

FIRST  
ANNUAL REPORT

OF THE

British Columbia

BOARD OF TRADE

2nd July, 1879 to 2nd July, 1880

INCORPORATED OCTOBER 28TH, 1878

VICTORIA  
THE COLONIAL STEAM PRESS  
1880

BR

To

Cour  
for t  
Gene

At  
were  
have  
July.

So th  
it is  
incre

Th  
thirte  
partic  
Reco  
held

Yo  
Mess  
Grau

**FIRST ANNUAL REPORT**  
OF THE  
**BRITISH COLUMBIA BOARD OF TRADE**

(2nd July, 1879 to 2nd July, 1880.)

VICTORIA, B. C., 2nd July, 1880.

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 just expired for presentation at the Annual General Meeting, beg to report as follows:

**MEMBERSHIP.**

At the date of incorporation (28th October, 1878), there were 34 members; of this number three have died and three have since withdrawn. At the first General Meeting on 2nd July, 1879, there were added to the roll eight members:

On the 16th July, 1879, eight more were added:

On the 21st Aug., 1879, fifteen

On the 2nd Oct., 1879, sixteen

On the 8th Oct., 1879, five

On the 2nd Jan., 1880, two

On the 2nd April, 1880, two

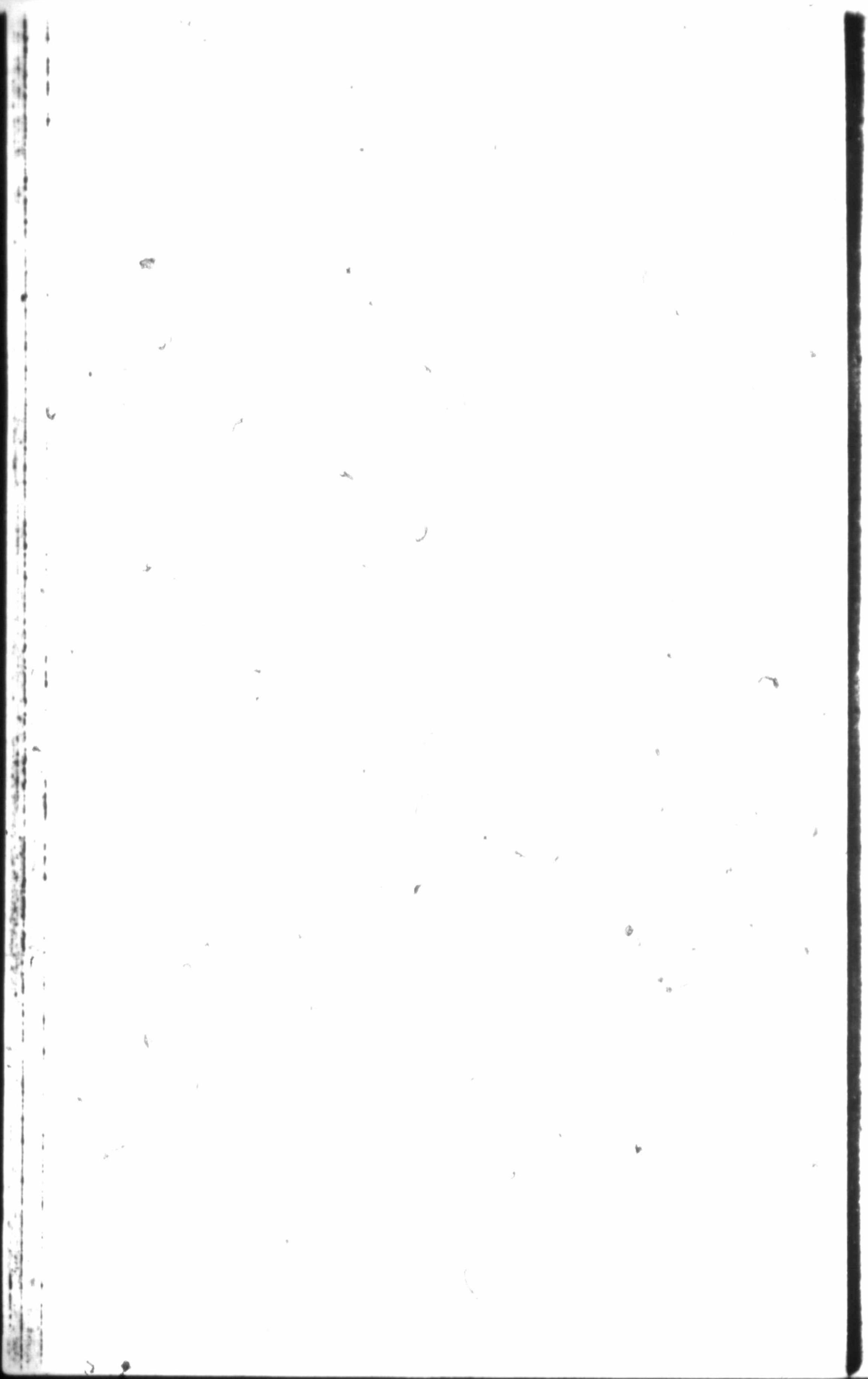
So that notwithstanding four deaths and three withdrawals it is a matter of some congratulation that the Board has now increased to 83 members.

**MEETINGS.**

There have been eight General Meetings of members and thirteen meetings of the Council during the past year, full particulars of which can be obtained on reference to the Record Book. The Quarterly General Meetings have been held in keeping with the Acts and By-Laws.

**DEATHS.**

Your committee regret to have to report the death of Messrs. Henry Rhodes, F. J. Roscoe, J. P. Davies and E. Gracini; the former for many years President of the Cham



# MEMBERS.

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

MORTON, CHAS  
MAYERAU, J. E.  
MASON, H. S.  
MANSELL, HENRY  
MOORE, WM.  
MONTITH, WILLIAM  
MANSELL, GEORGE  
MOQUADE, PETER  
MOQUADE, J. A.  
MCALISTER, J. O.  
MCLEAN, ALF.  
MCKAY, J. W.  
MCMILLAN, J. J.  
NEUFELDER, J. C.  
NELSON, HUGH  
OPPENHEIMER, ISAAC  
OPPENHEIMER, DAVID  
PETERS, S. J.  
POOLEY, C. J.  
POLLEARD, WM.  
QUAGLIOTTI, JOHN  
REHET, R. P.  
ROSE, ANDREW  
REDFERN, C. F.  
SPRATT, JOSEPH  
STROUSS, CARL  
SAUNDERS, HENRY  
SAYWARD, W. P.  
SHOTBOLT, THOS.  
SMITH, A. J.  
SHORT, HENRY  
SHEARS, WALLER  
TYE, T. H.  
TODD, J. H.  
TURNER, J. H.  
WARD, W. C.  
WARD, ROBERT  
WILSON, WM., M.P.C.  
WATTS, M. W.  
WEILER, JOHN  
WILSON, ALF.

ROB  
WIL  
EDG

# OFFICERS.

1879-1890

ROBERT PATERSON RITHEI  
WILLIAM CHARLES  
EDGAR CROW BAKER.

PRESIDENT  
VICE PRESIDENT  
SECRETARY



## COUNCIL.

J. H. TURNER.  
THOMAS EARLE.  
M. W. T. DRAKE.  
M. T. JOHNSTON.  
PETER McQUADE.  
J. H. TODD.  
ANDREW ROME.  
A. A. GREEN.



## ARBITRATION BOARD.

J. H. TURNER.  
THOMAS EARLE.  
M. W. T. DRAKE.  
M. T. JOHNSTON.  
PETER McQUADE.  
J. H. TODD.  
ROBERT WARD.  
A. A. GREEN.  
ANDREW ROME.  
W. J. JEFFREE.  
DAVID LENEVIC.  
ROD'K FINLAYSON.

ber of Commerce, and the latter not only a valuable member of the same institution but also an active member of this Council and Board of Arbitration.

#### WITHDRAWALS

Messrs. James Cran, Robert Plummer, and G. J. Findlay, the former on account of Mr. Robert Burns representing the Bank B. N. A. on the Board and the latter having left the Province.

#### VACANCIES

The only vacancies filled by the Council have been those caused by the death of E. Gracini, Esq., of the Council and Arbitration Board the former being filled by Thomas Earle, Esq., and the latter by Edgar Marvin, Esq.

#### FINANCE

For details of Receipts and Expenditure we refer the members to the report of the Audit Committee which will be laid on the table it is satisfactory, however, to notice that after paying all expenses (including legal expenses and printing of by-laws, &c.) we have still a balance to our credit in the Bank of British Columbia of \$139.45.

#### PRINTED COMMUNICATIONS

We have to return our grateful acknowledgments for the following printed pamphlets, &c.:

- One copy Annual Report Quebec Board of Trade, 1877.
- One copy Annual Report Quebec Board of Trade, 1878.
- Two copies By-Laws Montreal Board of Trade, 1875.
- One copy By-Laws of Quebec Board of Trade, 1876.
- One copy "Northwest Coast," from Portland, 1878.
- One copy Commercial and Financial Review, from Portland, 1878.
- Two copies Proceedings Dominion Board of Trade, 1879.
- One copy Appendix to do., Constitution, &c., do., 1870.
- One copy Annual Report San Francisco Chamber of Commerce, 1880.
- One copy Sir Chas. Tupper's Railway Speeches, 1880.
- One copy Montreal Chamber of Commerce Annual Review, 1880.
- One copy Sir L. Tilley's Budget Speech, 1880.

#### OTHER BOARDS OF TRADE

An exchange of By-Laws and matters of commercial interest have been sought with the Boards of Trade of the Do-

minion, C  
Scotia an  
satisfacto  
Scotia an

The ma  
Trade has  
considered  
time as th

DU I

The foll  
ed during

1st. The  
barley a  
Ottawa on  
it was free  
consequen  
tion of unc  
of which C  
per cent.

"in questi  
"only be c

AMEI

2d. Seve  
ceived fron  
and the ma  
partments a  
American t  
Columbia p  
to effect so  
tawa? A rep  
38 Vic. Cha  
sels towing

SA

3rd. It ha  
that a law ha  
pilotage on  
matter was c  
had been pa  
"cisco for P  
"garded as



9  
minion, Quebec, Montreal, Portland, San Francisco, Nova Scotia and New Brunswick, and up to the present moment satisfactory replies have been received from all except Nova Scotia and New Brunswick

#### DOMINION BOARD OF TRADE.

The matter of affiliation with the Dominion Board of Trade has engaged the attention of the Council but it was considered advisable to postpone definite action until such time as this Board is financially in a position to entertain it.

#### DUTIES ON GROUND FELD OR GROUND BARLEY

The following matters have been considered by the Council during the past year:

1st. The rate of duty collected by the Customs on ground barley—a letter was written to the Minister of Customs at Ottawa on this subject to the effect that under the old tariff it was free and that under the new it was not mentioned and consequently it would appear to come under the denomination of unenumerated, i.e., 20 per cent. ad valorem, instead of which Customs collect 15 cents per bushel or about 35 per cent. A reply was received stating that “If the barley in question contains all constituents of the grain it can only be entered as barley at the rate of 15 cts. per bushel.”

#### AMERICAN TUGS IN BRITISH COLUMBIA WATERS

2d. Several communications on this subject have been received from members of the Board, being tow-boat owners, and the matter was referred to the Customs and Marine Departments at Ottawa to know if there was any law to prevent American tugs from towing vessels into or out of British Columbia ports or in the absence of such a law if one framed to effect so desirable an object would receive support at Ottawa? A reply was received referring the Board to the “Act 38 Vic. Chap. 27, Sec. 1,” re penalty of \$400 for foreign vessels towing from port to port in Canada, &c.

#### SAN FRANCISCO PILOTAGE DIFFERENTIAL.

3rd. It having been brought to the notice of the Council that a law had been passed in San Francisco imposing double pilotage on vessels bound to British Columbia ports, the matter was enquired into and it was found that no such law had been passed but that vessels clearing from San Francisco for Port Townsend and other American ports are regarded as coasters and are exempt from the compulsory

“payment of pilotage dues, and that all vessels clearing from said port for a foreign port are subject to the payment of compulsory half pilotage outwards.”

#### DRUMMERS.

4th. A special meeting was called upon the request of several of the members for the purpose of considering the advisability of taking the necessary steps (by resolution or otherwise) to prohibit Drummers or Commercial Travelers from doing business in the Province to the detriment of wholesale merchants and traders. A reference to the minutes of 6th August, 1879, will show the remedies suggested from which it will be seen that one and all admitted the existence of the evil complained of but could not see their way clear to overcoming the apparent impracticability by the introduction of a measure that would be equal in practice to the theory adduced. The matter has since been allowed to drop.

#### STAMP ACT.

5th. A special meeting was also called to consider the applicability of the “Stamp Act” to this Province. The Act being the 42 Vic., Cap. 27, assented to on the 15th May, 1879. Legal opinions of Messrs. Drake & Jackson, and Robertson & Johnson, were read and discussed. Copies of Order in Council 13th July, 1878, putting the Inland Revenue Laws of Canada in force in this Province, and “Terms of Union,” were also considered. After a lengthy debate, “it was resolved that with a view of ascertaining whether the operations of the Act 42 Vic., Cap. 27, or Stamp Act, are applicable to this Province, a test case be arranged by the President, under the advice of Messrs. Drake and Jackson “to enable this Board to obtain a Judicial opinion thereon.” A test case was arranged by the Secretary giving the President a note at 30 days, for \$150, dated 1st July, without a stamp.

The case was argued at a cost of \$100 and a decision given by the Judges to the effect that the Act referred to “did not apply to British Columbia.” This decision was followed up by instructions to our Senators and Members of Parliament to oppose any legislation at Ottawa that might make it apply to this Province. The benefits gained were of short duration, and the final result is now better known than appreciated.

So  
Mari  
Light  
and r  
made  
Eliza  
vesse

No  
smoke  
Sitka  
dange  
cham  
upon  
close  
length  
beari

Not  
erect  
white  
horize  
27 fee  
the la  
Longi  
not g

In  
Gover  
Trade  
“the  
“this  
“mar  
“the  
“City  
“late  
“mer

The  
been  
Work

## FRASER RIVER LIGHTSHIP.

Some correspondence took place between the Council and Marine Agent in Victoria in reference to the removal of the Lightship from the Sand Heads during the winter months, and requesting that immediate temporary arrangements be made in the interests of trade and navigation. The schooner Eliza has been substituted for South Sand Head Light-vessel.

## KEEN ROCK, SITKA HARBOR.

Notice has been received of the existence of a dangerous sunken rock, lying in the middle channel, leading into Sitka Harbor, coast of Alaska. This danger, situated dangerously near the track of vessels using the middle channel, is about ten yards in diameter. The least depth upon it at low water is sixteen feet, with four fathoms close to in all directions, and seven fathoms within a boat's length from it. The centre of Surf Rock (Polivnoi Islands), bearing S. W.  $\frac{1}{2}$  S., leads one cable south-east of the rock.

## NEW LIGHT AT POINT-NO-POINT.

Notice has also been received that a Lighthouse has been erected on Point-no-Point, Puget Sound, exhibiting a fixed white light of the fifth order, lighting 270° degrees of the horizon. The focal plane is 20 feet above the ground, and 27 feet above mean sea level. The tower is painted white, the lantern and dome red. Latitude 47° 54min., 41sec. N.; Longitude 122° 31min., 06sec. W. Distance visible is not given.

## GERMAN CONSULATE IN VICTORIA.

In reply to an official communication from the Lieutenant-Governor requesting to know the opinion of the Board of Trade as to whether "the number of German residents, and "the extension and importance of the German commerce in "this Province justifies the further maintenance of the Ger- "man Consulate in this City? The Council expressed "the opinion that the number of German residents in this "City alone would justify the maintenance of said Consu- "late irrespective of the extension and importance of com- "merce."

## TELEGRAPHIC MAINTENANCE.

The subject of imperfect telegraphic communication has been considered, and the attention of the Minister of Public Works and Resident Engineer called to the matter, with a

view to its immediate remedy. With what success the effort has been attended, the present system will show.

#### REBATE ON TIN PLATE.

This matter has engaged the attention of your Council from time to time. The Members and Senators have been urged to use their influence at Ottawa to get drawback increased so as to refund the actual duties paid on tin, tin plate, and all other raw materials used in the manufacture of salmon cans exported, or an allowance equivalent thereto made. [Vide correspondence and printed statistics.]

#### DUTIES ON FREIGHT.

A committee was appointed to report upon the effect of the "Canadian Tariff" in British Columbia, full particulars of which, and resolutions emanating therefrom will be found in the records, p. 23, dated 6th June, 1880, and in the report and statistics now placed before you.

#### DREDGING OF VICTORIA HARBOR.

A committee was appointed to report upon this important matter, and a resolution passed by the Council to the effect mentioned on folio 24, Record Book. Full particulars of the report and resolution will be gathered from the committee's report appended to this.

#### MAIL AND MAIL CONTRACTS.

This subject has engaged much time and consideration of Council. A committee was appointed and verbally reported that it was premature and inexpedient to frame any specific resolution for the immediate consideration of Council, as said committee was in a position to state that Mr. Starr had in contemplation the idea of placing the steamers Geo. E. Starr and North Pacific on the route between Victoria and Port Townsend, in place of the steamer Isabel, and of running them three times a week, or even daily, provided the Dominion Government would make some slight augmentation to his present contract or subsidy of \$5,000 per annum. The committee was further of opinion that inasmuch as the Terms of Union, clause IV., provide for fortnightly communication between Victoria and San Francisco and bi-weekly mail service between Victoria and Olympia, it would not be politic at the present juncture to say too much in favor of the Puget Sound mail service, as it might operate unfavorably as regards the (at present existing) tri-monthly service

between  
after the  
therefore  
for week  
all infor  
recomme  
tri-week  
and the  
suggest  
ing to sl  
The m  
bonds, l  
and no c  
the earl  
our own

Is anoth  
time at  
committe  
with the  
members  
tempted

Only  
Janion (1  
Green) c  
tion with

The S  
ratified :

In add  
importa  
tention,

1.  
2.  
3.  
4.  
5.  
6.  
7.

between Victoria and San Francisco, more especially until after the pending mail contract has been awarded; it did, therefore, appear advisable to said committee not to petition for weekly service to San Francisco at present, but to glean all information possible to place Council in a position to recommend an additional sum being voted so as to secure tri-weekly (or even daily) service via Puget Sound. This, and the matter of weekly service to San Francisco, we would suggest to our successors in office, the desirability of attending to shortly.

The matter of Cassiar mails, mail contracts, penalties and bonds, have been discussed by Council at different times, and no doubt will engage the attention of our successors at the earliest moment, should their ideas be in accord with our own.

#### NANAIMO-ESQUIMALT RAILWAY

Is another important matter that has engaged much of the time at the disposal of your Council. The report of the committee on this subject will be laid before you, which, with the printed circulars already distributed among the members, will place everything that has been done or attempted under this heading clearly before you.

#### ARBITRATION CASE

Only one case has presented itself, viz.: that of R. C. Janion (per Wm. Monteith) v. Henry Rhodes, (per A. R. Green) disputed storage accounts. The papers in connection with this case have been duly filed.

#### PORT WARDEN FEES

The Schedule of Fees for Port Warden has been revised, ratified at Ottawa and embodied in the printed By-laws.

#### MISCELLANEOUS.

In addition to the foregoing, many other matters of minor importance have received a certain amount of time and attention, notably the following:—

1. A ship line via Cape Horn.
2. Ocean and River Fisheries.
3. Road from Kamloops to Edmonton.
4. Sandwich Islands Trade and Treaty.
5. Chinese immigration and labor.
6. Mail service in British Steamers.
7. Harbor Master and Port Warden.

8. Pilotage matters generally.
9. American vessels fishing in British Columbia waters.
10. Indian fur trade—going foreign.
11. Protection to merchants re bankrupt estates.
12. Duties on cases, containing biscuits, &c.
13. Standing Customs clearance to local steamers.
14. Duties on goods in bond destroyed by fire.
15. Steamers from Victoria to Westminster and Yale.

We remain, gentlemen,

Your obedient servants,

R. P. RITHEF, President,  
WILLIAM CHARLES, Vice-President,  
EDGAR CROW BAKER, Secretary.

#### APPENDIX No. 1. DREDGING VICTORIA HARBOR.

VICTORIA, B. C., 5th January, 1880.

TO THE PRESIDENT AND COUNCIL, B. C. BOARD OF TRADE:

GENTLEMEN, We, your committee appointed to report upon the Dredging of Victoria Harbor, and to draft a resolution on said subject, beg to report and submit the following for your consideration and action, viz.:

Referring to the Blue Books touching this question, we find that after a thorough investigation (including reports from Admiral Richards and other Naval officers) the Government of Vancouver Island voted a large sum of money for the purpose of dredging Victoria Harbor. This money was mainly expended in the purchase of machinery for a powerful dredger and tug, and in building the necessary vessels for the same. When these vessels were finished and fully equipped for service, a very small balance of said vote remained with which 'actual dredging' could be prosecuted; consequently very little was done for several years. The dredger after various vicissitudes and repairs, still remains in fair condition, and capable of doing good service. The tug Sir James Douglas was transferred some years since to the Dominion Government (Department of Marine and Fisheries) and a smaller tug (Georgie) has been substituted. Details respecting the work performed by dredger and tug, as also cost of same, are fully stated in the Blue Books, which contain the general reports of the Minister of Public Works, and are briefly as follows:

1872 to 1873.

11th NOVEMBER to 14th MARCH.

Fitting up for work, steam tug chartered at \$400 per month, and expenses paid by Government.

March ) Dredger employed from 10 to 17½ days per month, say 56 work-  
to ) ing days. Result, 10,000 cubic yards, cost about 88 cts. per cubic  
June. ) yard for actual dredging, and \$1.30 per cubic yard inclusive of all  
expenses. \$12,976 38.

D

Dr

Dr  
1876, w

The  
cubic yr  
has been  
steamer

General

In t  
which an  
and innu  
and a ha  
\$2,500 fe  
was no se  
of funds.

The  
show tha  
have been  
the mone

It is  
tinuous  
and every  
much gre  
much less

Most  
nel there  
increased

A gre  
improven  
sections,  
In additio  
dredging i

## 1873 to 1874

Dredger employed about 50 working days	
Result	13,700 cubic yds.
Cost	55 cts.
Inclusive cost	81 cts.
	\$11,082.61

## 1874 to 1875

Dredger employed about 173 days	
Result	18,000 cubic yds.
Cost	32 cts.
Inclusive cost	52 cts.
	\$21,780.87

## 1875 to 1876

Dredging was pretty continuous from 1st July, 1875, to 29th February 1876, when suddenly the work was stopped for want of funds.

Number of days employed	131 1/2
Result	37,264 cubic yds.
Cost (inclusive)	40 cts.
	\$15,002.28

The result of the dredging since 1872 has been the removal of 108,218 cubic yards, at a total cost of \$63,842.11, of which the sum of \$20,567.36 has been expended in repairs, building new scows and purchase of tug steamer, &c.

## General result all through:

Cost per cubic yard including cost of vessels and repairs since 1872	58 cts. per cubic yd.
Cost per cubic yd., exclusive	39 cts.
	\$63,842.11

## 1879

In this year the sum of \$11,400 was voted for dredging purposes, of which amount some \$12,000 was expended in fitting up the dredger and tools and innumerable repairs to both, consequent upon enforced idleness—three and a half years, or so—which left only the small sum of something under \$2,500 for actual dredging purposes, and as a natural consequence the work was no sooner fairly under way than it had to be suspended again for want of funds.

The foregoing statements, though brief in themselves are sufficient to show that the occasional votes or sums authorized to be expended are, and have been perfectly inadequate to defray the cost of efficient dredging, as the money has been mainly used in keeping the vessels in repair.

It is also obvious that more beneficial results would be gained by continuous work—in fact had the same sum of money been forthcoming each and every year as has been already furnished by occasional votes, a very much greater amount of work would have been accomplished, and at a very much less cost per cubic yard.

Most of the dredging has been performed at Shoal Point Spit; the channel there has been very much improved, and the depth on the bar has been increased from about 17 to 21 feet H. W. F. & C. Springs.

A great deal of work still remains to be done in this section of harbor improvement, that is, considering the ship channel to be divided into three sections, viz.: Shoal Point, Inner Basin and section above Johnson street. In addition to ship channel, we would call attention to the desirability of dredging in the vicinity of the wharf frontages, of deepening the anchorage

the Columbia

estates.

s, &c.

steamers.

by fire.

ter and Yale.

its.

President,

etary.

RBOR.

uary, 1880.

pon the Dredg-  
subject, beg to  
action, viz.:

nd that after a

Richards and  
ad voted a large

This money  
powerful dredger

. When these

small balance  
be prosecuted;

dredger after

on, and capable

of Marine and

uted. Details

cost of same,  
eral reports of

th, and expen-

, say 56 work

cts. per cubic

clusive of all

in James' Bay and depositing the substances so removed on the flats inside the bridge, which might be the means (in conjunction with the Civic authorities) of reclaiming for public purposes that, at present, useless tract of land. This could be effected at a comparatively small outlay, as the dredger would not be suspended in its operations by stress of weather whilst working in that sheltered locality. That portion of the harbour above Johnson street, and not included in the ship channel sections, might also be dredged to considerable advantage.

We would therefore submit the following resolution:

"Whereas, Victoria harbor still requires much dredging; And Whereas, there are in said harbor, lying idle, a good dredger and tug belonging to the Dominion Government, and which vessels were intended for the purpose of deepening the channel into Victoria harbor; And Whereas, the dredging heretofore performed has been inefficient and costly, owing to the irregular and desultory manner in which monies have been furnished for that purpose.

"RESOLVED: That in the interests of Trade and Commerce, and having due regard for the judicious expenditure of public money, the British Columbia Board of Trade considers it not only expedient but absolutely necessary to recommend to the hon. Minister of Public Works, the advisability of prosecuting the work of dredging Victoria harbor by continuous working of the dredger, as from the reports in the Blue Books it will be seen that intermittent working is attended with great expense and small results, whereas by an annual vote, (say \$18,000, or thereabouts) the work could be efficiently performed, and the results effected at about one half the former cost per cubic yard. Said Board of Trade does, therefore, respectfully urge upon the Minister of Public Works the desirability of getting some such sum placed upon the Estimates for the current year in order that so important a work may be economically conducted, and the harbor thereby made accessible to, and available for the anticipated increase of shipping consequent upon Railway and Drydock construction.

We are, gentlemen, your obedient Servants,

"WILLIAM CHARLES, Vice President,  
"EDGAR CROW BAKER, Secretary,"  
"JOSEPH WILLIAM McKAY,

APPENDIX No. 2. ACCOUNT CURRENT AND AUDIT REPORT

Victoria, B. C., July 2nd, 1880.

TO THE PRESIDENT AND MEMBERS OF THE BOARD OF TRADE:

The undersigned Committee appointed by the Council to audit the books and accounts of the Secretary to the Board of Trade, beg to report.

That they have checked the membership and receipts from all sources, from the time the Board was organized to the 30th ult., the expenditure, as per vouchers, for same period, and find that in all cases the figures agree with those set forth in the Account Current or Balance Sheet hereto attached.

They find the sum of \$139.45 to the credit of the Board in the Bank of British Columbia; and the sum of \$28.50 due by members, of which amount \$15 appears good and \$13.50 doubtful.

The books, vouchers, &c. of the Board have been kept to the entire satisfaction of your committee.

A. A. GREEN,  
J. H. TODD,  
ANDREW ROME.

LI  
In  
1879  
1880  
Vic to  
General  
Down  
ending  
T  
Gold  
Gold (in  
Total  
THE  
Salmon, c  
"



EDGAR C. BAKER IN ACCOUNT CURRENT WITH BRITISH COLUMBIA BOARD OF TRADE, 1879-1880

<p>1879 July 2, to 1st Quarter          18 members @ \$1 ..... \$18 00          11 " " " " " \$1 50 ..... 16 50          \$34 50</p> <p>October 2, to 2nd Quarter          18 members @ \$1 ..... 18 00          \$52 50</p> <p>1880 Jan 2, to 3rd Quarter          18 members @ \$1 ..... 18 00          April 2, to 4th Quarter          18 members @ \$1 ..... 18 00          Sale of By-Laws, 1000 copies ..... 1 00          Entrance fees, 4 @ \$10 ..... 40 00          \$95 00</p> <p>CASH MEMO          In Bank ..... \$120 14          In hand ..... 78 00          Collectable ..... 10 00          Total credits, ..... \$208 14</p>	<p>July 2, 1880, to June 30, 1880</p> <p>By Edgar C. Baker, for 1st quarter, 1879 ..... 34 50          Stationery, as per bill ..... 1 00          Office rent, 12 months, as per bill ..... 12 00          Secretary, Treasurer, 12 months, as per bill ..... 24 00          Debit account, on silver ..... 1 46          Postage, as per bill, as per account ..... 1 14          Miscellaneous, as under</p> <p>M. W. Watt, Bd. of Trade, seal \$10 00          P. W. Higgins, printing By-Laws ..... 2 00          R. T. Williams, binding ..... 4 00          E. J. Harrison, Bd. of Trade, Shield, 1000 ..... 1 00          McLean, Rogers &amp; Co., printing ..... 7 00          E. C. Baker, gas and coal ..... 3 15          44 15</p> <p>Legal expenses, as under</p> <p>Dredge &amp; Jackson, cert. of incorporation ..... 2 00          " " " " Stamp Act ..... 10 00          Robertson &amp; Johnson, " " " " ..... 20 00          14 00</p> <p>Robert Plummer, dues granted ..... 2 00          Society members, dues unpaid ..... 18 00          Balance in Bank of British Columbia ..... 110 14          \$208 14</p>
--	--

VICTORIA, B. C., 30th June, 1880.  
 EDGAR CROW BAKER, Secretary.

SCHEDULE 3. EXPORTS

General Statement of goods the growth, produce, and manufacture of the Dominion of Canada, exported from the Port of Victoria during the year ending 30th June, 1880.

ARTICLES.	Countries to which exported.	Unit of quantity.	Total Quantities.	Total value.
<b>THE MINE.</b>				
Coal	United States.	Tons	191,820	\$6,9732
"	Sandwich Islands	"	4,125	15,660
"	Mexico...	"	5,680	21,750
			201,625	700,142
Gold (in dust and bars).	United States...	\$		964,184
Total produce of mine				1,664,326
<b>THE FISHERIES.</b>				
Salmon, canned	United Kingdom	lbs.	2,464,752	259,544
"	British Africa...	"	4,800	50
"	United States...	"	315,632	39,811
"	Australia...	"	36,000	3,750
			2,821,184	294,155

on the flats inside the Civic authority... the dredger would whilst working in... Johnson street... be dredged to con-

ng: And Whereas, the tug belonging to... nded for the pur... And Whereas, the... ostly, owing to the... been furnished for... merce, and having... the British Col... it but absolutely... Yorks, the advisa... of by continuous... e Books it will be... pense and small... abouts) the work... at about one-half... does, therefore, the desirability of... e current year in... nducted, and the... re anticipated in... ock construction.

e President, Secretary.

OFF REPORT  
 ly 2nd, 1880.  
 E:  
 o audit the books  
 o report.  
 from all sources,  
 e expenditure, as  
 he figures agree  
 thereto attached,  
 d in the Bank of  
 of which amount  
 to the entire sat-  
 GREEN,  
 TODD,  
 REW ROME.

## SCHEDULE 3. EXPORTS. CONTINUED.

ARTICLES.	Countries to which exported.	Unit of quan.	Total Quantities.	Total value
Salmon, pickled	United Kingdom	brls.	136	\$1,238
" "	United States..	"	633	1,641
" "	Australia...	"	538	3,088
" "	Sandwich Islds.	"	25	150
			1,332	9,117
Salmon, smoked	United States	hgs.	1,700	136
Fish, other, pickled	" "	brls.	32	272
Fish, preserved	" "	pgs.	10	25
" Halibut (fresh)	" "	hgs.	9,346	713
Fish oil	United Kingdom	gals.	37,300	10,906
"	United States	"	1,518	1,356
"	Australia	"	1,000	300
			42,818	12,562
Total of the fisheries				\$317,410
<b>THE FOREST.</b>				
Plank and Boards	Australasia	m. ft.	3992,802	41,360
" "	Argen. Repab..	"	791,599	8,118
" "	British Africa..	"	1852,525	19,902
" "	Peru.	"	3881,656	43,050
" "	Japan.	"	1193,009	11,269
" "	United Kingdom	"	101,430	1,270
" "	British India	"	129,409	6,635
" "	United States...	"	130,000	1,300
			12,765,430	132,904
Laths, palings, &c	Australasia	"	102	284
" "	Japan.	"	17	43
			119	327
Spars	United Kingdom	pcs.	487	12,020
"	British India	"	61	2,380
			551	14,400
Shingles.	Japan.	mill.	219	525
Total of the forest				\$148,156
<b>ANIMALS &amp; THEIR PRODUCE</b>				
Furs, undressed	United Kingdom	\$		83,844
" "	United States..	"		176,440
				260,284
Hides and skins	" "	"		60,045
Horns and hoofs.	" "	"		600
Wool	United Kingdom	"	66,685	9,501
"	United States..	"	60,521	7,863
			127,206	17,364
Meats, beef.	" "	lbs.	25,000	925
Total Animals, &c				339,218

Wheat  
Hops.  
Cranb.  
Tot.  
Stone,  
Tot.

In  
cover a  
establish  
ports of

Various  
Valparais

Sydney

Peru

Japan  
China

Grand Tot

SCHEDULE 3. EXPORTS. Concluded

ARTICLES.	Countries to which exported.	Unit of Quant.	Total Quantities.	Total Value.
<b>AGRICULTURAL PRODUCTS.</b>				
Wheat	United Kingdom	bus.	1,783	82,391
Hops	United States	lbs.	1,211	797
Cranberries	"	bbls.	120	655
Total agricultural.				83,843
<b>MANUFACTURES.</b>				
Stone, wrought	United States	S		100
Total manufactures.				8100
<b>RECAPITULATION.</b>				
Coal exports.			8,700,447	
Gold,			961,484	
Fisheries,			317,310	
Forest,			118,156	
Animals, &c.,			339,218	
Agriculture,			3,843	
Manufactures,			100	
Total value of exports.				82,473,353

\* In the foregoing statistics the figures given under the heading of "Various ports" cover a period of nine months only, owing to New Westminster having been established as a Port of Registry; so that from the 1st April to 30th June, the exports of lumber from Burrard Inlet will have to be augmented as under:

To	PLANK.	BOARDS.	TOTAL.	VALUE.
Various ports	76,462		76,462	8,452,924
Valparaiso		324,214		
		118,200		
		321,178		
		531,350		
		961,484		
Sydney		917,378	2,509,926	55,499,177
		1,046,991		
		877,867		
Panama			2,840,236	78,402,336
		901,783		
		752,683		
Japan			1,661,468	16,544,688
China			948,000	9,342,355
Grand Total *	76,462	8,516,866	8,593,328	886,697,990

D.  
E.  
F.  
G.  
H.  
I.  
J.  
K.  
L.  
M.  
N.  
O.  
P.  
Q.  
R.  
S.  
T.  
U.  
V.  
W.  
X.  
Y.  
Z.

Total value  
\$1,238  
1,641  
3,088  
150  
9,117  
136  
272  
25  
743  
10,906  
1,356  
300  
12,562  
\$317,410  
41,360  
8,118  
19,902  
13,050  
11,269  
1,270  
6,635  
1,300  
132,904  
284  
13  
327  
12,020  
2,380  
11,400  
525  
\$148,156  
83,844  
176,440  
260,284  
60,045  
600  
9,501  
7,863  
17,364  
925  
339,218

SCHEDULE 4. IMPORTS  
INTO THE PROVINCE OF BRITISH COLUMBIA, FOR THE FISCAL  
YEAR ENDING 30TH JUNE, 1880.

	Value of total imports	Entered for Home Con- sumption.	
		Value.	Duty received.
Durable Goods	\$1,569,719	1,549,718	\$131,221 60
Free Goods.	112,628	112,519	
leaf tobacco for excise purposes	6,316	6,391	
Malt	701	701	
Goods imported from Eastern Canada (i.e. the other Provinces of the Do- minion)	208,062	208,062	
Total imports	1,897,456	1,877,421	\$131,221 60

SCHEDULE 5. COASTING TRADE.

Statement of vessels employed in the coasting trade of the Dominion of  
Canada which arrived at and departed from the Port of Victoria during the  
fiscal year ending 30th June, 1880.

RECAPITULATION.

			Number of Vessels.	Tonnage.	Crew, No. of
Arrived	Under Transit Coasting Licence	(British (Foreign (British (Foreign	727	123,610	6,580
	Total		727	123,610	6,580
Departed	(Under Transit Coasting Licence	(British (Foreign (British (Foreign	706	121,312	6,313
	Total		706	121,312	6,313
Grand total arrived and departed			1,433	244,922	12,893

STATEMENT SHOWING THE NUMBER OF VESSELS AND TONNAGE AND CREW WHICH ARRIVED IN AND DEPARTED FROM THIS PORT SEAWARD DURING THE YEAR ENDING ON 31st JUNE 1883, DISTINGUISHING THE COUNTRIES TO WHICH THEY BELONG.

		ARRIVED				DEPARTED			
	TONNAGE	NUMBER	TONS	CREW NUMBER		NUMBER	TONS	CREW NUMBER	
British	125	1	20,800	1,707	British	118	22,204	1,510	
United States	319	1	282,122	8,150	United States	120	282,122	8,242	
Norwegian and Swedish	1	1	1,114	8	Norwegian and Swedish	1	1,000	29	
German	1	1	2,708	45	German	1	1,000	44	
Italian	2	1	1,000	34	Italian	1	2,007	31	
Peruvian	1	1	1,362	33	Peruvian	1	1,872	30	
Costa Rican	1	1	1,872	31	Costa Rican	1	6,101	81	
Bolivian	1	1	7,024	100	Bolivian	1			
Hawaiian, Sandwich Islands	1	1	1,600	15	Hawaiian, Sandwich Islands	1			
Total	471	1	306,640	10,132	Total	465	334,087	9,990	

RECAPITULATION

	NUMBER	TONS	CREW NUMBER
British Steamers, Sailing vessels	125	47,800	1,497
Total British	125	50,800	1,707
Foreign Steamers, Sailing vessels	275	286,840	8,425
Total Foreign	275	291,783	8,425
Total British and Foreign	471	356,640	10,132

Not including vessels trading between Ports within the Dominion.

FOR THE FISCAL

entered for Home Consumption.

Value.	Duty received.
549,718	\$431,221 60
112,519	
6,391	
701	
08,062	
77,421	\$431,221 60

of the Dominion of Victoria during the

	Crew, No. of
0	6,580
1	6,580
	6,313
	6,313
	12,923

## SCHEDULE 7. SHIPPING STATISTICS.

Statement of vessels entered Inwards from sea, during the fiscal year ended 30th June, 1880.

## RECAPITULATION.

	No. of vessels.	Tons register.	Quant. of freight.		Crew. No.
			Tons weight.	Tons measurement.	
With cargoes.	11	8,855		4,079	223
British	108	34,669		1,967	1,233
Canadian	173	134,936		12,586	4,053
Foreign					
Total	292	178,460		18,632	5,509
In ballast.	7	7,291			99
British	9	6,051			152
Canadian	163	164,847			1,372
Foreign					
Total	179	178,189			1,623
Grand Total	471	357,649		18,632	10,132

## SCHEDULE 8. DUTIES ON FREIGHT.

Resolved. That Whereas it is enacted by clause 6 of the Canadian Tariff, 1879, as follows:

"Resolved: That it is expedient to provide that in determining the dutiable value of merchandise, except when imported from Great Britain, there shall be added to the cost on the actual wholesale price or fair market value at the time of exportation in the principal markets of the country from whence the same has been imported into Canada, the cost of inland transportation, shipment and transshipment, with all the expenses included from the place of growth, production or manufacture, whether by land or water, to the vessel in which such shipment is made, either in transitu or direct to Canada."

And Whereas, the said enactment is specially burdensome to the Province of British Columbia, owing to the great distance which separates it from the eastern parts of the United States, and the consequent excessive freights which are charged on importations from those parts, and which is exemplified by the statement attached hereto: Be it therefore resolved that the Hon. the Ministers of Customs and Finance be respectfully requested to introduce such measures for the amendment of the Tariff as will at once place this Province in the same position as the eastern Provinces of the Dominion in regard to importation from the United States, and that a copy of this resolution be sent to the Hon. Sir John A. Macdonald, and to the local representatives of this Province.



## SCHEDULE 10. DRAWBACK ON TIN PLATE.

The Committee appointed to consider the subject of drawback of duty on tin plates used in the manufacture of cans for preserving salmon, beg to report:

1. Prior to the year 1879, drawback of the actual amount of duty paid on tin plates was allowed, viz.: 5 per cent. ad valorem, but on other material no drawback was allowed.

2. By an Order in Council, 11th June, 1879, the drawback was fixed at 34 cents for each box of tin plates used, and no drawback was allowed on other materials.

3. The above rate of 34 cents was by an Order in Council of 20th May, 1880, increased to 50 cents per box.

4. The Committee is of opinion that no specific rate can be fixed which, viewed from both sides, will fairly meet the case. The fluctuations in prices of material are great and violent, as instanced in the last two years, and so long as the duty imposed is ad valorem while the drawback is specific, it is probable there will be a considerable difference between the two.

In 1879 tin plates cost in England as much as 32s. per box, and a similar article could be purchased not long ago, during the present year, at just half that price, 16s. The duty paid in the former year (1879) was 80 cents per box, against which the drawback allowed was altogether inadequate, while at prices lately paid, the drawback will somewhat exceed the duty, although it will not equal the duties on all materials used in salmon-canning.

5. The Committee is, therefore, of opinion that the case would be best met by a drawback of the actual amount of duty paid on the undermentioned articles being allowed, viz.:

On tin plates; slab tin; pig lead; muriatic acid; copper bolt.

MATTHEW T. JOHNSTON, }  
J. H. TURNER, } Committee.  
ANDREW ROME, }

The foregoing resolution and report was adopted by the Council of the British Columbia Board of Trade, and copies of the same forwarded to the Right Hon. Sir John A. Macdonald, the Minister of Customs, as also to the Members and Senators for this Province, with a request that the same be carried into effect as soon as possible.

EDGAR CROW BAKER,  
Secretary.