to themselves; indiscriminately they are as follows: Messrs. T. L. Briggs, F. J. Barnard, Richard Carr, H. E. Croasdale, J. Engelhardt, A. R. Green, J. P. Goodhue, J. R. Hett, William Moore, Charles Morton, Alex. McLean, J. W. McKay, J. E. McMillan and Alex. Wilson. Total, 14.

VACANCIES.

None have occurred during the past year, either on the Arbitration Board or among the members of the Council.

FINANCE.

Details of Receipts and Expenditure will be found in the Account Current of the Secretary-Treasurer and in the report of the Audit Committee. We may state, however, that this time last year we had only the sum of \$139.45 in the Bank of British Columbia, and that now we have \$22.50 in hand, \$408.75 in the Bank and \$18 collectable—making the total assets to be \$449.45, with all expenses paid, no outstanding liabilities, and an increase to the funds of the Board of over \$300.

PRINTED COMMUNICATIONS.

We beg to return our grateful acknowledgements for the following printed pamphlets, etc., received during the year:

- 1st. Trade letter No. 4, Commercial Relations between Brazil and Canada, with supplementary information relating to trade with the West Indie;
- 2nd. Annual Report San Francisco Chamber of Commerce;
- 3rd. Annual Report of Astoria Chamber of Commerce;
- 4th. Board of Trade Returns shewing progress or decline in manufactured exports and imports for the last twelve years, from 1869 to 1880;
- 5th. An Act to amend the Act 40 Vic., chap. 10, respecting the Consolidation of Customs Acts;
- 6th. Pacific Railway speeches of Amor DeCosmos, M.P.

OTHER BOARDS OF TRADE.

No further reports have been received from Quebec, Montreal, Dominion Board of Trade or Portland, nor have any at all been received from Nova Scotia and New Brunswick.

DECOSMOS' RAILWAY SPEECHES.

The sum of \$20 was voted by the Council towards defraying the expense of printing said speeches at Ottawa, copies of which have been widely circulated, and are on file for reference of members of the Board.

DOMINION BOARD OF TRADE.

Nothing further has been done or attempted in reference to affiliation with said Board, nor do we apprehend any such step until our financial as well as numerical strength shall warrant it.

DELEGATE TO ENGLAND.

The correspondence and printed circulars on this subject will be laid before you; but inasmuch as the commercial conference, up to the present moment, has made but little progress it will only be necessary now for us to state that the Council nominated the Hon. Amor DeCosmos, M. P., and then Mayor Turner (successively) as the representative from this Province; they, however, being reluctantly compelled to decline the honor on account of more pressing engagements the Council were fortunate enough to secure the services of H. C. Beeton, Esq., of Finsbury Circus, London, Great Britain, who has attended most, if not all, the meetings in London, and from his reports you will readily perceive that our Board of Trade has been constantly and faithfully represented.

DRAWBACK ON TIN PLATE.

This subject has again engaged the attention of Council. A rebate of 34 cents per box was first allowed, and then, through the instrumentality of the Board and able assistance of members of the Senate and Commons at Ottawa (representing British Columbia) was increased to 50 cents per box drawback; since then further resolutions and suggestions have been sent to Ottawa recommending that the *actual duty paid* on all materials used in the canning of salmon for export be allowed.

TELEGRAPH LINES AND CABLES.

These subjects have also had much consideration during the past year. The lines from Victoria to Nanaimo have been reconstructed; the cable laid from Nanaimo via Valdes Island to Point Grey (Burrard Inlet); the land line from the latter point to New Westminster built, and the land lines from New Westminster to the northern parts of the Province put in good working order. We are now partly assured that a *second* cable will be laid from Sooke to Port Angelos or Freshwater Bay, or from some point in Washington Territory to some opposite point on Vancouver Island.

COMMON CARRIERS AND RATES OF FREIGHT

Is another matter which has been briefly considered, but inasmuch as any decided action on the part of the Board might require a number of legal opinions it was deemed more prudent to defer a thorough discussion on the subject until more complete information could be gleaned during the ensuing year.

NANAIMO-ESQUIMALT RAILWAY.

Nothing further has been done in this direction. A meeting was called to discuss the advisability of the Board taking action in reference to a rumored public meeting; it was decided, however, not to take any further steps in the matter (for the present) unless some tangible proposition could be submitted to the Dominion Government.

DRYDOCK

Is progressing slowly in its preliminaries for construction, and no doubt ere the close of the present year more rapid strides will be taken in prosecuting a work, the completion of which would so materially affect our trade and commerce.

FOG WHISTLE AT RACE ROCKS.

During the stay of William Smith, Esq., Deputy Minister of Marine, in this Province, a committee from this Board waited upon him in reference to the erection of a steam fog whistle at Race Rocks, and to which he promised to give his attention on his return to the Federal Capitol.

We are now pleased to state that the same is in course of construction, and will be completed long before foggy weather of any moment will demand its services.

SHIPPING AND NAVIGATION LAWS.

A committee has been appointed to take into consideration all matters relative to the effect of Canadian laws on this subject as affecting British Columbia, more particularly to find out what laws *have* been made to apply to this Province, what have *not*, and the nature of them. Committee has not yet reported.

BONDED WAREHOUSES.

A recent circular from Ottawa requiring that separate warehouses should be established for excise and dutiable goods has been issued. The matter was taken up by the Board and referred to Ottawa through the Members and Senators in the customary manner, and the result is that the departmental officers have been instructed *not* to put said circular in force until further advised by the Department at Ottawa.

HAMILTON BOARD OF TRADE.

A circular letter has been received from this Board of Trade in reference to the "Equitable distribution of Insolvent Traders' Estates," and containing much useful matter; but inasmuch as it contained a request for co-operation of this Board towards securing the passage of a Bill through Parliament at its last session, and as the subject involved a variety of legal opinions, action has been deferred for more mature consideration.

MAIL SERVICES AND MAIL STEAMERS.

These matters have ever and anon engaged the attention of Council. Committees have been appointed, reports drawn up, resolutions passed and forwarded to our Members and the Government at Ottawa; but up to the present no replies have been received, and we cannot, therefore, make any definite report upon the subject.

MAIL SERVICE TO WRANGEL, CASSIAR, ETC.

A committee has been appointed to draft information on this subject with a view, if possible, to securing some kind of regular service to these remote places, instead of the very irregular communication even in summer months, and total absence in winter. Committee has not yet reported.

PUGET SOUND MAIL SERVICE.

A committee has also been appointed to enquire into this matter, and to take such steps as to them may appear necessary and expedient with a view to obtaining a daily mail service between Puget Sound and British Columbia. The report of this committee will be laid before you. Printed petitions were drawn up and forwarded to the principal sections of the Province. These have been numerous and influentially signed and transmitted to Ottawa through the senior M. P. for Victoria city, viz: Right Hon. Sir John A. Macdonald, and we await the result. Meantime, we may state that, partly owing to this agitation, and partly attributable to the transfer of the "Starr Line of Steamers" to the "Oregon Railway and Navigation Company," a tri-weekly service is now in operation between Victoria and Port Townsend, and which must, in a measure, ultimately benefit the former.

BEAVER OR SPENCE'S ROCK.

Steps have been taken by the Board towards securing the completion of the work known as the removal of "Beaver or Spence's Rock," in Victoria Harbor. A committee was appointed to wait upon the Resident Dominion Government Agent (Hon. J. W. Trutch, C. M. G.) who cheerfully acquiesced in the suggestions made by Council, immediately sent a telegram to the Minister of Public Works at Ottawa recommending that the completion of the contract be undertaken by the Dominion Government at a probable cost of \$1,000, said sum to be deducted from balance of contract, payable upon completion of same, viz: \$5,228.20; the result is that the work is now being pushed on to completion, and we trust ere many weeks to see the obstruction to navigation known as "Spence's Rock" removed altogether, and a depth of 12 feet 6 inches over it at L. W., Ord. Spgs.

ARBITRATION CASES.

There has been only one case referred to the Arbitration Board, viz: that of W. J. Stephens versus the Hudson Bay Company, a claim for services rendered by steamer Cassiar to steamer Otter (when ashore); amount claimed, \$1,375; amount awarded, \$650; Robert Ward, Esq., acting as Arbitrator for owners of the Cassiar, and M. T. Johnston, Esq., for owners of the Otter. Award accepted.

H
brou
Hen
"sm
nee
been
Stat
Qua
trust
Gov

R
fees
of In
of Tr
and a
the i
his s

The
journ
to Co
dered
the h
of get
erally
the fo
neces

In l
follow
regula
July,

QUARANTINE MATTERS

Have been and still are engaging the attention of Council, brought about more forcibly by the recent case of the barque Henry Buck arriving from China with some 300 Chinese and "small-pox" on board, and the almost total absence of the necessary accommodation for patients. These matters have been fully represented to the Minister of Agriculture and Statistics at Ottawa, with a view to the establishment of a Quarantine Hospital and station in this Province, and we trust, ere long, to see some provision made by the Dominion Government which will meet the exigencies of the case.

"HARBOUR MASTER AND PORT WARDEN."

Rules and Regulations, Acts for the government of, and fees collectable by this officer are to be found in the "Acts of Incorporation and Bylaws" of the British Columbia Board of Trade. We have to note the resignation from ill-health and advanced age of Captain Jeremiah Nagle, for many years the incumbent of these positions, and the appointment in his stead of Captain William Raymond Clarke.

All of which is respectfully submitted.

ROBERT PATERSON RITHET, President,
WILLIAM CHARLES, Vice-President,
EDGAR CROW BAKER, Secretary.

ADOPTION OF REPORT.

The foregoing report was read and adopted at the adjourned Annual General Meeting on 12th July, and referred to Council for action. The same having been again considered at Council Meeting on the 22nd July was placed in the hands of the Committee, who drafted it for the purpose of getting it printed for the information of members generally, with power to add such information and statistics in the form of Appendices to said report as to them may appear necessary or expedient in the interests of trade and commerce.

ALTERATIONS OF BYLAWS.

In keeping with notice duly given on the 9th April, the following addition and amendments to the Bylaws were regularly put and carried at the Annual Meeting on 12th of July, and are hereby published for general information:

"1st. It was moved by J. H. Turner, Esq., and seconded by J. H. Todd, Esq., that a section be added to the Bylaws to the effect that the Officers, Council and Members of the Arbitration Board shall be elected by ballot." Carried.

"2nd. It was moved by E. C. Baker, Esq., and seconded by A. A. Green, Esq., that Bylaw No. 1 be amended so as to read: The Annual General Meeting shall be held on the first Friday in July at 3 P. M. The Quarterly Meetings to be held at the same hour on the first Friday of the months of January, April, July and October." Carried.

"3rd. It was further moved and seconded as aforesaid that Bylaw No. 1 be amended so as to read 3:30 instead of 3 P. M. on any occasion." Carried.

EDGAR CROW BAKER, Secretary.

VICTORIA, July, 2, 1881.

TO THE PRESIDENT, VICE-PRESIDENT AND MEMBERS OF THE
BRITISH COLUMBIA BOARD OF TRADE:

The undersigned committee appointed by the Board as Audit Committee, beg to report they have examined and checked receipts from all sources and expenditure per vouchers in connection with accounts of Secretary and Treasurer for year ending June 30th, 1881, and find same perfectly correct. They recommend that the action of Secretary writing off \$21 as bad debts receive the endorsement of the Board. Your committee also wish to bear testimony to the efficient and careful manner with which the books have been kept.

W. J. JEFFREE,
E. C. NEUFELDER,
E. A. McQUADE.



Dr. EDGAR C. BAKER IN ACCOUNT CURRENT WITH B. C. BOARD OF TRADE, 1880-1881. Cr.

1880. July 2—To First Quarter:	82 Members @ \$3.00.....	\$246 00	1880. July 2—By Stationery Account:	As per vouchers	\$ 14 15
“ October 2—To Second Quarter:	78 Members @ \$3.00.....	234 00	“ June 30—By Office Rent:	12 months @ \$5.00.....	60 00
1881. January 2—To Third Quarter:	70 Members @ \$3.00.....	210 00	1881. By Secretary-Treasurer:	12 months @ \$35.00	420 00
“ April 2—To Fourth Quarter:	69 Members @ \$3.00.....	207 00	“ By Discount Account:	Silver collections	3 35
“ June 30—Sale of By-Laws:	4 in number @ 50 cents each.....	2 00	“ By Postage Account:	Postmaster and T. N. Hibben.....	14 25
“ June 30—Collections of Arrears as Under:	Alex. Wilson.....	\$6 00	“ By Miscellaneous as Under:	Colonist Annual Reports.. 40 50	75 75
“ June 30—BALANCE IN BANK B. C.	C. Hayward.....	3 00	“ A DeCosmos, R. R. Speech.. 20 00	W. T. Drisk, coal account.. 4 00	
	H. E. Crossdale.....	7 50	“ Standard, 3 mos. Standard. 3 25	By Bank	
		139 45	“ British Columbia:	Balance Cr.....	408 95
			“ By Sunday Members:	Dues unpaid	18 00
			“ By Balance Cash in Hand.....	By Balance Cash in Hand.....	22 50
			“ By Written Off as Bad Debts.....	By Written Off as Bad Debts.....	21 00
					\$1057 95

CASH MEMO:

In Bank.....	\$408 95
In hand.....	22 50
Collectable.....	18 00—\$449 45

\$1057 95

VICTORIA, B. C., 30th June, 1881.

EDGAR CROW BAKER, Secretary-Treasurer.

seconded
Bylaws
of the
ried.

seconded
ed so as
d on the
etings to
e months

aforesaid
instead of

retary.

, 1881.

S OF THE

Board as
ined and
iture per
and Treas-
same per-
Secretary
ent of the
ony to the
have been

EE,
LDER,
DE.

APPENDIX III.

PORT OF VICTORIA, B. C.—Statement exhibiting the number of Vessels with their Tonnage and Crews which arrived and departed from this Port (Seaward) during the Fiscal Year ending on 30th June, 1881, distinguishing the Countries to which they belong, not including vessels trading between Ports within the Dominion.

ARRIVED.

UNDER WHAT FLAG.	No.	TONS.	CREW NUMBER.	UNDER WHAT FLAG.	No.	TONS.	CREW NUMBER.
British	140	66,043	1,884	British	142	70,665	8,329
United States	321	266,119	8,280	United States	323	266,881	1,941
French	1	476	14	French	1	476	14
Norwegian and Swedish				Norwegian and Swedish			
German				German			
Austrian				Austrian	1	156	7
Spanish	1	418	16	Spanish		418	16
Portuguese				Portuguese			
Russian				Russian			
Danish				Danish			
Dutch				Dutch			
Belgian				Belgian			
Italian	6	5,940	103	Italian		5,940	103
Bolivian				Bolivian	6		
Total	469	338,996	10,297	Total	473	344,536	10,410

RECAPITULATION.

British { Steamers	126	57,909	1,651	British { Steamers	127	60,724	1,684
{ Sailing Vessels	14	8,134	233	{ Sailing Vessels	15	9,941	257
Total British	140	66,043	1,884	Total British	142	70,665	1,941
Foreign { Steamers	189	188,575	6,932	Foreign { Steamers	198	188,329	6,925
{ Sailing Vessels	130	84,373	1,481	{ Sailing Vessels	133	88,342	1,544
Total Foreign	319	272,953	8,413	Total Foreign	331	273,871	8,469
Total British and Foreign	469	338,996	10,297	Total British and Foreign	473	344,536	10,410

Total including Vessels trading between Ports within the Dominion, including Great Britain and all her Colonies, except Canada, the Shipping of the latter being accounted for separately.

Total	38	33009	45695	3511	80138	10526	676	481	481	401	182	186378	169353	3175	4854	1	6388	14159	19332	569	149	87493	3013
Italy																							

X

APPENDIX IV.
 PORT OF VICTORIA, B. C.—Statement of Vessels, British, Canadian and Foreign Entered Outwards, for sea, at this Port during the Fiscal Year ending 30th June, 1881.

COUNTRIES TO WHICH CLEARED.	WITH CARGOES.						IN BALLAST.																	
	BRITISH.		CANADIAN.		FOREIGN.		BRITISH.		CANADIAN.		FOREIGN.													
	Number of Vessels.	Tons Register.	Quantity of Freight.	Tons Measurement.	Number of Crew.	Number of Vessels.	Tons Register.	Quantity of Freight.	Tons Measurement.	Number of Crew.	Number of Vessels.	Tons Register.												
United Kingdom.....	4	1945	3250	653																				
Northernland.....																								
Scandinavian.....																								
United States.....	34	31964	44605	301	730	335	10326	676	483	401	173	181449	162973	2425	1750	7	6398	141	50	19332	508	149	57438	3013
British West Indies.....																								
Spanish West Indies.....																								
France.....																								
Spain.....																								
Portugal.....																								
Belgium.....																								
Holland.....																								
Germany.....																								
Norway and Sweden.....																								
Sandwich Islands.....																								
Madeira.....																								
Madagascar.....																								
Italy.....																								
Total.....	38	33900	45605	5811	801	38	10536	676	483	401	182	186378	100355	3175	4856	7	6398	141	50	19332	508	149	57438	3013

*Not including Vessels trading between Ports within the Dominion.
 †Includes Great Britain and all her Colonies, except Canada, the Shipping of the latter being accounted for separately.

Total Foreign.....	381	275,871	344,536	473	10,297	338,996	609
Total British and Foreign.....	419	319,771	348,972	516	10,297	338,996	609
Total Foreign.....	381	275,871	344,536	473	10,297	338,996	609
Total British and Foreign.....	419	319,771	348,972	516	10,297	338,996	609

+

APPENDIX V.
 PORT OF VICTORIA, B. C.—Statement of Vessels, British, Canadian and Foreign Entered Inwards, from sea, at this Port during the Fiscal Year ending 30th June, 1881.

WHENCE ARRIVED.	WITH CARGOES.						IN BALLAST.																			
	BRITISH.			CANADIAN.			FOREIGN.			BRITISH.			CANADIAN.			FOREIGN.										
	Number of Vessels.	Tons Register.	Quantity of Freight: Tons Weight.	Number of Vessels.	Tons Register.	Quantity of Freight: Tons Weight.	Number of Vessels.	Tons Register.	Quantity of Freight: Tons Weight.	Number of Vessels.	Tons Register.	Number of Vessels.	Tons Register.	Number of Vessels.	Tons Register.	Number of Vessels.	Tons Register.	Number of Vessels.								
United Kingdom.....	7	3821	5150	123	1	574	800	15	1	418	690	16														
Newfoundland.....																										
St. Pierre et Miquelon.....																										
United States.....	14	10990	393	305	95	30592	1461	1003	161	117924	15767	3880	14	16364	319	6	1630	72	145	132541	4154					
British West Indies.....																										
Spanish West Indies.....																										
Spain.....																										
France.....																										
Portugal.....																										
Fejee.....																										
China.....																										
Sandwich Islands.....	2	1561	611	32						1823	840	27														
Japan.....										1458	105	34														
Saudiwh Islands.....																										
Guatemala.....																										
Chili.....																										
Mexico.....																										
Brazil.....																										
Total.....	23	16472	6954	460	96	31166	2561	1018	160	121123	17312	3957	15	16775	334	6	1630	72	163	151890	4426					

* Not including Vessels trading between Ports within the Dominion.

† Includes Great Britain and all her Colonies, except Canada, the Shipping of the latter being accounted for separately.

STATEMENT ended 30th

With cargoes. { I
C
E

Total

In ballast. { E
C
F

Total

Grand Total

STATEMENT ended 30th,

With cargoes. { B
C
F

Total

In ballast. { B
C
F

Total

Grand Total

APPENDIX VI.

STATEMENT of Vessels entered Outwards for sea, during the fiscal year ended 30th June, 1881.

RECAPITULATION.

	No. of Vessels.	Tons register.	Quantity Freight.		No. Crew.	
			Tons weight.	Tons measure		
With cargoes. {	British	38	33,909	45,695	3,511	801
	Canadian	98	10,526	676	483	401
	Foreign	182	186,378	169,555	3,175	4,856
Total	258	230,813	215,926	7,169	6,058	
In ballast. {	British	7	6,898	....	....	141
	Canadian	59	19,332	....	....	598
	Foreign	149	87,493	....	....	3,613
Total	215	113,723	....	....	4,352	
Grand Total	473	345,536	215,926	7,169	10,410	

APPENDIX VII.

STATEMENT of Vessels entered Inwards from sea, during the fiscal year ended 30th, 1881.

RECAPITULATION.

	No. of vessels.	Tons register.	Quantity Freight.		No. Crew.	
			Tons weight.	Tons measure		
With cargoes. {	British	23	16,472	....	6,054	460
	Canadian	96	31,166	....	2,261	1,018
	Foreign	166	121,123	....	17,312	3,957
Total	285	168,761	....	25,627	5,435	
In ballast. {	British	15	16,775	....	....	334
	Canadian	6	1,610	....	....	72
	Foreign	163	151,830	....	....	4,456
Total	184	170,215	....	....	4,862	
Grand Total	469	338,976	....	25,627	10,297	

10621 231 162121 1 6954 1 430 96 31100 1 2261 1018 100 12113
 *Not including Vessels trading between Ports within the Dominion.
 †Includes Great Britain and all her Colonies, except Canada, the Shipping of the latter being accounted for separately.

APPENDIX VIII.

List of Vessels Registered in British Columbia 31st December, 1880.

NAME.	RIG.	WHERE BUILT.	HOW PROPELLED.	REGISTER DIMENSIONS.			TONNAGE.	
				LENGTH.	BREADTH.	DEPTH.	Gross.	Register.
Ada	None	Burrard Inlet	Steam-paddle	82	19	5.5	71.25	56.95
Alarm	Sloop	Victoria, B. C.	Sail	33	12.6	4.2	.....	14.90
Alert	Sch	Astoria, U. S. A.	Sail	54.2	17.6	6.4	.....	30.16
Alexander	Sch	Essington, B. C.	Steam-paddle	170	27.2	12.5	331.61	191.56
Anna Beck	Sch	San Francisco	Sail	65.3	22.6	5	.....	40.38
Beaver	None	Blackwall, Eng.	Steam-paddle	101.4	20	11	109.12	169.12
Bonanza	Sch	Victoria, B. C.	Sail	92	26	6.3	.....	96.18
Black Diamond	Sch	Unknown	Sail	81.8	17	7.3	.....	81.51
Brunette	None	San Francisco	Steam-screw	35	6.8	2.7	3.41	1.85
Cariboo-Fly	Sch	Victoria, B. C.	Steam-paddle	130.2	22.3	6.4	109.85	138.56
Cassiar	None	Seattle, U. S. A.	Stm.-Sternwheel	131	26.3	4.8	369.72	290.25
Carolena	Sch	Wash. Ter. U. S.	Sail	45	15.6	5	.....	31.90
C. Stephens	Sch	Sooke, B. C.	Sail	62.6	18.8	4.1	.....	45.40
Discovery	Sch	Victoria, B. C.	Sail	57	19.3	4.2	.....	39.59
Enterprise	Sloop	.....	Steam-paddle	.....	.....	.....	330.32	302.32
Eva	None	.....	Steam-screw	.....	.....	.....	6.56	4.18
Eagle	Sloop	Dungenes, U. S.	Sail	32	11	2.5	.....	9
Emina	Sch	Madison, U. S.	Steam-screw	83.5	13.5	5.7	35.03	25
Eliza	Sch	Saanicht, B. C.	Sail	79.8	25.1	4.8	.....	48.44
Etta White	Sloop	Freeport, U. S.	Steam-screw	93	19.6	9	97.35	82.49
Experiment	Sch	Pt. Townsend	Sail	68.8	20	5.8	.....	40.83
Favorite	Sch	Sooke, B. C.	Sail	71.5	22.2	8.5	.....	79.54
Gem	None	Victoria, B. C.	Stm.-Sternwheel	71	13	2.0	60.45	27.05
Gertrude	Sloop	Victoria, B. C.	Stm.-Sternwheel	120	21	5	301.69	176.23
Glenora	None	Victoria, B. C.	Stm.-Sternwheel	102.7	20.2	4	103.40	149.32
Grappler	Sch	Unknown	Steam-screw	108.2	21.7	7.7	185.57	128.13
Hamley	Sloop	Wash. Ter., U. S.	Sail	39.5	14.1	3.2	.....	23
Henry	Sloop	Skeena, B. C.	Sail	52	9	3	.....	11.24
Helen	Sloop	Victoria, B. C.	Sail	37.5	11.4	4	.....	10.65
H. L. Tibbails	Sloop	San Francisco	Sail	29.3	11	2.3	.....	8.47
Hope	None	Victoria, B. C.	Stm.-Sternwheel	105	17.5	4.7	166.70	131.20
Hyak	None	Seattle, U. S.	Steam-paddle	32.5	20.7	3.5	33.58	31.39
Iris	Sloop	Victoria, B. C.	Steam-screw	52	9.7	5	19.32	13.45
Isabel	None	Victoria, B. C.	Steam-paddle	142.4	22.6	0.1	232.63	146.56
Isabella	Sch	Sooke, B. C.	Sail	60	18.7	4.3	.....	43.54
Juanita	Sch	Seattle, U. S.	Sail	68.7	19.2	4.6	.....	40.21
Kate	Sch	San Francisco	Sail	64.6	18.3	6.2	.....	58.11
Kinan	Sch	Burrard Inlet	Sail	49.9	15.5	5.9	.....	28.98
Kamloops	None	.....	Stm.-Sternwheel	.....	.....	.....	21	.....
Lady of the Lake	None	Cassiar, B. C.	Steam-screw	60	10.2	5	20.92	12.72
Leonede	Sloop	New York, U. S.	Sail	34.2	12.1	3.10	.....	14.22
Leviathan	Sloop	Unknown	Steam-screw	50.5	9.4	3.4	28.12	19.33
Martin	None	.....	Stm.-Sternwheel	.....	.....	.....	376	.....
Maggie	None	.....	Steam-screw	.....	.....	.....	2.93	1.43
Mary Ellen	Sch	San Francisco	Sail	75	23.7	7	.....	63.08
Maude	Sch	San Juan, U. S.	Steam-paddle	115.8	21.2	9	213.23	156.11
Minnie	Sch	Victoria, B. C.	Sail	66	15.4	4	.....	32.30
Namamo Packet	Sch	Unknown	Sail	40	12.6	4.11	.....	23
Nellie Taylor	None	San Francisco	Steam-screw	39	7	2.5	5.88	4.05
Otter	Sch	New York, U. S.	Steam-screw	27	6.4	2.5	2.16	1.89
Onward	Sch	Victoria, B. C.	Stm.-Sternwheel	120.5	24.3	7.4	283.23	220.11
Onward	Sch	California, U. S.	Sail	56.5	20	4.5	.....	35.20
Oriole	Sch	N. Westminster	Sail	30	14.8	5	.....	12.18
Pato	Sch	Manilla, P. I.	Sail	72	15	9	.....	65
Princess Louise	Sch	.....	Steam-paddle	189	30	13	970.07	624
Pilot	Sloop	Oregon, U. S.	Steam-screw	122	24	11	133.11	107.19
Princess Louise	Sloop	N. Westminster	Steam-screw	53.5	11.3	5	16.36	13.36
Quickstep	Sloop	Seattle, U. S.	Sail	38.5	15	4.4	.....	14.29
Reliance	None	Victoria, B. C.	Stm.-Sternwheel	122	23	4.8	219.31	121.06

ROYAL CITY.
 SKIDGATE.
 SPRING VALLEY.
 THORNTON.
 TRIUMPH.
 VICTORIA.
 WANDERER.
 WESTERN SLOPES.
 WILSON G. H.
 WIMFRED.
 WOODSIDE.

STATEMENT
 CANADIAN
 YEAR E

Arrived. T
 C

Total

Departed.

Total

Grand Total

APPENDIX VIII.—CONCLUDED.

NAME.	RIG.	WHERE BUILT.	HOW PROPELLED.	REGISTER DIMENSIONS			TONNAGE.	
				LENGTH.	BREADTH.	DEPTH.	Gross	Register
Royal City.....	None	Victoria, B. C.	Stn. Sternwheel	128.1	26.	5.	553.22	438.74
Skidegate.....	Sloop	Victoria, B. C.	Steam-screw	76.	12.	6.	37.08	26.44
Spring Vale.....	Sch.	Port Townsend	Sail	48.	19.	3.	.....	19.53
Thornton.....	Sloop	Dungeness, U. S.	Sail	51.1	19.2	5.1	.....	29.36
Triumph.....	Sloop	Cowichan, B. C.	Sail	43.	12.8	5.	.....	15.22
Victoria.....	None	.....	Stm.-Sternwheel	.....	.....	.....	365.	.....
Wanderer.....	Sch.	San Juan, U. S.	Sail	36.6	15.3	5.6	.....	16.24
Western Slope.....	Sch.	Victoria, B. C.	Stm.-Sternwheel	156.	26.5	8.	831.59	725.71
Wilson G. Hunt.....	Sloop	New York, U. S.	Steam.paddle	186.	26.	8.	467.96	350.36
Winifred.....	Sch.	Whatecom, U. S.	Sail	42.5	13.7	4.5	.....	13.05
Woodside.....	Sloop	Sooke, B. C.	Steam-screw	70.	15.2	6.5	50.27	32.87

APPENDIX IX.

STATEMENT OF Vessels employed in the Coasting Trade of the Dominion of Canada, which arrived at and departed from this Port during the fiscal year ending 30th June, 1881.

RECAPITULATION.

		No. of Vessels.	Tonnage.	No. Crew.
Arrived.	Under British	773	140,345	6,534
	Transire. Foreign			
	Coasting British			
	License. Foreign			
Total		773	140,345	6,534
Departed.	Under British	747	138,007	6,693
	Transire. Foreign			
	Coasting British			
	License. Foreign			
Total		747	138,007	6,693
Grand Total Arrived and Departed.		1520	278,352	13,227

APPENDIX X. EXPORTS.

General Statement of goods the growth, produce and manufacture of the Dominion of Canada, exported from the Province of British Columbia during the fiscal year ending 30th June, 1881.

ARTICLES.	Countries to which exported.	Unit of Quan.	Total Quantities.	Total value.
THE MINE.				
Coal	United States..	Tons	207,806	\$716,822
"	Mexico	"	1,221	4,273
"	Sandwich Isl'ds	"	5,216	18,256
			214,242	739,351
Gold (in dust and bars)		\$		576,918
Ore (iron)		Tons	800	800
" (silver)		"	1	10
Total of the mine				\$1,317,079
THE FISHERIES.				
Salmon (canned)	United Kingdom	lbs.		\$279,052
"	Australia	"		1,000
"	United States..	"		11,006
"	Various ports..	"		8,461
				299,519
Salmon (Pickled)	United States..	brls.	732	4,868
"	Australia	"	168	1,787
"	United Kingdom	"	219	1,873
			1,119	8,528
Halibut (fresh)	United States..	lbs.	13,575	927
Fish, other (pickled)....	United Kingdom	brls.	7	110
"	United States..	"	5	42
			12	152
" (preserved)	United States..	lbs.	192	33
Salmon (smoked)	United Kingdom	"	138	26
Fish oil	United Kingdom	Galls.	30,946	9,330
"	United States..	"	21,174	6,629
			52,120	15,959
Marine Furs	United Kingdom			47,540
"	United States..			28,300
				75,840
Total of the fisheries				\$400,984

THE
Plank and
Total of the
Vancouver
ANIMALS & T
Hair

Furs undre
Hides, Hor
Wool

Meat (presc
Total Ani

AGRICULTUR
Malt

MANUF
Matches ...

APPENDIX X. EXPORTS—CONCLUDED.

ARTICLES.	Countries to which exported.	Unit of Quan.	Total Quantities.	Total value.
THE FOREST.				
Plank and Boards	Various ports..			\$162,747
Total of the forest from Vancouver Island				\$162,747
ANIMALS & THEIR PRODUCE				
Hair	United Kingdom			\$ 150
Furs undressed	United Kingdom			136,300
“ “	United States..			151,114
				287,414
Hides, Horns and Skins	United Kingdom			557
“ “ “	United States..			50,101
				50,658
Wool	United Kingdom	lbs.	75,968	12,177
Meat (preserved)		“	720	75
Total Animals, &c.				\$350,474
AGRICULTURAL PRODUCTS.				
Malt	United States..	Bush.	167	\$ 248
MANUFACTURES.				
Matches	United States	Gross.	35	22

RECAPITULATION.

152	Coal	\$ 789,351
33	Gold	576,918
26	Iron ore	800
	Silver ore	10
9,330	Fisheries	400,981
6,629	Forest	162,747
	Animals and their produce	350,474
5,959	Agricultural products	248
	Manufactures	22
7,540	Total goods produce of Canada	\$2,231,554
8,300	Goods not produce	24,199
5,840	Grand total	\$2,255,753
0,984		

APPENDIX XI.

IMPORTS into the Province of British Columbia for fiscal year ending 30th June, 1881.

	Value of imports.	Entered for Home Consumption.	
		Value.	Duty received.
Dutiable Goods	\$2,216,335	\$2,214,153	\$589,423 62
Free Goods.....	233,024	231,913	
Leaf Tobacco for Excise purposes	10,384	11,050	
	\$2,489,743	\$2,457,116	\$589,423 62
Goods imported from Eastern Canada.....	\$ 387,111	\$ 387,111	
Total imports	\$2,876,854	\$2,844,227	\$589,423 62

APPENDIX XII.

EXPORT OF THE FISHERIES IN TEN YEARS.

Year ending 30th June, 1872	\$ 37,706 00
“ “ 1873	43,361 00
“ “ 1874	114,118 00
“ “ 1875	133,986 00
“ “ 1876	71,338 00
“ “ 1877	105,603 00
“ “ 1878	423,840 00
“ “ 1879	633,493 00
“ “ 1880	317,410 00
“ “ 1881	400,984 00
	\$2,281,839 00

N. B.—The figures above shown include not only the “case salmon” of the Fraser, Skeena and Naas Rivers, but also the pickled and smoked salmon, other pickled and preserved fish, fresh halibut, and fish oil exported to the markets of the United Kingdom, United States and Australia. In the next Annual Report there will probably be given a more lengthy report on the industries of “canning fish and fish oil,” and fisheries generally, shewing the approximate “home consumption,” &c., and other items of interest on this important subject.

A

(copy)

Extr
on the 10th
in Council

The
following re
lation to co
exportation

The
the consid
Council the
chandise pu
of British

Whe
vided in off
sportation o
transportati
or manufact
and appears
said United
for transpo
authority of
clause 15 of
tion 74, His
to order and
tion of such
charged and

Co
Received

N. B.
inadvertent
Messrs. Fry
nished by th
for their rec
mation nec
matter. Th
courtesy of
ties of our t

APPENDIX XIII. CANCELLATION OF DUTIES ON
FREIGHT, &c.

(copy)

12th May, 1881.

Extract from the Minutes of a meeting of the Treasury Board held on the 10th May, 1880. Approved by His Excellency the Governor General in Council on the 12th May, 1880.

The Board approve and respectfully recommend the adoption of the following regulations submitted by the Hon. the Minister of Customs in relation to collection of duty upon goods purchased in the United States for exportation thence to the Province of British Columbia.

The undersigned Minister of Customs has the honor to submit for the consideration and approval of His Excellency the Governor General in Council the following arrangement respecting the transportation of merchandise purchased in the United States for transportation to the Province of British Columbia.

Whereas, by section 8 of the Act 42nd Victoria, Chap. 15, it is provided in effect that duty shall be charged and collected on the cost of transportation of goods and merchandise purchased in the United States for transportation to Canada from the place of growth. * * * production or manufacture to the last port of shipment, and whereas, it is represented and appears that this rule bears unequally upon goods purchased in the said United States and transported by railway to the port of San Francisco for transportation thence to the Province of British Columbia under the authority of the section of said act above cited, and also of section 125 clause 15 of the Act 40 Vic. Chap. 10, and of the Act 41 Vic. Chap. 7, section 74, His Excellency the Governor General in Council has been pleased to order and it is hereby ordered that the duties on the cost of transportation of such merchandise to the said port of San Francisco shall not be charged and collected from and after the date of this order.

(Signed)

M. BOWELL.

Certified:

(Signed)

J. O. COTE, Clerk P. C.

Received at Victoria, B. C., May 31st, 1881.

N. B.—In the Annual Report of the Board for 1880 the Committee inadvertently omitted to mention the fact that they were much indebted to Messrs. Frye and Milne, of H. M. Customs, for the valuable statistics furnished by them in the matter of Exports, Imports, and Shipping—as also for their ready and prompt assistance, at all times, in supplying the information necessary for making a Report of this nature replete with useful matter. The Committee this year are equally indebted to the kindness and courtesy of those gentlemen for similar favors and also for additional statistics of our fisheries.

EDGAR CROW BAKER, Secretary.

APPENDIX XIV. List of Lights in British Columbia.

Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	Height, Ft. and Alt.	Color of Light.	Interval of Revolution or Flash.	Miles seen in clear weather.	Color and peculiarity of Lighthouse.	Height of Lantern above H. W. in Ft.	Height in base to vane.	Year Lighted.	Character & order of Illuminating apparatus.	Remarks.
BERDEN'S ISLAND	Entrance to Victoria Har.	48 25 24	123 24 0	One	F	Blue	.....	7	White, square, wood.	44	30	1876	C.....	Light bears from Brocton Ledge by 11 mox. N. W. 4 W.
EXTRA VANCE ISLAND	Nearmouth, Sts. of Georgia.	49 12 50	123 48 45	One	F	White	.....	14	White, square, wood with io.	65	50	1876	C.....	Indicates ent. to departure Bay and Nanaimo harbors, and for general navigation.
RACE ROCKS	In Straits of De Fuca.	48 17 45	123 32 0	One	F1	White	Every 10 sec	18	Black & white bands, stone.	118	105	1861	D, 2nd order.	A fog-bell rings in thick or foggy weather.
FISGARD	Rock at ent. to Esquimalt H.	48 25 0	123 27 15	One	F	White	.....	12	White brick & red house.	67	56	1861	D, 4th order.	Shows red in the harbor, and when too close to either shore Lighthouse being erected.
FRASER R. LA. VI.	S. Sand Head, ent. Fraser R.	49 3 50	123 16 40	One	F	White	.....	9	Red haul, ball on masthead.	70	.....	1868	C.....	Visible round arc of horizon from ent. to Bur. Inlet to an E. by N. 3/4 N. bearing. Should not be brought to bear to westward of N. by vessels in Straits, as this bearing will only lead clear of Sturgeon bank, off Fraser R. A coast light, and indicates ent. to Bur. Inlet.
POINT ATRINSON.	N. W. ent. to English Bay and Burrard Inlet.	49 19 42	123 15 54	One	Rev	White	Every min.	15	White, square wood.	119	49	1873	C.....	A coast light to indicate ent. to Barclay Sound. Visible from an E. bearing parallel with the coast round to W. by N. 1/2 N. The light should not be brought to bear to E. of E. 1/2 N., as foul ground extends off the ent. to Barclay Sound. Altimeter should not attempt to enter Sound without a pilot.
CAPE BEALE	S. E. point of ent. to Barclay Sound, on v. Coast Vancouver Island	48 47 48	123 12 52	One	Rev	White	Every 30 sec	19	Light stone color, square, with detached oblong building.	164	35	1874	C.....	

ACTS IN
36
37
38
40
40
42

PILOT O
(1) Rod
Wil
Rob
Edg
(2) Jam
Hug
Cha
Ben
(3) Mar
Tho
Joh
T. E

LICENSEE
John S
James
James
Willia
James
Willia
Willia
Daniel
Andre
Angus
Donal
George
John
George
Robert

PILOT V
Schoor
Victoria

APPENDIX XV. PILOTAGE MATTERS.

ACTS IN FORCE:—

- 36 Vic. chap. 54, assented to 23rd May, 1873;
 37 Vic. chap. 26, assented to 26th May, 1874;
 38 Vic. chap. 28, assented to 8th April, 1875;
 40 Vic. chap. 20, assented to 28th April, 1877;
 40 Vic. chap. 51, assented to 28th April, 1877;
 42 Vic. chap. 25, assented to 15th May, 1879.

PILOT COMMISSIONERS:—

- | | | | |
|-----|---|---|---------------------------------------|
| (1) | Roderick Finlayson (Chairman),
William Raymond Clarke,
Robert Paterson Rithet,
Edgar Crow Baker (Secretary). | } | Victoria and Esqui-
malt District. |
| (2) | James A. Raymur (Chairman),
Hugh Nelson,
Charles G. Major,
Benjamin Springer (Secretary). | } | New Westminster
and Yale District. |
| (3) | Mark Bate (Chairman),
Thos. Eric Peck,
John Hirst,
T. E. Peck (Acting Secretary). | } | Nanaimo, V. I.
District. |

LICENSED PILOTS:—

John Sabiston (Nanaimo Harbor Service)	Active List.
James McIntosh, British Columbia Pilot,	do
James Ramsey,	do
William Scott,	do
James Christensen,	do
William Ettershank,	do
William Clements, Nanaimo Pilot,	do
Daniel Morrison,	do
Andrew Rodgers,	do
Angus McAlister, Burrard Inlet Pilot,	do
Donald Urquhart, B. C. Pilot, Commanding Alexander.	
George G. King,	do Unemployed.
John Thompson,	do Suspended.
George Rudlin,	do Commanding Cariboo-Fly
Robert Hicks,	do Unemployed.

PILOT VESSELS:—

Schooner Carolena, No. 1, 32 tons registered tonnage,
 Victoria and Burrard Inlet.

Sloop Quickstep, No. 2, 14 tons registered tonnage, Victoria and Esquimalt.

Sloop Tibbals, No. 3, 8½ tons registered tonnage, Victoria and Esquimalt.

Sloop Helen, No. 4, 11 tons registered tonnage, Victoria and Esquimalt.

Sloop W. A. G. Young, No. 2, 10 tons registered tonnage, Nanaimo.

Sloop Keturah, No. 3, 8 tons registered tonnage, Nanaimo.

VICTORIA AND ESQUIMALT PILOTAGE RATES:--

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

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

For vessels entering into or clearing from the undermentioned ports, the rates of pilotage shall be as follows:

Esquimalt Harbor (under sail)	\$4 00	per foot
do (under steam or in tow)	3 00	"
Victoria Harbor (under sail)	4 00	"
do (under steam or in tow)	3 00	"

Vessels spoken by a Pilot in keeping with the Act and By-Laws and not accepting his services, shall only pay \$2 per foot into and out of Victoria, and \$2 per foot into and out of Esquimalt.

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

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

Pilots shall, when called upon to do so, remove vessels from one part of either harbor to another part of same harbor for the specific charge of \$10 for each and every removal.

The Law to ing the Victori or expo

Comp against shall e Esquim

When Provinc or recei it as a l pilotage a Pilot

Pilots position Harbor and in s the Con

It sha superint pilot su

At a n Esquima 12th Ju 1880," w

" Wh the By-l lar voya interests ble to c resolved Esquima harbor of said l \$1.50 pe voyage (outward said vess Rocks to

The Pilotage Authority shall have power under this By-Law to make such arrangements from time to time concerning the pilotage of vessels making regular trips between Victoria and Puget Sound, as to them may appear necessary or expedient in the interests of Trade and Commerce.

Compulsory payment of Pilotage dues is not chargeable against vessels while in Royal Roads, unless such vessels shall enter either or both of the ports of Victoria and Esquimalt.

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

Pilots shall anchor or moor vessels in such places and position as may be previously assigned to them by the Harbor Master, and shall also berth vessels at such wharf and in such manner as may be consistent with the wishes of the Consignee, conveyed to them by the Harbor Master.

It shall be the duty of Pilots to assist the Master in superintending the unmooring of vessels, when engaged to pilot such vessels onward.

At a meeting of the Commissioners of the Victoria and Esquimalt Pilotage District, held at Victoria, B. C., on the 12th July, 1880, the following addition to the "By-Laws, 1880," was adopted:

"Whereas the pilotage dues as provided for in sec. 18 of the By-Laws, 1880, fall heavily upon steamers making regular voyages to British Columbian waters, and whereas in the interests of the trade of Victoria and Esquimalt it is desirable to obviate the burden referred to.—Be it therefore resolved, that steamers making regular trips to Victoria and Esquimalt and having paid \$3 per foot into and out of either harbor on the inward voyage and returning again to either of said harbors within a period of 20 days, shall only pay \$1.50 per foot additional dues on said vessels on the outward voyage (i. e. 75 cents per foot inwards and 75 cents per foot outwards) for pilotage service tendered or rendered until said vessels pass to the westward of a line drawn from Race Rocks to Point Angelos, i. e. to seaward again.

NANAIMO PILOTAGE RATES:—

The rate of Pilotage inwards and outwards shall be:—

- For vessels under 12 feet draught \$ 00 ^{per} foot
 - For vessels over 12 feet draught 4 00 “
 - For vessels in tow of a steam-tug, irrespective of draught. 3 00 “
- For steam vessels other than foreign tugs or tug-boats or steamers employed as such, whose master or mate has not a Pilot license, $\frac{1}{4}$ less than the above rates if a Pilot is employed.

Vessels spoken by a duly licensed Pilot shall pay to the said Pilot half the full pilotage if his services are declined, but vessels arriving from sea by way of the Gulf of Georgia without being spoken inwards by a Pilot, shall be exempt from outward Pilotage unless a Pilot be employed.

The Pilotage Authority may remit pilotage dues to steamers carrying Her Majesty's mails between San Francisco and the Province of British Columbia, in whole, or in part, as to them may appear fit, provided such steamers call at the Port of Nanaimo for the purpose of coaling and have on board a duly licensed Pilot, of some other Pilotage district, within the said Province, capable of piloting in the waters of this district, and do not therefore require the services of a Nanaimo Pilot, but the ten dollars per day, payable for Gulf pilotage, shall be due to, and collected by, the Pilotage Authority of this District.

GULF OF GEORGIA AND STRAITS NAVIGATION:—

The Pilotage rates for vessels bound to or from Nanaimo, and to or from Royal Roads, shall be ten dollars per day of 24 hours, if assisted by steam, and ten dollars for any fraction of a day, in addition to Port pilotage. The pilotage rates for vessels proceeding under canvas, shall be six dollars per foot draught, inclusive of Port pilotage.

The Pilotage rates for steamships shall be the same as those for vessels in tow, viz:—Ten dollars per day in addition to Port pilotage.

NEW WESTMINSTER AND YALE RATES:—

PORTS:

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

Port of
 Port of
 Port of

 For ve
 rard Inle
 Vessels u
 “
 If the ser
 shall pay
 Flattery o
 son to Pe
 if the ser
 following
 From Ca
 “ Ca
 “ Be
 “ Ra
 And for v
 following
 From Cap
 “ Call
 “ Bee
 “ Rac

 From th
 For vesse
 “ vesse
 From th
 vice ver
 services o
 ing rates:
 From Cap
 “ Call
 “ Bee
 “ Rac
 For vessel
 rates shall

Port of Burrard Inlet.
 Port of New Westminster.
 Port of Yale and the several landings on Fraser River.

DUES.

For vessels entering into or clearing from the port of Burrard Inlet the rates of pilotage shall be as follows:

Vessels under sail\$4 00 per foot.
 " " steam or in tow of a steamer.. 3 00 "

If the services of a Pilot are not required, vessels spoken shall pay Two Dollars per foot. The pilotage from Cape Flattery or Royal Roads to a line drawn from Point Atkinson to Point Gray, and *vice versa*, is not compulsory, but if the services of a Pilot are required, he shall be paid the following rates, viz: For vessels under sail—

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

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

From Cape Flattery\$3 00 per foot.
 " Callum Bay 2 50 "
 " Beechy Head 2 00 "
 " Race Rocks or Royal Roads 1 00 "

NEW WESTMINSTER.

From the Lightship to New Westminster—

For vessels under sail\$4 00 per foot.
 " vessels under steam or in tow of steamer 3 00 "

From the Lightship to Cape Flattery or Royal Roads, and *vice versa*, the pilotage is not compulsory, but if the services of a Pilot are required, he shall be paid the following rates: For vessels under sail—

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

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

From Cape Flattery	\$3 00	per foot.
“ Callum Bay	2 50	“
“ Beechy Head	2 00	“
“ Race Rocks or Royal Roads	1 00	“

N. B.—Any fraction of a foot not exceeding six inches shall be paid for as half a foot, and any fraction exceeding six inches as a foot, applies equally to all three Districts.

Pilotage Dues collected from the 1st of January to the 31st December, 1880.

	BRITISH.	FOREIGN.	TOTAL.
Victoria and Esquimalt.	\$ 800 75	\$ 6,661 32	\$ 7,462 07
Yale and New Westminster.	1,350 50	2,159 00	3,509 50
Nanaimo	1,558 00	10,122 50	11,680 50
	\$3,709 25	\$18,942 82	\$22,652 07

APPENDIX XVI.

THE "INTER-COLONIAL TRADE TARIFF CONVENTION" AND THE "BRITISH AND COLONIAL UNION."

At the Conference of Delegates, convened by the Dominion Board of Trade of Canada from the various Colonies and chambers of commerce, to consider the subject of Inter-Colonial Trade Tariffs held at the Westminster Palace Hotel on Thursday, 24th February, 1881, the following British possessions were represented, viz: Canada, West Indies, Bombay, Calcutta, Ceylon, Port Elizabeth, Cape Town, Natal, Singapore, Melbourne, British Columbia, New Zealand, Adelaide, New South Wales and Nova Scotia, in addition to the representatives from the "City of London," "Central Chambers of Agriculture," "Shipowners' Association," "Royal Colonial Institute," and "Edinburgh Chamber of Commerce." (Sampson S. Lloyd, Esq., in the chair) The following resolutions were passed:

"That in the opinion of this meeting it is a matter of the utmost importance for the promotion of the commercial

interest
and inte
various

"Tha
Possess
into con
confere
and repo
be held
tee's Rep
to such

The fo
Council,
a quoru

Samps
Frederic
Dobell,
Westgar
Bullen,
George
Thomson

Accord
by circul
on Tuesd
the Chai
dered, an
amended
poned un

It was
of the C
come up
the 5th

It was
printed
gates pri

"That
Colonial
without
and, con
Foreign

interests of the British Empire, and preservation of its unity and integrity to draw closer the trade relations between its various component territories."

"That a committee, representative of the different British Possessions and the United Kingdom, be appointed to take into consideration how best to secure the objects of this conference, as expressed in the resolution already passed, and report to the Adjourned Meeting of the Conference to be held at some future time, and that the Executive Committee's Report be circulated among the Delegates summoned to such Adjourned Meeting prior to its being held.

The following gentlemen were appointed as the Executive Council, with power to add to their number, and five to be a quorum:

Sampson S. Lloyd, Esq., Charles Palmer, Esq., M. P., Frederick Young, Esq., W. Strang, Esq. Canada—R. R. Dobell, Esq., Charles Churchill, Esq. Australasia—W. Westgarth, Esq., J. L. Montefiore, Esq. India—John A. Bullen, Esq., Stephen A. Ralli, Esq. West Indies—Sir George Chambers, Neville Lubbock, Esq. Cape—J. D. Thomson, Esq., A. J. Macdonald, Esq.

Accordingly the Second Conference, as already announced by circular, was duly held at the Westminster Palace Hotel, on Tuesday, the 29th of March, 1881, Sampson S. Lloyd in the Chair, when the Report of the Committee was considered, and Resolutions Nos. 1, 2, 3 and 5 were passed as amended; the consideration of Resolution No. 4 being postponed until Tuesday, the 5th April, 1881.

It was also agreed that the question of whether the Report of the Committee should be adopted as amended should come up for final consideration at the next Conference, on the 5th April, 1881.

It was ordered that the Resolutions as amended should be printed and circulated by the Secretary amongst the Delegates prior to the Conference.

RESOLUTION I.

"That, considering the increasing importance of the Colonial Trade of Great Britain, and that her Colonies are without direct representation in the Imperial Parliament, and, considering, also, that Commercial Treaties with Foreign Countries whereby Colonial interests are deeply

affected are entered upon by the Mother Country without adequate consultation with the Colonies, this Conference is of opinion that in all matters of Imperial or International Treaties where Colonial interests are directly or indirectly involved, an endeavor should be made to ascertain the views of the Colonies, and that proper weight be attached to their opinions."

RESOLUTION II.

"That it is desirable to form an Association, whose Head Office shall be in London, to be called the British and Colonial Union for the consideration and furtherance of Inter-Colonial Trade, and Trade between the Colonies and Great Britain."

RESOLUTION III.

"That, considering the advisability of utilizing, as far as possible, the machinery of the present Conference, it is desirable that its Members should resolve themselves into the proposed Association, with power to nominate a Council and to enroll, as members of the Union, any persons who sympathise with its objects, subject to such Laws and Bye-Laws as the Council may frame and the Union may adopt. That the Council shall be appointed annually, of which, at least, two-thirds shall be nominated by the Commercial bodies of the Colonies and India, the Union appointing the remainder. Further, that in the representation on the Council of the several Colonies and India, as indicated in the foregoing paragraph, their staple industries, as well as their import and export trade, ought to be taken into consideration."

RESOLUTION IV.

"That it is desirable that the powers and numbers of the present Royal Commission for the Defence of British Possessions and Commerce abroad should be enlarged with the view to taking evidence on the subject of the Trade and Commercial Tariffs existing and in force between Great Britain and her Colonies and Dependencies; and that this Conference do appoint a Deputation to wait upon the Right Honorable the Earl of Kimberley, Her Majesty's Principal Secretary of State for the Colonies, to urge the consideration of this matter upon Her Majesty's Government."

"Th
the tra
Depend
Govern
consider
carried
is highl
Govern
Comme
distinct
who sho

In co
Confere
and the
5th May
seen on
with. I
ernment
this Uni
the sever
necessar
which th

It is
following
advocacy
alike to
the Col
necessiti

1st. I
the Tari
Britain a

2nd.
Britain a
nations,
Colonies

3rd.
Colony t

4th.

5th.

RESOLUTION V.

“That considering the vast and increasing importance of the trade between Great Britain and her Colonies and Dependencies, and that no department of the Executive Government exists, which is specially charged with the consideration of the relations under which such trade is carried on, this Committee would record its opinion that it is highly desirable that those functions of the Executive Government of Great Britain which especially relate to Commerce and Agriculture should be administered by a distinct department, under a Principal Secretary of State, who should be a Member of the Cabinet.”

In conformity with the term of Resolution No. 4 of the Conference, a deputation waited upon the Earl of Kimberley and the Marquis of Hartington at the Colonial Office, on the 5th May last, when, I regret to say, our request, as will be seen on perusal of the Report enclosed, was not complied with. In consequence of the refusal of Her Majesty's Government I have been instructed by the Executive Council of this Union to endeavor to obtain, by direct application to the several Chambers of Commerce of the Colonies, the necessary data for promoting and assisting the objects for which this Association has been designed to accomplish.

It is believed that full and complete answers to the following inquiries would tend very largely to facilitate the advocacy of such Tariff regulations as would be applicable alike to the requirements of the Industries of Great Britain, the Colonies and Dependencies, as well as to the fiscal necessities of the latter.

1st. In what particular respect, and to what degree do the Tariffs, if any, existing and in force between Great Britain and foreign nations affect your Colony?

2nd. The latest available returns of your trade with Great Britain and of the trade which you carry on with foreign nations, as well as the trade carried on by you with kindred Colonies; or, in other words, your inter-Colonial trade?

3rd. What are the principal articles exported from your Colony to Great Britain?

4th. What to Foreign nations?

5th. And their approximate value?

6th. What duties are charged by Great Britain on such articles exported from your Colony on arrival at British ports?

7th. What duties are levied by foreign nations on similar articles from your Colony?

8th. What are the duties levied by your Colony on goods, raw or manufactured, which enter your ports--the produce of other Colonies or Dependencies of the British Empire?

9th. Ditto from Colonies owned by foreign nations?

10th. What duties are levied by others or kindred Colonies and Dependencies of the British Empire on goods, raw and manufactured, exported to them by your Colony?

11th. State, as far as practicable, the amount and value of the goods respectively mentioned under heads 8 and 11?

12th. Particularize the *modus operandi* by which the rates and duties levied by Great Britain on the produce of your Colony unduly weigh upon and reduce or injure the value of your export trade?

13th. Specify the articles produced by your Colony which you cannot export into Great Britain, owing to the effect of "the most favored nation" clause in her treaties with foreign nations, under which Great Britain admits the goods of the foreigner at duties which practically prohibit your Colony from competing in the British market?

14th. State how Great Britain could best remove the duties she now levies on the products of your Colony; and how you would propose to compensate her where such duties are levied for revenue purposes?

15th. Render a tabulated statement, shewing graduated scale of trade done by your Colony during the last 20 years, specifying the amount and value of your trade under the former or changed circumstances in your fiscal policy?

16th. State what character of fiscal policy would best suit your Colony?

17th. Make generally full suggestions in the direction of any change in the present fiscal policy which would best meet the requirements of your Colony and the exigencies of your trade, as also the most practical way of raising revenue?

18th.
at once
your R
the pur

EXTR

Her
Senate

1. I
inconsi
shall ap
" vessel
carrying
all passe
monly k
military
transport
the wor
Lawlor's
quaranti

2. Th
such Reg
pliance
the entry
places in
or cargo
or cargo
calculate
the due
vessels,
neighbor
he thinks
that such
cleansing
or things
place in
by land;
by and in
the neigh
it right f

18th. Would you be disposed to appoint, and, if so, to at once nominate Delegates, with plenary power to act as your Representatives with the Members of this Union, for the purposes in view?

A. C. SHELLEY, Secretary.

APPENDIX XVII.

EXTRACTS FROM QUARANTINE ACTS AND REGULATIONS.

ASSENTED TO 14TH JUNE, 1872.

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. In this Act, unless there be something in the context inconsistent with such interpretation, the word "master" shall apply to any person in command of a vessel; the word "vessel" shall include all ships, vessels or craft of any kind carrying passengers; the word "passengers" shall apply to all passengers as well as to immigrants usually and commonly known and understood as such, but not to troops or military pensioners and their families, who are carried in transports or at the expense of the Imperial Government; the words "Quarantine Station" shall apply to Grosse Isle, Lawlor's and Partridge Islands, or other place at which quarantine is directed to be performed.

2. The Governor in Council may from time to time make such Regulations as he thinks proper for enforcing compliance with all the requirements of this Act, and concerning the entry or departure of Vessels at the different ports or places in Canada; and concerning the landing of passengers or cargoes from such vessels, or the receiving of passengers or cargoes on board of the same, as may be thought best calculated to preserve the public health; and for ensuring the due performance of Quarantine, by and in respect of vessels, passengers, goods or things arriving at or in the neighborhood of any port or place within Canada, to which he thinks it right for the preservation of the public health that such regulations should apply; and for the thorough cleansing and disinfecting of such vessels, passengers, goods or things, or concerning the arrival at or departure from any place in Canada of any persons, goods or things conveyed by land; and for ensuring the due performance of quarantine by and in respect of such persons, goods and things at or in the neighborhood of any place in Canada to which he thinks it right for the preservation of the public health that such

regulations should apply; and for the thorough cleansing and disinfecting of such persons, goods and things, so as to prevent, as far as possible, the introduction or dissemination of disease into or in Canada; and may appoint or remove such officers as he may deem necessary for so doing, and assign to them respectively such powers as he may think requisite for carrying out the provisions of such Regulations, and may from time to time revoke or amend the same or any of them, and may make others in their stead, and impose penalties, forfeitures and punishments for the breach thereof: and such Regulations shall be notified by Proclamation published in the *Canada Gazette* at least twice, and the production of the copies of the *Gazette* containing any such Proclamation shall be evidence of the making, date and contents of such Regulations.

3. Each Regulation shall have the force of law, during the time they respectively remain unrevoked, unless they be expressly limited to be in force only during a certain time or at certain times or seasons, in which case they shall have the force of law during the time and at the times and seasons during or at which they have been limited to be in force: and any person disobeying any such Regulation shall be held guilty of and may be prosecuted for a misdemeanor, punishable by fine or imprisonment or both, as the Court may direct, or otherwise such person may be sued for the penalties contained in such Regulation.

6. The Governor in Council may appoint one or more medical officers at each of the principal harbours of the Dominion to board, visit and inspect vessels arriving in such harbour from sea; and to perform such other duties and have such power as the Governor in Council may by any regulations direct.

7. Every penalty or forfeiture, imposed or declared under the authority of this Act, shall be a special lien upon the vessel by reason whereof it has become payable, and the master whereof has become liable in such penalty, and may be enforced and collected by the seizure and sale of the vessel, her tackle, apparel and furniture, under the warrant or process of the Justices or Court, before whom it has been sued for and recovered, and shall be preferred to all other liens or hypothecations except Mariners' wages.

8. W
the Dom
of St. J
Dominio
and be a
the mast
Customs
for each
arrival.
shall be p

9. A
putting t
exercise
port of d
Inspectin
bill, the l
condition
the exerci
satisfy hin
of for the
sick as pr

10. Al
authority
Receiver C
Fund of C

WHEREA
other thin
may, from
proper, fo
of the said
vessels, at
gerning th
vessels, or
of the sam
the public
quarantine
things arri
place with
preservati
should app
ing of such

8. When any vessel not originally bound for any port in the Dominion shall arrive at the port of Halifax, or the port of St. John, New Brunswick, or any other sea port of the Dominion, with contagious or infectious disease on board, and be allowed to remain in quarantine at or near such port, the master of such vessel shall pay to the Collector of the Customs at the port the sum of two dollars, head money, for each person on board the said vessel at the time of her arrival. The said sum shall be a lien on the vessel, and shall be paid before she shall be allowed to leave the port.

9. A vessel shall have the right, before breaking bulk, of putting to sea, in preference to being quarantined: in the exercise of this right, if the vessel has not arrived at her port of destination, the bill of health shall be returned; the Inspecting Physician, however, shall mention upon the said bill, the length and circumstances of the detention, and the condition of the vessel upon re-putting to sea; but before the exercise of this right, the Inspecting Physician must satisfy himself that the sick of such vessel will be taken care of for the remainder of the voyage, and take care of such sick as prefer to remain.

10. All sums and pecuniary penalties levied under the authority of this Act shall be paid into the hands of the Receiver General, to form part of the Consolidated Revenue Fund of Canada.

A PROCLAMATION—21st JANUARY, 1873.

WHEREAS by the Act 35, Vic., chap. 27, it is amongst other things in effect enacted that the Governor in Council may, from time to time, make such regulations as he thinks proper, for enforcing compliance with all the requirements of the said Act and concerning the entry and departure of vessels, at the different ports or places in Canada, and concerning the landing of passengers or cargoes from such vessels, or the receiving of passengers or cargoes on board of the same, as may be thought best calculated to preserve the public health, and for ensuring the due performance of quarantine by and in respect of vessels, passengers, goods or things arriving at or in the neighborhood of any port or place within Canada, to which he thinks it right, for the preservation of the public health, that such regulations should apply, and for the thorough cleansing and disinfecting of such vessels, passengers, goods or things, so as to

prevent, as far as possible, the introduction or dissemination of disease into or in Canada, and may appoint or remove such officers as he may deem necessary for so doing, and may assign to them, respectively, such powers as he may think requisite for carrying out the provisions of such regulations, and may, from time to time, revoke or amend the same or any of them, and may make others in their stead, and may impose penalties, forfeitures and punishments for the breach thereof; and such regulations shall be notified by Proclamation published in the *Canada Gazette*, at least twice; and the production of the copies of the *Gazette*, containing any such Proclamation, shall be evidence of the making, date and contents of such regulations: And further, that such regulations shall have the force of law during the time they respectively remain unrevoked, unless they be expressly limited to be in force only during a certain time or at certain times or seasons, in which case they shall have the force of law during the time and at the times and seasons during or at which they have been limited to be in force: and that any person disobeying any such regulation shall be held guilty of and may be prosecuted for a misdemeanor, punishable by fine or imprisonment, or both, as the Court may direct; or otherwise such person may be sued for the penalties contained in such regulation.

AND WHEREAS Our Governor in Council, hath this day been pleased to make under the authority and in pursuance of the said above in part recited act certain regulations as follows, that is to say:—

I. The following regulations shall not apply to the regular Quarantine Stations of the Ports of Quebec, Halifax and St. John, (New Brunswick) NOR TO ANY REGULAR QUARANTINE STATION that may be hereafter established by Proclamation of the Governor General.

II. Every Vessel is and shall be liable to Quarantine which has come from any infected port, or on board of which any death from contagious disease has taken place during the passage, or on board of which there has been or shall be any infectious or contagious disease.

III. The master of any vessel on board of which any such death has taken place during the passage, or on board of which there has been or shall be any infectious or contagious disease, shall, when within two Marine miles of any

part of the head, and until the same.

IV. Vessels regulated by the same Pilot regulations shall be liable to a fine for each

V. The vessel entering shall either be bound, or proceed to anchor, and shall not receive cargo.

VI. The vessel upon being taken by such officer shall be sent to the vessel of four hundred

VII. The vessels are to be taken as herein provided, and to the master

1. Where

2. From infectious diseases

3. Has during the

4. Has

5. Has left your vessel

part of the shores of Canada, hoist a yellow flag at the mast head, and shall continue the same until entry of the harbor, and until permitted by the Quarantine officer to lower the same.

IV. Wherever Pilots are employed they shall be supplied by the Quarantine officers of the Port with copies of these regulations and it shall be the duty of such Pilots to exhibit the same to the Master of every ship boarded by them; Any Pilot neglecting to perform this duty shall be subject to a fine for every such omission not exceeding twenty dollars.

V. The Master of any such vessel as aforesaid upon entering any Harbor, whether during the day or by night shall either anchor or come to at a distance of not less than a mile and a half from the landing place to which she is bound, until examined and license has been granted to proceed to any landing place to land passengers or to discharge cargo.

VI. Every master of a vessel liable to Quarantine, shall, upon being thereunto instructed by the Quarantine officer, take his vessel to the Quarantine ground assigned to him by such officer, and in the event of contravention or breach of such orders the Quarantine officer may cause the vessel to be sent to such Quarantine ground, and in addition thereto, the vessel and the master thereof shall be liable to a penalty of four hundred dollars.

VII. Quarantine officers may proceed alongside of all vessels arriving at any port in Canada, and in their discretion may, and in the event of the yellow flag being hoisted as hereinbefore required, shall proceed on board without delay, and shall then forthwith submit the following questions to the master or person in charge:

1. What is your name, and that of your vessel?
2. From whence did you sail, and date? Was any infectious disease then, there prevalent?
3. Has or have any person or persons been taken sick during the passage?
4. Have any died? State number and disease.
5. Has or have any person or persons come on board or left your vessel since sighting this port?

The Quarantine officer may, in his discretion, submit these questions on a printed paper, and require the master of the vessel to sign his replies thereto.

VIII. If the master gives such answers as shall be satisfactory to the Quarantine officer a clean bill of health shall be granted by him to such vessel; but if such answers be not satisfactory, or if there is reason to believe that the master is answering such questions falsely, or has misrepresented the facts, or concealed any information, or if the Quarantine officer has reason to anticipate danger to the public health, such Quarantine officer shall report the facts of the case to the Department of Agriculture at the City of Ottawa, and the Minister of Agriculture may direct that the vessel shall be sent to any one of the regular Quarantine Stations, or the Quarantine officer may use the vessel itself for purposes of Quarantine and as a Quarantine depot when the Medical Attendant shall certify that it is unnecessary to remove the passengers, crew or cargo from the vessel, and in such latter case the Medical fees shall be payable by the master of the vessel as provided by the tenth section hereof.

IX. In every case in which the Quarantine officer may find or ascertain that any death has taken place during the passage or that there has been or is any contagious or infectious disease such as Asiatic Cholera, fever, small pox, scarlatina, measles, or other disease of a like kind, he shall forthwith employ a medical attendant, if in the opinion of such Quarantine officer the same is requisite and desirable, and such Quarantine officer shall forthwith telegraph or transmit to the Department of Agriculture at the City of Ottawa a report of the facts, and shall act upon such instructions as he may receive in respect thereto.

X. The Quarantine officer may pay the medical attendant employed by him for each visit which in his opinion shall be requisite, a reasonable compensation not to exceed the sum of four dollars and the aggregate amount of medical fees so payable in such respect shall be refunded and paid by the master of the vessel to the Quarantine officer, and no clearance shall be given to the ship until such fees have been paid. But such fees as aforesaid shall not be required or exacted in cases where the vessel has proceeded to a regular Quarantine Station.

XI.
to put
for by

XII.
not, sl
any pe
capaci

XIII.
of Cana
Halifa
Regula
lished
author
sions o
be a Ju
purpos

XIV.
made s
dollars
be imp

XV.
House
tions a
who or
any Qu
Regulat
person,
the offic
may be
Quaran
Station,

XVI.
of war,
board a
state, or
occurred

XI. A vessel shall have the right, before breaking bulk, to put to sea in preference to being quarantined as provided for by the 35 Victoria, cap. 27, sec. 9.

XII. Masters of vessels, whether liable to Quarantine or not, shall come to when hailed by a Quarantine officer or any person thereunto deputed by a Quarantine officer in that capacity.

XIII. The Collector of Customs of each and every port of Canada, except the regular Quarantine Stations of Quebec, Halifax, and St. John, (New Brunswick,) and any other Regular Quarantine Station which may hereafter be established by Proclamation of the Governor-General, is hereby authorized to act as a Quarantine officer, under the provisions of these Regulations, and shall by virtue of such office be a Justice of the Peace under the authority and for the purposes of the Act 35 Vic., cap 27.

XIV. Any person contravening any Regulation hereby made shall be liable to a penalty not exceeding four hundred dollars in any case, and the offender upon conviction shall be imprisoned until such penalty be paid.

XV. No vessel shall be entered or cleared at any Custom House in Canada, until all the requirements of these regulations are fully complied with, and any person, vessel or thing who or which has passed or departed or been removed from any Quarantine Ground before all the requirements of such Regulations are fully complied with in respect of such person, vessel or thing, or without the written permission of the officer empowered to authorize such passing or departure may be compelled to return or be carried back to such Quarantine Ground or be sent to any regular Quarantine Station, and by force if necessary.

XVI. "These regulations shall not apply to any vessel of war, or to transports or vessels having Queen's Troops on board accompanied by a Medical Officer, and in a healthy state, or to any Steamer unless sickness or death may have occurred during the passage."

APPENDIX XVIII.

Statement of the amount of Precious Metals produced in the States and Territories west of the Missouri River, including BRITISH COLUMBIA, and Receipts in San Francisco from the west coast of Mexico, during years 1870 to 1880.

YEAR.	Produce as per W. F. & Co.'s Statements, including Amounts from British Columbia and West Coast of Mexico.	Product after deducting Amounts from British Columbia and West Coast of Mexico.
1870	\$54,000,000	\$52,150,000
1871	58,284,000	55,784,000
1872	62,236,959	60,351,824
1873	72,258,693	70,139,860
1874	74,401,045	71,965,610
1875	80,889,057	76,703,433
1876	90,875,173	87,219,859
1877	98,421,754	95,811,582
1878	81,154,622	78,276,167
1879	75,349,501	72,688,888
1880	80,167,936	77,232,512

The foregoing statement includes the Lead and Copper which result from the smelting of the base bullion ore of Nevada, Utah and Colorado. This Lead amounted in 1880 to 7 16-100ths per cent. of the whole product, having a value of \$5,742,390, and the copper to 1 12-100ths per cent. valued at \$898,000.

The fluctuations in the product of the various states and territories since 1877, (the year of the largest production,) may be seen from the following table, made up from the annual reports of Wells, Fargo and Company.

Products of the Precious Metals in the States and Territories west of the Missouri River, with Receipts from the West Coast of Mexico from 1877 to 1880.

States and Territories.	1877.	1878.	1879.	1880.
California	\$18,174,716	\$18,920,461	\$18,190,973	\$18,276,166
Nevada	51,580,290	35,181,949	21,997,714	15,031,621
Oregon	1,191,997	1,213,724	1,037,961	1,059,644
Washington	92,226	73,311	85,336	105,164
Idaho	1,832,495	1,868,122	2,091,300	1,894,747
Montana	2,644,912	3,763,640	3,629,020	3,822,379
Utah	8,113,755	6,046,613	5,468,879	6,450,953
Colorado	7,913,549	6,232,747	14,413,515	21,284,989
New Mexico	379,010	453,813	622,800	711,300
Arizona	2,388,622	2,287,983	1,942,403	4,123,081
Dakota	1,500,000	2,215,804	3,208,987	4,472,471
Mexico	1,432,992	1,594,995	1,683,871	2,090,557
BRITISH COLUMBIA	1,177,190	1,283,460	976,742	844,867
	\$98,421,754	\$81,154,622	\$75,349,501	\$80,167,936

In collect Messages, the words "to" and "from" are not charged for. (Great Britain and France) including address and signature. (Canada) every word counts. All words count here if they exceed ten letters. N. B.—One half the above rates will be charged upon messages delivered during following day, 25 cents being the minimum. Half upon any message. OTHER RATES: San Francisco, 10¢ words, \$1.00. San Francisco, 10¢ words, \$1.00. and the additional: Victoria to Seattle, \$1.25. See additional: Victoria to Port A. M., and 6 P. M. to 7 P. M. Half-rate messages (or night telegrams) should be handled in by 7:30 P. M. to ensure their early delivery.

APPENDIX XIX. TELEGRAPH RATES.

Carroll

INTERMEDIATE DISTANCES.

MILES.	DIRECT DISTANCES IN MILES.																		
	Victoria.	Somenos.	Nanaimo, (Wellington.)	Granville, Burrard Inlet.	New Westminster.	Matsqui, (Boundary)	Chilliwack.	Hope.	Yale.	Boston Bar.	Lytton.	Spence's Bridge.	Caehe Creek, (Savona's, Kamloops.)	Clinton.	Bridge Creek.	Soda Creek.	Quesnelle.	Stanley.	Barkerville.
38	0	25	73	123	135	167	193	230	243	268	300	323	333	379	432	510	565	613	626
35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
32	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
30	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
29	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
28	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
27	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
26	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
25	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
24	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
23	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
22	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
21	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
20	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
19	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
18	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
17	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
16	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
15	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
14	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
13	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
12	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
11	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
10	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
9	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
8	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
7	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
6	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
5	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
4	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
3	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
2	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
1	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25

The above Tariff is for Messages of 10 words or under, exclusive of Address and Signature. Where the charge for 10 words is 25 cts, each additional word will be 2 cts.; Townsend, 82, 13c, additional; Victoria to New York and Eastern States, 82, where 10 words are 40c, additional words are 3c, where 10 words are 7c. Use additional; Ontario and Quebec, 25c, the arithmetic; Cable Rates to additional words are 4c, where 10 words are \$1, additional words are 5c. Great Britain and France (including address and signature), Cable Rates to In collect Messages, the word "Collect" is counted but not charged for. every word counts. All words count twice if they exceed ten letters. N. B.—One half the above rates will be charged upon messages delivered during following day, 25 cents being the minimum Tariff upon any message. Special Rates for other European cities. OFFICE HOURS. Week days, 8 A.M. until 8 P.M. Sundays, 9 A.M. to 10:30 A.M., and 6 P.M. to 7 P.M. Half-Rate Messages (or night telegrams) should be sent by day, additional; Victoria to Seattle, \$1.25, see additional; Victoria to Port handed in by 7:30 P. M. to insure their early delivery.

s and
, and
years

a result
olorado.
product.
valued

es since
ollowing
y.

t of the
om 1877

1880.

276,166
931,621
059,641
105,164
894,747
822,379
450,953
284,989
711,300
123,081
1,472,471
2,090,557
844,867

0,167,936

APPENDIX XIX. POSTAL MATTERS.

COMMISSION ON MONEY ORDERS.

On orders payable in Nova Scotia, New Brunswick, Prince Edward Island, Ontario, Quebec, Manitoba, or British Columbia:

	Not exceeding \$				
	4	“	“	4	2 cents.
Over \$	4	“	“	10	5 “
“	10	“	“	20	10 “
“	20	“	“	40	20 “
“	40	“	“	60	30 “
“	60	“	“	80	40 “
“	80	“	“	100	50 “

No single order, payable in the Dominion, can be granted for more than \$100.

On Orders payable in Newfoundland:

	Not exceeding £	5 stg.		\$	25 cents.
Over £	5	stg.	“	10	50 “
“	10	“	“	15	75 “
“	15	“	“	20	1 00 “

No single Order on Newfoundland can be granted for more than £20 stg.

On Orders payable in the United Kingdom:

	Not exceeding £	2 10s stg.		20 cents.
Over £	2 10s	stg.	“	5
“	5	“	“	7 10s
“	7 10s	“	“	10

No single order on the United Kingdom can be granted for more than £10 stg.

On orders payable in British India:

	Not exceeding £	2 stg.		\$	30 cents.
Over £	2	stg.	“	5	60 “
“	5	“	“	7	90 “
“	7	“	“	10	1 20 “

No single order on British India can be granted for more than £10 stg.

On orders payable in the United States:

	Not exceeding \$	10		10 cents.
Over \$	10	“	“	20
“	20	“	“	30
“	30	“	“	40
“	40	“	“	50

No single order on the United States can be granted for more than \$50.

NEWSPAPERS.

~~In Canada, 2 cents for every 4 ounces.~~
To Great Britain, &c., 1 “ “ 2
Newfoundland and United States, same as Canada.

For more complete information see "Canada Official Postal Guide," published quarterly in Ontario.

if less than 1 ounce. 1/2 ct each.

POS

1. W
sale of S
required
Stamps,
exception
at their f

2. Po
Re
Ca
Po
Stu

Postmust

One Cent
Three Cent
Three Cent

British Co

“
“
“
“
“
“
“
“
“
“
“

Victoria to

“ “
“ “
“ “

Packages
Office to n
exceeding

Pare

Packages
From Vj

POSTAGE STAMPS, STAMPED ENVELOPES, POST CARDS
AND POST BANDS.

1. With the exception of the Postmasters at the cities where the retail sale of Stamps is confined to licensed stamp-dealers, every Postmaster is required to have on hand a sufficient stock of Postage and Registered Letter Stamps, Stamped Envelopes, Post Cards and Post Bands, and with the exception of Post Bands and Stamped Envelopes, to sell them to the public at their face value, viz:—

- 2. Postage Stamps— $\frac{1}{2}$ c., 1c., 2c., 3c., 5c., 6., 10c., 12 $\frac{1}{2}$ c., and 15c. each.
- Registered Letter Stamps—2c., 5c.
- Canada Post Cards, 1c. each. British and Foreign Post Cards, 2c. each.
- Post Bands at the rate of 4 for 5 cents, or \$1.25 per hundred.
- Stamped Envelopes are sold to the public at the following prices by

Postmasters and Stamp Vendors:—

	Per 100	Per 10	For Single Envelopes.
One Cent Envelopes.....	\$1 30	13 cents	2 cents or 3 cents for two.
Three Cent do No. 1 size... 3 30	30	33 cents	4 cents or 7 cents for two.
Three Cent do No. 2 size... 3 35	35	34 cents	4 cents or 7 cents for two.

LETTER RATES.

British Columbia Local or Drop Letters.....	1 cent per $\frac{1}{2}$ oz.
" " To any part of Canada.....	3 " "
" " " United States.....	3 " "
" " " Great Britain and Ireland.....	5 " "
" " " Newfoundland.....	5 " "
" " " Aspinwall and Panama.....	10 " "
" " " Australia and New Zealand.....	15 " "
" " " Malta and Madeira.....	5 " "
" " " Chili, Peru and Brazils.....	10 " "
" " " Jamaica, Cuba, West Indies.....	5 " "
" " " Cape of Good Hope and India.....	15 " "
" " " Hongkong, Sierra Leone, Nicaragua.....	10 " "
" " " Sandwich Islands.....	10 " "

WELLS, FARGO & Co.—LETTER RATES.

Victoria to San Francisco and all parts of the United States.....	5 cents.
" " Canada.....	10 "
" " Great Britain.....	15 "
" " France and Germany.....	15 "
" " Other parts of Europe.....	15 "

WELLS FARGO & Co.—PARCEL RATES.

Packages of 1 lb. or less not exceeding \$25 in value forwarded from Victoria Office to any of W. F. & Co.'s offices on the Pacific Coast for 25 cents. If exceeding \$25 a valuation rate is charged in addition.

Packages not exceeding 2 lbs.....	\$ 30
" " 3 lbs.....	45
" " 4 lbs.....	60
" " 5 lbs.....	75
" " 7 lbs.....	\$1 00

Packages of 50 lbs. to Ogden, \$6; and Kansas City, \$7.50.
From Victoria to New York, 50 lbs., \$9.75.

C
 o
 n
 t
 a
 i
 n
 s
 1

island.
e than
20 stg.
ore than
0 stg.
n \$50.
le." pub-

at 2:30 pm with value Victoria 2
of all other parts 7 of

Recd

From Victoria to London, Liverpool, Glasgow, Dublin, etc., or all parts of Great Britain, 50 lbs., \$14.25.

APPENDIX XX.

PETITION RE DAILY MAIL VIA PUGET SOUND.

TO HIS EXCELLENCY THE MARQUIS OF LORNE, GOVERNOR-GENERAL OF THE DOMINION OF CANADA, IN COUNCIL:

MY LORD:—The Prayer of the Undersigned Petitioners, Residents of the Province of British Columbia, Humbly Sheweth:

That it is highly important to the commercial and general interests of the Province that more frequent and regular mail communication should be maintained with the United States in order that Canadian and foreign correspondence may be facilitated to the utmost: AND WHEREAS, daily communication has for some time past been in operation to Port Townsend on Puget Sound, distant some 35 miles from Victoria, where mails destined for British Columbia remain on storage from two to three days in each week until a steamer crosses the Straits twice a week to convey them to this Province: AND WHEREAS, your petitioners are informed and believe that for a slight addition to the subsidy at present paid to the carrier of the mails on Puget Sound, daily mail communication with British Columbia can be established.

Your petitioners therefore humbly ask the earnest attention of your Excellency's Government to this matter, in the hope and belief that the disabilities under which the mail service now labors will be speedily remedied.

And your petitioners as in duty bound will ever pray:

The foregoing form of petition was forwarded to the principal sections of the Province, and having been numerously and influentially signed by the inhabitants of Victoria City and District, New Westminster, Esquimalt, Yale, Salt Spring Island, Quesnelle, Saanich, Clinton, Stanley, Barkerville, Soda Creek, Kamloops, Spence's Bridge and Cache Creek, was transmitted to Ottawa on the 20th June through the Rt. Honorable Sir John A. Macdonald, the senior M. P. for Victoria.

all parts of

L OF THE

idents of

interests of
should be
foreign cor-
communi-
t on Puget
for British
ek until a
Province:
or a slight
on Puget
established.

on of your
ef that the
be speedily

pal sections
igned by the
Esquimalt.
Barkerville.
transmitted
A. Macdon-

