



REPLY

OF THE

VICTORIA, V. I.

CHAMBER OF COMMERCE

TO

HIS EXCELLENCY

FREDERICK SEYMOUR,

GOVERNOR OF BRITISH COLUMBIA,

FORWARDED TO THE SECRETARY OF STATE FOR THE COLONIES.

OCTOBER 1st, 1866.

FIRST REPORT
OF THE
VICTORIA, V.I., CHAMBER OF COMMERCE,
AND
H. E. GOVERNOR SEYMOUR'S DESPATCH
RESPECTING IT.

COPY of a DESPATCH from Governor KENNEDY, C.B., to the Right Honourable EDWARD CARDWELL, M.P.

(No. 15.—Separate.

Victoria, March 21, 1865.
 (Received May 16, 1865.)

SIR,

REFERRING to my Despatch No. 14,* of this date, I have the honor to transmit certain resolutions and a report of the Chamber of Commerce of Victoria on the subject of union with British Columbia.

I have, &c.,
 (Signed) A. E. KENNEDY,
 Governor.

The Right Hon. Edward Cardwell, M.P.,
 &c. &c. &c.

Enclosure in No. 7.

Chamber of Commerce, Victoria, Vancouver Island, March 9, 1865.

SIR,

HEREWITH I have the honor to hand you a series of resolutions, and a report relative thereto, passed unanimously at a meeting of the Chamber of Commerce, held on the 6th instant, and signed by the members.

On behalf of the Chamber, I have to beg that you will be good enough to lay these resolutions before his Excellency the Governor, with the request that his Excellency will be pleased to comply with the prayer therein contained, and to transmit the documents to the Secretary of State for the Colonies.

I have, &c.,
 (Signed) JULES DAVID,
 President of the Victoria Chamber of Commerce.

Henry Wakeford, Esq.,
 Acting Colonial Secretary. (Signed) A. F. MAIN, Secretary.

Victoria, Vancouver Island, March 6, 1865.

The committee appointed by the Chamber of Commerce to draft a series of resolutions on the subject of union with British Columbia, as viewed in connexion with the new tariff, respectfully submit the following resolutions and report for the consideration of the Chamber :

RESOLVED,—

1. That an equitable union of the Colonies of British Columbia and Vancouver Island at as early a date as possible is essential to the maintenance of imperial and local interests in the British possessions of the North Pacific.

2. That the Chamber of Commerce adheres, nevertheless, to its resolutions on the subject of the free port lately adopted, believing that the interests of the two Colonies, whether united or separate, will be best maintained by the preservation in its integrity in this Island of the free trade policy hitherto pursued.
3. That these resolutions, with the annexed report, be signed by the whole of the members of the Chamber of Commerce, and transmitted by the president to his Excellency the Governor, with the prayer that they may be forwarded for the consideration of the Secretary of State for the Colonies, with the resolutions of the House of Assembly on the same subject.

Passed unanimously at a general meeting of the Chamber of Commerce held the 6th day of March, 1865.

1. In adopting the foregoing resolutions the members of the Chamber of Commerce of Victoria, Vancouver Island, representing as they do the chief part of the capital that has been invested in the joint development of British Columbia and Vancouver Island, deem it proper to place on record the facts and circumstances that necessitate their present expression of opinion.

2. Prior to the year 1858 the British possessions in the North Pacific attracted but slight attention; the trading posts and forts of the Hudson's Bay Company, and a few farming establishments on Vancouver Island under their control being the only inducements for commerce, which, therefore, remained entirely in the hands of the company by whom Vancouver Island was then held under a charter from the Crown.

3. The discovery of gold on the Fraser River in 1858, and the large floating population it attracted, chiefly from California and Oregon, gave an entirely new impetus to commerce. Merchants and traders followed the new community with capital and enterprise to supply its requirements in the quickest manner and from the most convenient point.

4. The action of the Hudson's Bay Company in its corporate capacity, as well as of the several members in their individual interests, proves conclusively that from the first the main land and Vancouver Island were regarded as identical, and their separation, as a temporary condition of imperial policy, arising out of the grant of the Island to the Company.

5. Victoria, as early as 1843, was selected by the Hudson's Bay Company as the most eligible spot for carrying on business in North-west America to the best advantage, and the merchants who followed them in 1858 ratified the wisdom of that choice.

6. It should be borne in mind that there were many reasons why American merchants should have settled by preference on the opposite coast, and should have thus derived on their own territory the privileges for a coasting trade as well as of importing American produce duty free; there were the further inducements of good town sites, excellent harbors, and access to British Columbia overland; but Victoria, with the *prestige of a free port*, offered greater advantages still.

7. The commanding nature of its geographical position, its convenient and capacious harbors of Victoria and Esquimalt—the only safe harbours on the sea-board north of San Francisco, a distance of 700 miles, and approachable at all times by night or day for sea-going ships of any burthen—the comparatively large area of open land in its vicinity; its proximity to the coal-fields of Nanaimo, and its temperate and delightful climate, all indicated it as a natural depot, from whence might be supplied not only the requirements of British Columbia, but of Puget Sound, Oregon, California, Mexico, the Hawaiian Islands, the Russian possessions in the North Pacific—all of which have since become the customers of Victoria, and give promise of increasing trade—and thus to build up an entrepot for British commerce and influence, the vast results of which, in course of time, can only be matter of conjecture, occupying as Victoria does a most important position in what, when over-

land communication is opened through British Columbia, will be the shortest and healthiest route from Great Britain to her many valuable possessions in the east.

8. The recent action of the United States Congress in voting a subsidy for monthly mail steam communication between China and San Francisco evinces that our neighbors are fully alive to the value of securing this important traffic for themselves.

9. The selection of Esquimalt as the naval station for the North Pacific proves that these several points have been duly weighed by the Imperial Government and their value recognized.

10. The internal resources of Vancouver Island, extensive and promising for the further successful working of minerals, farming and manufactures, are only casually referred to as being but partially developed. The same may be said of the gold fields discovered last year, which have yet to be proved, and their richness and extent to be ascertained.

11. But the commercial interest of Vancouver Island, which is the peculiar province of this Chamber, is an ascertained fact.

12. After the formal separation of the Colonies in 1858, and the establishment in 1859 of New Westminster as the capital of British Columbia, their relative positions remained the same, and under the judicious rule of Sir James Douglas, then the joint Governor of both, the progress of the Colonies was coincident and their division merely nominal. The advancement of each was regarded as the benefit of the other.

13. The shipping and importing interests were unable to avail themselves of New Westminster—although original purchasers, and still extensive holders of property there—other than as a port of entry to the interior of British Columbia, for the following reasons :—

14. The great additional risks and delay for sea-going ships without steam, navigating between Victoria and the Fraser river.

15. The intricate, narrow and uncertain channel through the sand-heads, at the mouth of the Fraser, available only for ships drawing 16 feet at the utmost, and then requiring the assistance of steam.

16. The subsequent danger and delay attending river navigation to New Westminster, the current during the summer freshets being very rapid.

17. The closing of the river by ice from time to time during the winter season, extending over four months.

18. The general inconvenience of the situation for import and export to and from foreign markets, and the limited and uncertain nature of the mere local demand.

19. Accordingly, in no spirit of rivalry to the sister Colony, but with the clearly defined purpose of fostering her advancement as the best means of promoting their own, the merchants, without an exception, settled down in Victoria, and under a free trade policy assisted to build it up to its present flourishing condition, investing considerable sums of money in permanent improvements, and in the establishment of business connexions, under the belief that the relative positions of the Colonies would remain without material alteration.

20. It was hoped they would still work harmoniously together, and that Vancouver Island, in maintaining her independence, and with it her free trade, would find in British Columbia her best customer and her staunchest supporter ; and on these grounds the members of the Chamber of Commerce of Victoria, Vancouver Island, declined to touch upon union, as being more a political than a commercial question.

21. The further reconstruction of British Columbia in 1863, and the arrival in 1864 of separate Governors with distinct establishments for that Colony and for Vancouver Island, somewhat altered the relations of the two, and now threatens seriously to imperil the mutually beneficial relations hitherto existing between them which would directly tend to destroy the good effect already springing from the free

trade policy of Vancouver Island, and would build up rival towns on the adjacent American territory to the sacrifice of British interest in the North Pacific.

22. The members of the Chamber of Commerce of Victoria, Vancouver Island, view with surprise and astonishment the passing of enactments by the Legislative Council of British Columbia intentionally antagonistic to Victoria, from whence the great proportion of capital that has been and still is employed in trading, mining and other enterprises in British Columbia, has been supplied on a very liberal credit, and where it is still owned, there not being at this moment one single importing mercantile establishment throughout that Colony.

23. The annexed tariff recently passed by the Legislative Council of British Columbia, and put into operation *the same day*, without any notice to the mercantile community, most clearly indicates a desire to sacrifice the material interest of the Colony of British Columbia at large, provided that in so doing a blow is aimed that will elevate New Westminster at the expense of Victoria.

24. It is certain that the miners, traders, and packers of British Columbia, who are chiefly affected by this measure, are not sharers in the feeling of opposition against Vancouver Island prevalent at New Westminster; such of them as were in Victoria have already given expression to their views at a public meeting, and petitions are in active circulation against it.

25. Another instance may be cited as evincing the spirit of antagonistic legislation, in compelling vessels from Victoria, bound for the N. W. coast of British Columbia, to proceed 27 miles up the river to New Westminster, at great risk and loss of time (in the case of large craft involving the additional delay of going and returning 70 miles each way, as the inner passage by Johnson's Strait is only available for small vessels or steamers), for the simple purpose of entering and clearing, instead of being allowed as heretofore to clear from Victoria.

26. It frequently happens that sailing vessels, so bound, are unable, from ice in winter, and from freshets in summer, to reach New Westminster at all. A case recently occurred, as set forth in the declarations in the appendix, in which a schooner bound for Queen Charlotte Island with supplies for some miners supposed to be short of provisions, could not enter the Fraser owing to the ice. She went round to Burrard Inlet, from whence New Westminster has constantly received supplies when the river was closed, a distance of seven miles overland from New Westminster, was refused a clearance, unless she came to New Westminster, and ultimately returned to Victoria; in this particular instance the action of the authorities may prove to have been fatal to life.

27. From such ill-advised legislation most serious issues must spring, and it is the deliberately expressed opinion of this Chamber that the paramount interest of the Imperial Government in the North Pacific will be seriously jeopardised by it.

28. The want of concord between two Colonies in such close proximity, whose limited populations are mutually dependent on each other, can only result in access of strength to our American neighbour at the expense of British influence in a quarter of the world where it is needless to state that influence ought to be fostered to the utmost.

29. Finally, as bearing on the question of union with British Columbia, public opinion in opposition to the views of this Chamber, seems to be wavering and unstable on the question of free trade, and it is obvious that unless that policy is adhered to, the natural advantages of Vancouver Island can only be made available by the establishment of perfect harmony and union of interest between it and British Columbia.

30. In view of which, and regarding the general progress of the two Colonies as far above mere local considerations, the members of the Chamber of Commerce of Victoria, Vancouver Island, can only see in equitable union a practical solution of existing difficulties, and while feeling that Victoria as a free port depot, established

with so much forethought and maintained at such cost, to the substantial benefit of British Columbia as well as of Vancouver Island, may be weakened for a time, they are content to leave the solution of the whole question to the wisdom of Her Majesty's Government, feeling sure that the true interest of all parties will be carefully estimated and provided for.

Adopted unanimously at a general meeting of the Chamber of Commerce held the sixth day of March, 1865.

DECLARATION OF THE PRESIDENT AND SECRETARY OF THE QUEEN CHARLOTTE MINING COMPANY,
LIMITED.

1. The company have had men at the mines since June last whose time had expired. Some delay had already occurred in sending a vessel with supplies for them. They were supposed to be nearly out of provisions and clothing, and it was a matter of necessity that a vessel should be sent to them.

2. We were present at a meeting of the board of Directors held on 21st January, at which a resolution was passed authorizing the secretary "to contract with a vessel to go to the mines and bring back the men there, and all tools and moveable property of the company."

3. The schooner "Onward" was chartered for the purposes specified in the resolution on the 26th January, and despatched the following day.

4. The schooner returned to this port on or about the 7th February, in consequence of being refused a clearance at the custom house at New Westminster.

5. The delay in sending a vessel may be fatal to the men, and is extremely detrimental to the interests of the company.

6. The provisions shipped on board were intended for the use of the men returning, and the value of them was \$64 90-100.

7. And I, Robert George, further declare that the paper writing marked "A" is the original memorandum of agreement made with Hugh McKay, the captain and owner of the British schooner "Onward," and the paper writing marked "B" is the original receipt for all the goods shipped by the Queen Charlotte Mining Company on board the said vessel. And we, Robert Burnaby and Robert George, do solemnly and sincerely declare that the above-mentioned statement is true and correct, and we make this declaration conscientiously believing the same to be true.

ROBERT BURNABY,
President, Queen Charlotte Mining Company, Limited.

ROBERT GEORGE,
Secretary, Queen Charlotte Mining Company, Limited:

Declared before me at Victoria, Vancouver Island, this eighth day of March, A.D. 1865, in due form of law.

{ Seal. }

Quod attestor.
M. W. TYRWHITT DRAKE,
Notary Public.

A.

This agreement, made this 26th day of January, 1865, by and between Hugh McKay, master and owner of the schooner "Onward," of the first part, and the Queen Charlotte Mining Company, Limited, of the second part, witnesseth that for and in consideration of the sum of \$225 agreed to be paid by the party of the second part on the completion of this agreement, the party of the first part will proceed without delay to the company's mines at Sokalu Harbour, Queen Charlotte Island, and will remain there long enough to take on board and will take on board the men to the number of at least three, now or then at the mines, and also all and any material, tools, stores, or other articles belonging to the company, which the foreman of the company may direct, and bring the same with as little delay as possible to the port of Victoria and alongside a convenient wharf at said port, and deliver the same to the said party of the second part, or their agents or assigns. And the said party of the second part agrees to pay the said sum of \$225 on the delivery of the said material, tools, stores and articles, and landing of said men.

Dated in Victoria, Vancouver Island, this 26th January, 1865.

HUGH MCKAY.

JAMES DUNCAN,

Witness;

For the Queen Charlotte Mining Company, Limited,

R. GEORGE, Secretary.

This is the document marked A; referred to in the annexed declaration, dated 8th March, 1865.

M. W. TYRWHITT DRAKE, Notary Public,

DECLARATIONS.

B.

VICTORIA, Vancouver Island, January 26, 1865.

SHIPPED in good order by Sporborg and Rueff, on board the "Onward," whereof Mr. McKay is master, and bound for Q. C. M. Co., the following packages (the dangers of fire and navigation excepted) consigned to Q. C. M. Co., of Q. C. Island, and marked Q. C. M.

One bbl. Flour.	One Pn. Bacon.
One Sk. Beans.	One Pkg. Sundries.
One Bbl. Molasses.	Two Boxes Bread.
One Sk. Potatoes.	

This is the document marked B. referred to in the annexed declaration of Robert Burnaby and Robert George, dated 8th March, 1865.

M. W. TYRWHITT DRAKE, Notary Public.

TO ALL TO WHOM THESE PRESENTS SHALL COME,—

I, Montague William Tyrwhitt Drake, Notary Public, duly authorized, admitted, and sworn residing and practising in Victoria, Vancouver Island, do hereby certify that Hugh McKay, personally known to me, appeared before me and signed the declaration hereto annexed, in due form of law, and that the name "Hugh McKay" thereto subscribed is of the proper handwriting of the said Hugh McKay.

In faith and testimony whereof, I, the said notary, have hereunto set my name and affixed my seal of office.

{ Seal. }

Dated in Victoria aforesaid, the twenty-first day of February, A.D. 1865.

M. W. TYRWHITT DRAKE, Notary Public.

DECLARATION OF HUGH MCKAY, Master and Owner of the British Schooner "Onward," of Victoria, Vancouver Island.

I am master and owner of the British schooner "Onward."

I made a written agreement on the 26th January last with the Queen Charlotte Mining Company, Limited, to go to their mines at Queen Charlotte Island, and bring thence to Victoria three men and the material left there.

I took on board goods to the value of \$160, all of which were "stores," except two bbls, molasses and five boxes bread, of the value of about [\$57 00] 57 dollars.

I sailed and reached the entrance of Fraser river and attempted to get up to New Westminster, to clear my goods, but found so much float ice coming down the river, that I did not dare to risk my vessel against it.

I went out of the river and round to Burrard's Inlet, to which place vessels customarily go in the winter, when they cannot reach New Westminster by the river.

From my anchorage there I sent over my manifest and clearance, and money to pay duties.

The custom house officer asked if those [on the manifest] were all the goods on board. My messenger replied all, except "grub," but they could send an officer over and examine. He was then told to bring over a list of everything on board.

He returned to the vessel, and I made out a list of all the stores and everything I had on board, even to a bottle of pepper, and sent the man back with it, telling him if they would not send an officer over and clear me for the north, then to get a clearance back to Victoria. Upon his arrival with this list, after some debate about sending an officer over, they finally said that they could not clear any vessel for the north, except the vessel herself was brought to New Westminster.

After much difficulty they gave me a clearance for Victoria.

I lost 10 days in the trip and the contract with the Queen Charlotte Mining Company. From the anchorage to New Westminster my man had to go eight miles in a canoe, and then six miles over a trail through mud and ice, and this back and forth four times. And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled An Act to amend an Act of the present session of Parliament, entitled an Act for the more effectual abolition of oaths and affirmations taken and made in various departments of the State, and to substitute declarations in lieu thereof, and for the more entire suppression of voluntary and extra-judicial oaths and affidavits, and to make other provisions for the abolition of unnecessary oaths. HUGH MCKAY.

Declared in due form of law, this 21st day of February, A.D. 1865,
before me,

M. W. TYRWHITT DRAKE, Notary Public.

BRITISH COLUMBIA:
V. R.

No. 3.—AN ORDINANCE TO AMEND THE DUTIES OF CUSTOMS.

[15th February, 1865.]

WHEREAS it is expedient in some respects to alter the duties of customs as now by law established in British Columbia, and to make further provision for the levying thereof.

Be it enacted by the Governor of British Columbia, by and with the advice and consent of the Legislative Council thereof, as follows:

I. From and after the passing of this Ordinance, the duties of customs hitherto chargeable on goods, animals, and articles imported into and landed in British Columbia, shall be and are hereby repealed.

II. In lieu thereof, from and after the passing of this Ordinance, there shall be levied, assessed, collected, and paid to the use of Her Majesty, Her heirs and successors:

- a. Upon all goods, wares, merchandise, animals, and things imported into and landed in British Columbia, and more particularly mentioned in Schedule A. hereto, and according to the value thereof, the several *ad valorem* duties in such Schedule set opposite the respective articles therein named.
- b. And (in addition to the *ad valorem* duties leviable on certain of the same articles) upon all goods, wares, merchandise, animals, and things imported into and landed in British Columbia, the several specific duties of customs more particularly mentioned in Schedule B. hereto, and set opposite the respective articles therein named.
- c. And so long as the Proclamation made and passed on the 10th day of December, A. D., 1859, is in force, and the dues thereby leviable shall be levied upon wares, goods and merchandise transported from New Westminster to any place in British Columbia, there shall be so levied, collected, and paid as aforesaid upon every ton of wares, goods, and merchandise imported into the Colony by way of the Southern Boundary, the sum of twelve shillings, and so on for a greater or less quantity; and on cattle, horses, mules, and asses so imported by way of the Southern Boundary, the sum of two shillings and one penny per head beyond the specific duties charged on animals in Schedule B. hereto.
- d. The articles mentioned in Schedule C. hereto shall be admitted into British Columbia free of duty.

III. With the bill of entry of any goods, there shall be produced to the collector of customs an invoice of the goods, and the bill of entry shall also contain a statement of the value for duty of the goods therein mentioned, and shall be signed by the person making the entry, and verified if required by his declaration to the truth thereof, and no entry shall be deemed perfect unless a sufficient invoice of the goods to be entered has been produced to the collector.

IV. If any person passes or attempts to pass through the custom-house any false or fraudulent invoice, or makes out or passes, or attempts to pass a bill of entry of any goods at a value below the fair market value of such goods in the country from which such goods were last directly shipped or exported, or in any way, by under-valuation or otherwise, attempts to defraud the revenue of any part of the duty on any goods or things liable thereto, every such person shall on conviction (in addition to any other penalty or forfeiture to which he may be subject for such offence) be liable to a penalty not exceeding £100, and the goods so undervalued shall be and be taken and deemed to be forfeited.

V. And inasmuch as it is expedient to make such provisions for the valuation of goods subject to *ad valorem* duties as may protect the revenue and the fair trader against fraud by the undervaluation of any such goods, therefore the Governor may from time to time, and when he deems it expedient, appoint fit and proper persons to be appraisers of goods at the port of entry, and every such appraiser shall before acting as such take and subscribe the following oath of office before some justice of the peace for this Colony, and deliver the same to the collector. Every such appraisement shall be final.

I, A. B., having been appointed an appraiser of goods, wares, and merchandise, and to act as such at the port of (or as the case may be), do solemnly swear (or affirm) that I will faithfully perform the duties of the said office, without partiality, fear, favour, or affection, and that I will appraise the value of all goods submitted to my appraisement, according to the true intent and meaning of the laws imposing duties of customs in this Colony; and that I will use my best endeavours to prevent all fraud, subterfuge, or evasion of the said laws, and more especially to detect, expose, and frustrate all attempts to undervalue any goods, wares, or merchandise on which any duty is chargeable. So help me God.

A. B.
Appraiser for (as the case may be).

186

Sworn before me, this day of

E. F.

J. P. for (as the case may be).

VI. If no appraiser is appointed to any port of entry, the collector there shall act as appraiser, but without taking any special oath of office as such; and the Governor may at any time direct any appraiser to attend at any port or place, for the purpose of valuing any goods, or of acting as appraiser there during any time, which such appraiser shall accordingly do without taking any new oath of office, and every appraiser shall be deemed an officer of the customs.

VII. In all cases where any duty is imposed on any goods or things imported into this Colony according to the value of such goods, such value shall be understood to be the fair market value thereof in the principal markets of the country whence the same were last shipped or exported direct to this Colony, and the collector and appraiser shall, by all reasonable ways and means in their power, ascertain the fair value of such goods as aforesaid, and estimate the value for duty accordingly.

VIII. The duties hereby imposed shall be deemed to be customs duties, in all respects subject to the Customs Consolidation Act, 1853, the Supplemental Customs Consolidation Act, 1855, and this Ordinance; and shall be under the care and management of the collector of customs for the time being for the Colony, who by himself and his officers shall have all the powers and authorities for the collection, recovery, and management thereof, as are under or by virtue of the said Customs Consolidation Acts, or either of them, or this or any other Act, Ordinance, or Proclamation, vested in the said collector for the collection, recovery, and management of duties of customs, and all other powers and authorities requisite for levying the said duties.

IX. Every evasion, or attempt at evasion of, or offence committed by any person or persons to defeat the payment of any of the duties hereby made payable on any goods or things imported into British Columbia (which shall include its dependencies) will, in addition to the penalties by this Ordinance imposed, be prosecuted and punished in the manner prescribed by the said Customs Consolidation Acts.

X. This Ordinance shall be cited as "The Customs Amendment Ordinance, 1865."

Passed the Legislative Council this 15th day of February, A. D., 1865.

CHARLES GOOD,

Clerk.

ARTHUR N. BIRCH

Presiding Member.

Assented to, in Her Majesty's name, this Fifteenth day of February, 1865.

FREDERICK SEYMOUR,

Governor.

SCHEDULE A.

AD VALOREM CUSTOMS DUTIES.

Everything not enumerated under Schedules A., B., and C., shall be subject to a duty of 12½ per cent

Ale and Porter.....	20 per cent	Earthenware	12½ per cent	Potatoes	12½ per cent
Axes	12½ "	Fish (preserved) ...	12½ "	Pork (salt	10 "
Bacon	15 "	Fire Arms	12½ "	Quicksilver	12½ "
Barley	12½ "	Flour	15 "	Rice.....	20 "
Beans	20 "	Fruits (preserved)...	12½ "	Rope and Cordage...	12½ "
Beef (salt)	12½ "	Furniture (excepting		Shot	12½ "
Billiard and Bagatelle		that as provided for		Soap	12½ "
Tables	12½ "	in Schedule C.) ...	12½ "	Stationery	12½ "
Bitters	40 "	Glass and Glassware	12½ "	Sugar	20 "
Blankets	20 "	Groceries (not other-		Tar and Pitch	12½ "
Boots and Shoes.....	15 "	wise provided for)	12½ "	Tea	25 "
Bread.....	15 "	Gunpowder	15 "	Tin and Tinware ...	12½ "
Bricks	12½ "	Hardware and Iron-		Tobacco	30 "
Butter	15 "	mongery	12½ "	Vegetables	12½ "
Candles	20 "	Harness and Saddlery	12½ "	Do. (preserved)	12½ "
Camphene.....	12½ "	Iron and Steel	12½ "	Waggons	12½ "
Cheese	15 "	Lard	15 "	Wheat	10 "
Chocolate	12½ "	Leather	12½ "	Window Sashes and	
Cider	12½ "	Lime	12½ "	Doors	10 "
Clothing	15 "	Meat (preserved) ...	12½ "	Wine, Champagne...	40 "
Coffee, green	15 "	Molasses	12½ "	" Claret	25 "
Do. manufactured	20 "	Nails	12½ "	" Various	25 "
Confectionery	12½ "	Nuts and Almonds ..	12½ "	Woodware	12½ "
Cordials.....	12½ "	Oils	15 "	Yeast Powders	12½ "
Drugs and Chemicals	20 "	Oats.....	12½ "	Playing Cards	50 "
Dried Fish	30 "	Opium.....	50 "		
Dry Goods	15 "	Paints	12½ "		

SCHEDULE B.

AD VALOREM AND SPECIFIC.

Spirits and Distilled Liquors of all kinds, for every gallon imperial measure, of full strength or less than full strength of proof by Sykes hydrometer	Gs.	And on the value thereof at the place from whence last imported	20 per cent.
And so on in proportion for any greater strength than proof.		Cigars and Cheroots, per 100	4s. 2d.
And on the value thereof at the place from whence last imported	20 per cent.	And on the value thereof at the place from whence last imported	20 per cent.
Chinese Medicated Wine and Spirits, per gallon	Gs.		
		SPECIFIC.	
		Bulls, Cows, Calves, Oxen, Horses, Asses, and Mules, per head	4s. 2d.
		Sheep, Goats and Hogs, per head	2s. 1d.

SCHEDULE C.

ARTICLES FREE OF DUTY.

All materials required for ship or boat building, all kinds of Machinery, Pig Iron, Agricultural Implements, Coin, Fresh Fish, Fruit, Poultry alive or dead, Seeds and bulbs, and roots of plants to be used in agriculture and not as Food, Coals, Eggs, Hay, Salt, Lumber, empty Gunny Sacks, Printed and Manuscript Books and Papers, Baggage and Apparel, Household Furniture which has been in use, belonging to and arriving with *bona fide* immigrants, and professional apparatus of passengers. And also all goods, animals, and articles whatsoever, imported for the public service, or uses of the Colony of British Columbia, or for the use of Her Majesty's Land or Sea Forces, or of any person holding any command or appointment in Her Majesty's Forces aforesaid: Provided always that all articles so excepted from duty as above mentioned, are the property of passengers and officers, for use, and not for making a profit by the sale thereof.

No. 9.

COPY of a DESPATCH from Governor SEYMOUR to the Right Hon.
EDWARD CARDWELL, M. P.

New Westminster, March 21, 1865.

(Received, June 29, 1865.)

SIR,

I HAVE the honour to forward a printed Paper of which I have become accidentally possessed, containing certain resolutions passed and statements made by the Chamber of Commerce at Victoria.

2. You will observe that these resolutions and statements, which attribute somewhat unworthy motives to the Government of this Colony, were transmitted to you before I became officially aware of their existence. I feel that I should be neglecting my duty to Her Majesty's Government and to British Columbia were I to pass unnotic'd statements emanating from a respectable source, and which have been published with something approaching to accuracy in the daily periodicals of the neighbouring Colony. Of the resolutions, had they been unsupported by the statements, I should not have had to complain. They are the expression of the opinion of a beaten party. You are aware that the candidates on the Free Port side were rejected at the last Victoria elections. The beaten party have, however, the support of the people of Vancouver, in so far as they advocate a union with this Colony. With us, the Legislative Council has on more than one occasion unani- mously protested against the proposed connexion.

3. I will pass over the earlier portions of the statements, but must pause when I reach the assertion that Victoria—I have no word to say against Esquimalt—possesses “a capacious and convenient harbour, approachable at all times, by night or day, for sea-going ships of every burthen.” I must refer on this point to the highest authority I can procure, that of Captain Richards, R. N., the present Hydrographer to the Navy. In his sailing directions for Vancouver Island, page 20, I find, “The entrance to “Victoria Harbour is shoal, narrow, and intricate, and with S.W. or S.E. gales a heavy rolling swell sets on the coast, which renders the anchorage outside unsafe, while vessels of burthen cannot run in for shelter unless at or near high water. Vessels drawing 14 or 15 feet may, under ordinary circumstances, enter at such times of tide, and ships drawing 17 feet of water have entered, though only at the top of spring tides.” Captain Richards proceeds to state that in the harbour “the space is so confined and tortuous, that a long ship has great difficulty in making the necessary turn; a large per-centage of vessels entering the port, small as well as large, constantly run aground from these causes.” Further on, “it appears not a little remarkable that, with the excellent harbour of Esquimalt within two miles, Victoria should have been continued as the commercial port of a rising Colony, whose interests cannot but suffer materially from the risks and delays which shipping must encounter in approaching the com-

mercial capital." He concludes his notice of the harbour, while allowing that Victoria suited the former wants of the Hudson's Bay Company, "it has been a fatal mistake at a later date not to have adopted Esquimalt as the commercial capital."

4. I will add my own personal testimony, though entirely unnecessary, to that of Captain Richards. After threading in safety by the chart and compass on a dark night, the narrow channels among the islands of the Gulf of Georgia, I have found myself scarcely able to determine which of the indentations of the coast was the Harbour of Victoria. No light of any kind marks its entrance, and in a small steamer, drawing but 3 feet 6 inches, we have shared the fate of the "large percentage of vessels, small as "well as large," and run aground.

5. I wish to dispose of the questions relating to natural features, raised by the Chamber of Commerce, before following their arguments into political matters. Having thus lauded the harbour of Victoria, they proceed to deal in a less generous manner with Fraser River. The statements assert that the "intricate, narrow, and uncertain channel "through the sand heads at the mouth of the Fraser is available only for ships drawing 16 feet of water at the utmost, and then requiring the assistance of steam." They go on to speak of the "subsequent danger and delay attending river navigation to New Westminster, the currents during the summer's freshets being very rapid." Either the Chamber of Commerce of Victoria or the Hydrographer of the Navy is very much mistaken. I beg leave to refer to page 97 of the book already quoted: "Fraser River, in point of magnitude and present commercial importance, is second only to the Columbia on the North-west Coast of America. In its entire freedom from risk of life and shipwreck, it possesses infinite advantages over any other river on the coast, and the cause of this immunity from the dangers and inconveniences to which all great rivers emptying themselves on an exposed coast are subject is sufficiently obvious." Captain Richards then alludes to the "fixed and unvarying character of the shoals through which this magnificent stream pursues its undeviating course into the Gulf of Georgia; and there can be little doubt that it is destined at no distant period to fulfil to the utmost, as it is already partially fulfilling, the purposes for which nature meant it—the outlet for the products of a great country." In descending the stream on reaching Langley, 12 miles above New Westminster, Captain Richards finds that "the river becomes a broad, deep, and placid stream, and, except during the three summer months, the influence of the flood stream is generally felt, and vessels of any draught may conveniently anchor. The depth is 10 fathoms; the current not above three knots. Vessels of from 18 to 20 feet draught may enter the Fraser, and proceed as high as Langley, or a few miles above it, with ease, provided they have or are assisted by steam power. The only difficulty is at the entrance, and that is easily overcome by providing pilots and the means of maintaining the buoys in their position." The Chamber of Commerce speaks of the "intricate, narrow, and uncertain" entrance. I have already quoted Captain Richards' expression of "undeviating." He adds later, "that the stream has forced an almost straight though narrow passage." I may strengthen the refutation of the alleged "uncertainty" of the entrance. I had the channel recently re-surveyed by Mr. Pender, R. N., charged with the Admiralty survey of this coast. He found that it had sustained scarcely any appreciable change since the passage was first marked out on the settlement of the Colony.

6. The statements made by the Chamber of Commerce on matters susceptible of proof are somewhat remarkable. I hardly assume, in a body professing to represent the commercial capital and intelligence of the two Colonies, an ignorance of a book of sailing directions for their coasts, "published," as the title page would show them, "by Order of the Lords Commissioners of the Admiralty." If Captain Richards is in error, and his sailing directions calculated to lead ships into danger, his statements ought, in the interest of commerce, to have been boldly met. But

he has been left aside unnoticed, and assertions directly opposed to those made public by the Admiralty have been officially forwarded to you.

7. Although my own considerable yachting experience has led me to rely with the utmost confidence upon Captain Richards' directions, I feel that statements emanating from a Chamber of Commerce are at least entitled, where I allow myself to doubt their correctness, to the respect which requires care in refutation. I add, therefore, in support of the directions of the Hydrographer of the Navy, the enclosed letters from Vice-Admiral Kingcome, lately Commander-in-Chief of the Pacific Squadron, and Captain Lord Gilford, commanding Her Majesty's ship "Tribune," authorities worthy surely of weight with the Victoria Chamber of Commerce. These letters were published in the official Gazette of this Colony.

8. Admiral Kingcome notices that the arrival of Her Majesty's ship "Tribune," drawing 19 feet 6 inches, opposite this town, most conclusively proves "that direct communication with New Westminster can be carried on by ocean ships of large tonnage." He says further, "the approach to the entrance of Fraser River possesses many advantages over that of the Thames. In the first place, the water is much smoother, and it is not exposed to any sea such as that raised in the North sea by easterly gales, which, in many instances, has caused the loss of ships. Secondly, there are no outlying sands, and the channel is not near so tortuous, and marks can be placed on the land, which in the Thames is nearly impossible. Thirdly, the weather is much clearer, and the position of a ship more easily fixed." "Fourthly, the anchorage in English Bay is far preferable to that in the Downs. In both rivers ships must wait for the tides, and with the same or even half the precautions in the Fraser that are used in the Thames a perfect stranger would have no difficulty in taking ships drawing 19 or 20 feet to New Westminster."

9. In leaving the river, the "Tribune" unfortunately grounded. Lord Gilford, in showing that the accident was caused by the dull white colour of a pole which marks the Channel, reports to the Commander-in-Chief on the station: "I deem it my duty to state that, notwithstanding Her Majesty's ship under my command having taken the ground on her outward passage, I am of opinion that vessels drawing from 18 to 20 feet could enter the Fraser in perfect safety, provided the channel be properly buoyed with marks which can be seen at a reasonable distance." The Chamber of Commerce is aware that great improvements have, since Lord Gilford wrote, been made in marking the Channel; that iron buoys have been ordered out from England, and tenders are invited, not only in our local papers, but in those of Victoria, for the construction of a light-ship for the mouth of the Fraser.

10. I admit that Esquimalt possesses all the advantages ascribed to it jointly with Victoria, but the "fatal" mistake alluded to by Captain Richards now causes irritation and inconvenience in both Colonies. I can see no objection to merchandise destined for us being transhipped in Esquimalt, but I do object to the present system under which our traffic is artificially conducted up the narrow and tortuous harbour of Victoria, causing a great loss of time and increase of expense. I have no certain information as to the amount of delay, but I believe that a fortnight to three weeks elapses after the arrival of a ship in Esquimalt harbour before any portion of her cargo reaches New Westminster.

11. The 12th paragraph states that under a former rule the advancement of each Colony was regarded as the benefit of the other. Unquestionably, even now, the legitimate advancement of each Colony is regarded as the benefit of the other.

12. I am in ignorance of the motives which induced Her Majesty's Government to make two Colonies of the British possessions to the westward of the Rocky Mountains, to lay out the plan of a city of vast dimensions near the mouth of the Fraser, and to sell the lots on the faith that on them would stand the future capital of British Columbia. If the mainland was to continue to be the dependency of an

outlying island, no second capital was required, and steps ought boldly to have been taken, regardless of the private interests of the Hudson's Bay traders and others, to erect a great commercial town on the fine harbour of Esquimalt. Unquestionably, under the rule of my predecessor, Victoria became the principal English port on this coast, and New Westminster commenced a retrograde course early in its history. It could hardly have been otherwise. The Governor and other public officers drew their full salaries from British Columbia and resided in Vancouver Island. Victoria escaped all indirect taxation, while heavy duties were collected on all articles consumed on the mainland. The Hudson's Bay Company ran their steam vessels to the Fraser to connect with the river steamers, and draw down to the seat of government and of commerce the miners immediately on their arrival from the gold fields. The San Francisco steamers called at Esquimalt only, and thus passengers for California had no inducement of any kind to remain even a few hours, voluntarily, in this Colony. While waiting for the steamers the miners spent their money in Victoria, and thus billiard rooms and drinking saloons arose, and the place acquired sufficient importance to depopulate New Westminster without attaining any solid foundation or considerable prosperity for itself. The Chamber of Commerce speaks of the trade with China, the Sandwich Islands, Russian America, and other places. How, if this be important, is it that the prospect of a portion of the traffic of British Columbia, taking the short and undeviating route by the Fraser, shakes the whole of Victorian society to its foundations, and causes a state of political ferment such as the island had never seen? Victoria did not attain any solid prosperity while having her interests set above those of this Colony and of the whole of Vancouver Island not included in her town lots. Let me state how British Columbia fared.

13. I had not seen even in the West Indies so melancholy a picture of disappointed hopes as New Westminster presented on my arrival. Here, however, there was a display of energy wanting in the tropics, and thousands of trees of the largest dimensions had been felled to make way for the great city expected to rise on the magnificent site selected for it. But the blight had early come. Many of the best houses were untenanted. The largest hotel was to let, decay appeared on all sides, and the stumps and logs of the fallen trees blocked up most of the streets. Westminster appeared, to use the miners' expression, "played out."

14. But it would have been urged, before the late excitement in Victoria, that the two Colonies prospered, and that, therefore, it mattered but slightly if those who bought land in New Westminster were losers by the speculation. It is not for me to report on the condition of Vancouver Island, but I have to state that British Columbia did not prosper. You are aware of the passionate appeals for separation which came from this Colony. The revenue of 1864 fell short of the estimate by £15,000, and, but for the accidental discovery of gold on the Kootenay, at the close of the year, the receipts would have shown a deficiency of £21,000 on the estimated revenue. At the time of my taking over the government there was a local debt of £53,858, in addition to that incurred in England, composed chiefly of Road Bonds and an overdrawn account at the Bank of British Columbia. The miners were not prosperous, and the labourers in Cariboo had diminished in number. What class was then thriving? Merchants there are but few. The Chamber of Commerce states (para. 22) that there is not at this moment a single importing mercantile establishment throughout the Colony. Yet the number of traders who have taken advantage of the Insolvent Debtors' Act was one-third greater in 1864 than in 1863. Perhaps, however, the country gentlemen who had introduced large capital and acquired land at a low price were the class who flourished while other interests drooped. Not so, I regret to say. Prosperity has not yet favoured their meritorious labours. The Legislative Council expressed a wish that some unpaid magistrates should be appointed. I offered a commission to three of the principal

country gentlemen ; one accepted the office ; a second told me frankly he had sunk everything, and was on the brink of insolvency, unless further remittances arrived from England ; the third sent me in a statement of his circumstances, showing that, if pressed by his creditors, he would be unable to meet his liabilities.

15. This is the state upon which British Columbia entered the London market as an applicant for a further loan of £100,000. What security had it to offer ? The merchants of Victoria were in no way liable ; the miners, owners of the most valuable claims, have no habitation in the Colony. The statement respecting the importing merchants is not wide of the truth. Our creditors have, therefore, but the hard pressed owners of the soil to depend on.

16. It will hardly be cause for surprise if a document which deals loosely with facts should exhibit carelessness when it comes to deal with motives. The Chamber of Commerce, without any communication with myself or the Legislature of this Colony, state that our recent legislation has been "intentionally antagonistic to Victoria." This view was adopted at a public meeting held in that town. I enclose a copy of the petition which they originated and of my reply. The Legislative Council attached so little weight to the signatures, that the petition was not even taken up by the House. My answer will, I trust, dispose of the statements in the 23rd paragraph. As to the dissatisfaction supposed in the 24th to exist, I may at once say, that miners, like other men, are not partial to taxation, but that, although they have been worked upon in every way by the political agitators of Victoria, the only public manifestations of feeling which we have seen recently were the receiving the steamer (which, I believe, brought up the petition) in New Westminster with three groans for the Hudson's Bay Company, whose agents are prominent among the agitators against recent legislation. The last batch of miners on landing here spontaneously gave three cheers for the Governor, whom, had they attended to the directions of the Victoria press, they would have opposed by all means, fair or unfair. Immediately after cheering the Governor, three cheers were given for Mr. O'Reilly, the Gold Commissioner of Cariboo, who had, in the Council, taken a prominent part in recent legislation.

17. The 25th paragraph alludes to the circumstance of vessels having to clear at New Westminster instead of Victoria for the north-west trade. I would venture to call your attention to the Duke of Newcastle's Despatch, No. 33, of 15th June, 1860, which states, what the Chamber of Commerce is well aware of, that the collecting of duties at Victoria on vessels bound for this Colony cannot be enforced. If the Commerce of Vancouver Island is put to inconvenience by coming up the Fraser, I can only say it is by the action of my predecessor. His proclamation of 2nd June, 1859, declares New Westminster to be the only port of entry in the Colony. I have induced the Legislative Council to give me, by ordinance, the power of creating additional ports, and I shall avail myself of its provisions in relief of the north-west trade.

18. You will observe in the 26th paragraph a minute account of the inconvenience and loss to which a vessel was exposed by having no alternative but to clear at New Westminster when the doing so became physically impossible on account of the ice in the river. I send a statement of the case, made by the collector of customs at this port, from which you will observe how widely inaccurate are the statements of the Chamber of Commerce. Mr. Hamley also disproves all the assertions respecting the closing of the river by ice for four months in the winter. Without further explanation let me simply say that, during an official experience of upwards of 20 years, I have not met with a series of statements so carelessly made by so respectable a body.

19. But I take this carelessness or absence of candour as the most convincing proof of the earnestness of the signers. There must be great feeling ; respectable men must suffer much before they allow themselves to deviate, however slightly,

To the President and Members of the Chamber of Commerce of Victoria, Vancouver Island.

The Committee appointed by the Chamber of Commerce, to examine into the statements contained in a Despatch from His Excellency Frederick Seymour, Governor of British Columbia, dated New Westminster, 21st March, 1865, respecting a Report issued by the Chamber of Commerce on the proposed union of British Columbia and Vancouver Island, dated March 6th, 1865, and which report was transmitted through His Excellency Governor Kennedy to the Secretary of State for the Colonies, beg to report :—

1. On examining said Despatch we find the following observations :—

Paragraph 16—"It will hardly be cause for surprise if a document which deals loosely with facts should exhibit carelessness when it comes to deal with motives."

Paragraph 10—"Without further explanation, let me simply say that during an official experience of upwards of twenty years I have not met with a series of statements so carelessly made by so respectable a body."

Paragraph 19—"Respectable men must suffer much before they allow themselves to deviate, however slightly, from the strict paths of truth."

2. We regret that Governor Seymour does not scruple to attribute to the Chamber of Commerce collectively, looseness and carelessness in dealing with facts and a deviation from the strict paths of truth.

3. We have, therefore, drafted the following reply, accompanied by the Certificates, Returns, and Documents, therein referred to, in justification of the *bona fides* of your report, and in proof of the partial spirit with which Mr. Seymour has dealt with it.

All of which is respectfully submitted.

(Signed)

JAMES LOWE,
Chairman of Committee.

(Signed) A. F. MAIN,
Secretary.

REPLY

OF THE

VICTORIA, V.I., CHAMBER OF COMMERCE,

TO

H. E. GOVERNOR SEYMOUR'S DESPATCH.*

1. The members of the Chamber of Commerce of Victoria, V.I., in replying to the imputations upon their honor and veracity, contained in a Despatch from His Excellency Frederick Seymour, Governor of British Columbia, dated New Westminster, 21st March, 1865, desire to make a clear and business-like statement of facts, and to avoid the use of any expressions which might tend to increase the irritation which the tone of that despatch is so calculated to provoke.

2. In paragraphs (D) 16, 18 and 19, Mr. Seymour broadly accuses us of looseness and carelessness in dealing with facts, and a deviation from the strict paths of truth. It will therefore be necessary to take the Despatch and Report side by side, and to expose the fallacies of the former by justifying the statements in the latter.

3. We note (D Paragraph 3) that Mr. Seymour passes over the earlier paragraphs of the Report in which the reasons for the selection and occupation of Victoria by the Hudson's Bay Company in 1843, and by the merchants in 1858, are set forth, and we presume those facts to be uncontested and incontestible by him.

4. The first point attacked is (R Paragraph 7) respecting the harbors of Victoria and Esquimalt. Mr. Seymour (D Paragraph 3), admitting fully the capabilities of Esquimalt harbor, proceeds to quote the authority of Captain Richards, R.N., Hydrographer to the Navy, in disparagement of Victoria harbor.

5. We take the first opportunity where the name of this distinguished officer occurs to bear the most grateful testimony to the accuracy and value of his sailing directions. The Colonies of British Columbia and Vancouver Island, and especially the commercial community, probably owe more to his labors in their behalf than to any other person alive.

6. We demur to the studied separation made by Mr. Seymour (D Paragraph 3) of the harbors of Esquimalt and Victoria, and his treatment of our remarks (R Paragraph 7) as though we applied them to Victoria harbor alone. The Free Port of Victoria alluded to (R Paragraphs 5 and 6) has always been held to embrace the harbors of Victoria and Esquimalt. The local acts of the Legislature, as exemplified in the preamble of the enclosed copy of the Victoria and Esquimalt Harbor Dues Act, 1862 (Enclosure No. 1), distinctly class them together as the Port of Victoria and Esquimalt :—

*NOTE.—In referring to Paragraphs in Mr. Seymour's Despatch the letter D will be prefixed to the number; and before the reference to Paragraphs in the Report of the Chamber the letter R will be prefixed.

“Whereas it is expedient to repeal the ‘Victoria and Esquimalt Harbor Dues Act, 1860,’ and to amend the scale of Fees charged for the entrance and clearance of vessels into the port of Victoria and Esquimalt, for the Licences of Scows, Boats and other Craft plying in the said port, and for Landing Permits: Be it enacted,” &c.

And the Victoria Pilot Act, 1864 (Enclosure No. 2), Clause 22, defines:—

“The Port of Victoria shall be taken to be the Harbors of Victoria and Esquimalt.”

The two harbors have always been associated together by commercial men, and their united advantages made use of. The Chamber of Commerce, therefore, coupled them together, and carefully spoke of them as one Port. Victoria, the Free Port alluded to in (R) Paragraphs 5 and 6—is mentioned in (R) Paragraph 7, as possessing “its” convenient and capacious harbours of Victoria and Esquimalt, Victoria being distinguished for convenience and Esquimalt for capacity. We, can, therefore, only see in the fact of Mr. Seymour first eliminating Esquimalt, and then seeking to attribute to us an intention of investing Victoria Harbor alone with capacities which it is known not to possess, a stretch of hostile criticism, hardly to be looked for in an official document purporting to emanate from an impartial authority.

7. Before discussing the relative merits of Esquimalt and Victoria, we will first remark briefly on the latter. Victoria Harbor has been found, thus far, quite equal to the requirements of its trade. We subjoin:

- (1) (Enc. No. 3) Harbor Master’s statement of the vessels that have entered into and cleared from Victoria Harbor from 1862 to 1865.
- (2) (Enc. 3A.) Statement of tonnage and draught of water of sea-going vessels that have entered into and departed from Victoria Harbor between 20th Nov., 1860, and Aug. 7, 1866, duly certified as correct by the licensed pilots.

From these, it will appear that 4,903 vessels, representing a tonnage of 728,311 tons, have entered into, and 4,855 vessels, representing a tonnage of 718,411 tons, have cleared from Victoria; the draught of water ranging from 8 to 17 feet and a half.

- (3) (Enc. No. 4) A Statement of the value of Imports and Exports into and from Victoria Harbor.
- (4) (Enc. No. 5) A Statement of the vessels, with their tonnage, that have discharged in Esquimalt.

Of the vessels that so entered Victoria Harbor we are aware of only two in respect of which any claim has been made on the underwriters for damage sustained in the harbor, viz., the “Sea Snake” and the “Envoy”—in the former case, from attempting to enter without a pilot—and all the ships enumerated have discharged their cargoes in safety on the wharves.

Mr. Seymour quotes from Captain Richards that in the harbor “the space is so confined and tortuous that a long ship has great difficulty in making the necessary turn; a large per centage of vessels, small as well as large, constantly run aground from these causes,” and he adds a full stop to close the sentence. On reference to the Vancouver Island Pilot, sold by J. D. Potter, Edition 1864, p. 23, line 12, we find after the word causes, a *comma*, and the following conclusion to the sentence, “or from trying to enter at an improper time of tide, or from neglecting to take a pilot.” These words are omitted by Mr. Seymour—and certainly, if his object simply were to decry Victoria to the utmost, the observations he quotes are more to his purpose without them. He ignores altogether Captain Richards’ next sentence: “Such accidents, however, are seldom attended with more than delay and

inconvenience, as the shoalest and most intricate part of the passage is sheltered. When within the Port is perfectly land-locked, and vessels may lie in from 14 to 18 feet at low water, but the Harbor accommodation is limited." These further quotations destroy the force of the inference Mr. Seymour desires should be drawn, as to the utter incapacity of Victoria Harbour for sea-going vessels.

8. Mr. Seymour (D, Paragraphs 3 and 10) lays great stress on the selection of Victoria instead of Esquimalt as the town site, and again has recourse to Captain Richards, "it has been a fatal mistake at a later date not to have adopted Esquimalt as the commercial capital" (*Port* in original.) With this view all must concur—but the merchants had no choice. In 1858, Victoria was the only town site laid out, and where Town Lots could be purchased. Isolated tracts of land could be obtained at Esquimalt, but not in quantities sufficient to ensure the uniformity and agreement as to plan that would have been necessary in laying out a commercial town of the magnitude contemplated by Captain Richards. It was clear to the commercial community, and results prove the fact as evinced by the Shipping and Trade Returns adduced, that the capacity of Victoria Harbor alone was sufficient for their then requirements, and would probably continue so for some years. Nevertheless, sites on Esquimalt Harbor were obtained also, at considerable expense, and are still held, with the object of providing further wharfage and storage accommodation, should the expansion of British Columbia and Foreign Trade render the outlay necessary. We append a list of property held for this purpose. (Enc. No. 6.)

9. A line of Railway to connect the Town of Victoria with the Harbor of Esquimalt has been surveyed, and the capital to complete it was forthcoming from England, but local interests of landholders defeated the scheme, the demands of trade being insufficient at the time to force it on public opinion as a matter of immediate necessity.

10. Victoria Harbor, therefore, has been, thus far, and still is equal to the demands of commerce upon its capacity, while facilities exist for connecting it with Esquimalt whenever the increase of tonnage needs it—together they form a Port, with convenient and capacious Harbors—approachable at all times by night or day for sea-going ships of any burthen. The natural deficiencies of Victoria being provided for by the proximity of Esquimalt; both Harbors, as we have already shown, being comprised in the Port of Victoria.

11. In (D, Paragraph 4), Mr. Seymour adds his own personal testimony to that of Captain Richards, and states how, in a small steamer drawing 3 feet 6 inches, "he shared the fate of a large per centage of vessels, small as well as large, and run aground." Experience of this character has its value as evincing the animus with which it must be recited. The steamer is the "Leviathan," a small screw boat of about 20 tons, supported, we are informed, by the Public Revenue of British Columbia for the convenience of the Governor. She is manned by one Engineer, and is generally steered and navigated by amateurs. We submit that a canoe under similar circumstances might be run aground in Esquimalt Harbor. A reference to the list of shipping and their draught of water to which we have already referred (Enc. No. 3A) will be sufficient to indicate the flippancy of Mr. Seymour's reference to personal experience, which we dismiss as unworthy of further comment.

12. Mr. Seymour next (D, Paragraph 5) turns to the Fraser River, and dissects the statements made by us, (R, Paragraphs 13 to 18), in which the disadvantages of New Westminster other than as a Port of Entry to the interior of British Columbia are enumerated. It is first necessary in our own justification to refer to Mr. Seymour's Despatch (D, Paragraph 6) in which the following words occur: "I hardly assume in a body professing to represent the commercial capital and intelligence of the two colonies an ignorance of a book of sailing directions for their

coasts, published as the title page would show them, by order of the Lords Commissioners of the Admiralty." We note in this respect that our Report (R, Paragraphs 12 and 13) refers to the period when New Westminster was established, and the inability of the shipping and importing interests to avail themselves of it other than as a Port of Entry to the interior of British Columbia. This was in 1859-1860. Any observations since published by Captain Richards would have been irrelevant as an argument for our action at that time. The first part of his sailing directions, available for public use, arrived in Victoria in 1863, and the Vancouver Island Pilot complete in 1865. We attach a letter from the importers in proof of the fact (Enc. No. 7.) To have quoted Captain Richards as the authority for or against our settling at New Westminster in 1859-1860 would have been worthless, as an *ex post facto* argument.

13. The Officers and Pilots of the Hudson's Bay Company, who had for a number of years resided on Fraser River, and had navigated the waters between Victoria and the River, were the authorities that guided us, and influenced our decision. Personal observation also was sufficient to convince us that in those days the entrance to the River was intricate, narrow and uncertain. Steamers drawing 10 feet and 9 feet 6 inches—the "Beaver" and the "Otter" were constantly grounding, although the lead was continually cast, while passing the Sand Heads. It was not till late in 1859 that the Channel was buoyed, and then only with spar buoys, that were constantly shifting and being carried away, owing to the shifting of the sands, as certified by Mr. Titcomb. (Enc. No. 10.)

14. In proof of our statements in (R) Paragraphs 15, 16 and 17, we adduce the annexed certificates :

- (1.) (Enc. No. 8) From Captain Swanson, of the Hudson's Bay Company, one of the Pilot Board of British Columbia.
- (2.) (Enc. No. 9.) From Captain H. Lewis, of the Hudson's Bay Company, who was in charge of the steamers running to the Fraser River in 1858-9.
- (3.) (Enc. No. 10.) From Mr. John Titcomb, Pilot, who took H. M. S. "Tribune" safely into the Fraser River, and to whose ability Admiral Kingcome bears the following testimony: (Letter dated Tribune, New Westminster, 7th June, 1864, in Blue Book on proposed Union of British Columbia and Vancouver Island, page 25.) "It was only through the ability and intimate local knowledge of Mr. Titcomb, Pilot, that the 'Tribune' was enabled to reach this Port.
- (4.) (Enc. No. 11.) Certificate from the Hon. Roderick Finlayson, the principal officer of the Hudson's Bay Company and Agent for Lloyds, as to the character and position of Captains Swanson and Lewis.
- (5.) (Enc. No. 12.) Letter from Mr. A. C. Anderson, conveying the experience of thirty years' observation of the Fraser River.

These documents all confirm the *bona fides* of our statements, and prove by competent experience the prevailing opinion at the period to which our statements had reference, as to the intricacy, narrowness and uncertainty of the Channel—its capability consistent with safety for vessels drawing not more than 16 feet at high water—the closing of the River by ice from time to time during the winter season, which is proved to extend over four months, during any portion, or even the whole, of which time an observation of thirty years certifies that it is liable to be closed.

We hasten to rectify a slight omission in (R) Paragraph 16, respecting the summer freshets. Our remarks should more clearly have indicated that risk attended river navigation—*without steam*.

15. In further proof of the uncertain information respecting the Fraser River,

we find in part 2 of the British Columbia Blue Book, 1859, page 93, a letter dated Admiralty, 10th May, 1859, signed W. G. Romaine, and addressed to Herman Merivale, Esq., C. B., from which we quote as follows:—"The Channel into the River, as far as is yet known, is rather tortuous—it is reported to have a depth of 18 feet at low water, with a six feet rise of tide, and is not exposed to any very heavy sea. When Captain Richards, in H. M. S. 'Plumper,' can find time to examine the Bar and buoy off the Channel it may prove to be better. The subsequent published directions, where the depth at low water is fixed by Captain Richards at 11 or 12 feet, (V. I. Pilot, page 105), prove on comparison with the above, how little was known generally of the Fraser, before the Survey, excepting by the local Pilots, whose reports in the main have been found correct and trustworthy.

16. We now refer to Captain Richards' Sailing Directions, of which such free use has been made by Mr. Seymour. In (D) Paragraph 5, he quotes as follows:—"Vessels of from 18 to 20 feet draught may enter the Fraser, and proceed as high as Langley, or a few miles above it, with ease, provided they have or are assisted by steam power." In the Vancouver Island Pilot, from which we have already quoted, edition, 1864, published by J. D. Potter, at page 105, line 10, we read: "Vessels of 18 feet draught may enter the Fraser, near high water, and proceed as high as Langley with ease, provided they have or are assisted by steam power." A comparison of these passages discloses a material discrepancy between them. In the former, the draught of water is from 18 to 20 feet, without any reference to tide; in the latter, it is restricted to 18 feet, and then "*near high water.*"

It is possible Mr. Seymour may have quoted from an earlier edition of the Sailing Directions; if so, it is barely consistent with his severe reflections upon our implied ignorance of the latest official authorities on so important a subject. It appears, however, to us, on reviewing these passages, that the information as to the entrance of the Fraser River has been by no means so "certain" as Mr. Seymour would lead us to believe. (D, Paragraph 5.) We submit a reference to the Harbor Master of British Columbia as to the shifting and uncertain character of the sands. This information we are necessarily not in a position to procure.

17. At page 107, of the Vancouver Island Pilot, Captain Richards observes, speaking of the Fraser River:—"It is not, however, recommended for a stranger to enter without a pilot, and certainly not, under any circumstances, unless the buoys are in their places between the entrance shoals." Mr. Titcomb has certified as to the shifting and disappearance of the buoys, and it would not have been practicable until the present year, when the iron buoys were laid and the light-ship established, for sea-going ships to enter the Fraser with that certainty and safety which commerce requires. As a further instance, we annex the following extracts from the Government Gazette, 1864, of notices to mariners, notifying the disappearance of three of the Beacons at one time. (Enc. No. 13.)

18. These several proofs justify our reasons assigned for the selection of Victoria in preference to New Westminster as more convenient for commerce.

19. Mr. Seymour (D, Paragraphs 7, 8 and 9), refers with confidence to H. M. S. "Tribune," which arrived safely opposite New Westminster (D, Paragraph 8), but "unfortunately grounded" in leaving the River (D, Paragraph 9), and he annexes letters from Admiral Kingcome and Captain Lord Gilford on the subject. These letters were published in the official Gazette of the Colony, (D, Paragraph 7), and it would almost appear that the "Tribune" was taken specially to New Westminster to prove the capacity of that port for vessels of her size. If so, it was a costly and imprudent experiment, and failed in its object. The "Tribune" lay on the sands many days, when got off she was badly injured, her guns, chains, shot, &c., were safely brought into Victoria Harbor and landed on the Hudson Bay wharf without accident. The certificate of Mr. Titcomb (Enc. No. 10) bears on this subject, and proves that it was injudicious, to say the least, to take a valuable

ship like the "Tribune" into the River ; and further, that the actual Channel by which she entered has now not more than five feet at low water.

20. The entrance to the Fraser has since been carefully buoyed, and a light-ship as alluded to by Mr. Seymour in the last clause (D) Paragraph 9, established at a cost in 1865 of \$26,190, and is maintained at the annual expense of \$6,360—but, thus far, the service to the commerce of the country is questionable, as no single sea-going sailing vessel with cargo has entered the River since the light-ship was moored in January, 1866, and in reference hereto we refer to our report (R, Paragraph 14) : " The great additional risks and delays for sea-going vessels, without steam, navigating between Victoria and the Fraser River." Mr. Seymour makes no allusion to this, but the following quotation will sufficiently indicate its importance. In part 2 of the Blue Book on British Columbia, presented to Parliament 12th August, 1859, page 14, Captain Richards, in a letter addressed to Governor Douglas, dated Birch Bay, Gulf of Georgia, October 23rd, 1858, writes as follows :

" There is yet another cause which must add to the importance of Esquimalt, in a maritime point of view, which is, that it is *at the extremity as it were of sailing navigation*. Although the Gulf of Georgia and the channels leading into it have been navigated by sailing vessels, yet the disadvantages are obvious and very great and the loss of time incalculable. The general absence of steady winds among these channels, the great strength and uncertainty of the tides, and the existence of many hidden dangers could not fail to be productive of constant accidents, *and in a commercial point of view such a class of vessels could never answer.*"

We submit that this paragraph alone supports our whole position. It is not probable that many merchant ships from Foreign Ports will make the trial in the face of such an opinion, unless compelled to do so by adverse legislation. In the same letter, Captain Richards suggests the construction of a light-ship " in the event of the river rising in commercial importance." We have already stated that since the expense of constructing and maintaining a light-ship was incurred, no single sea-going sailing vessel with cargo, during eight months and a half, has had occasion to enter the Fraser, which, thus far, does not speak highly for its commercial importance.

21. Mr. Seymour (D Paragraph 10) reverts to Victoria and Esquimalt. He objects " that merchandise destined for British Columbia should be transhipped at Esquimalt and artificially conducted up the narrow and tortuous harbor of Victoria, causing a great loss of time and increase of expense ;" and he adds, " that a fortnight to three weeks elapses after the arrival of a ship in Esquimalt harbor before any portion of her cargo reaches New Westminster.

The return already referred to (Enclosure No. 5) shows the small proportion of ships that have discharged at Esquimalt ; the amount of " merchandise " or " cargo " that has been discharged in either harbor, destined for British Columbia direct, is so insignificant as to be barely traceable. An occasional lot of Government stores and a few packages for private use have so arrived, and cargo of this kind invariably involves more trouble and delay than trade shipments of regular goods, but should any considerable quantity of tonnage be shipped for British Columbia direct, there need be no more delay than would be required for its transfer into steam vessels and its transport to New Westminster from either harbor, the average time for steamers between the two places being about eight hours. The delay would certainly be greater if the whole cargo were consigned to New Westminster and the ship sailed there direct, as the average time for sailing vessels between the port of Victoria and New Westminster is upwards of four days, and the same time at least would be occupied in discharging there as here ; as a matter of expense, the increased rate of freight, insurance, pilotage, and towage would about equalise the

following :—"The Governor and other public officers drew their full salaries from British Columbia and resided in Vancouver Island." The official expenditure of British Columbia has been much increased since the arrival of Mr. Seymour in the colony. The following are the published Estimates of the Establishment Expenditure for the whole Colony of British Columbia :—

1863	\$138,666
1864	180,691
1865	195,537
1866	178,358

And the enforced residence of the public officers at New Westminster has thrown the greater part of that increased expenditure there, in addition to the amount of money spent for public purposes as shown in the preceding paragraph. Notwithstanding all which it cannot be denied that the material prosperity of New Westminster is short of what it was before the change. Rents are lower, real estate has declined to a nominal price, the larger business houses have closed and have been replaced by others on a smaller scale. It can, therefore, be scarcely assumed that the residence of a body of officials is in itself sufficient to give permanence and stability to a new city. In this respect our report dealt only with the commercial view of affairs, and made not the slightest mention of the transfer of the seat of Government, with the official staff, to New Westminster, as being immaterial one way or the other to the solid advance of either place.

25. In the same paragraph (D Paragraph 12), Mr. Seymour once more refers to Victoria :—"The place acquired sufficient importance to depopulate New Westminster without attaining any solid foundation or considerable prosperity for itself." And further :—"Victoria did not attain any solid prosperity, while having her interests set above those of this colony, and of the whole of Vancouver Island not included in her town lots."

The intimate acquaintance displayed by Governor Seymour with Capt. Richards' Sailing Directions, seems to have failed him at this point. In paragraph 5, page 23, of the Vancouver Island Pilot, we read :—"Victoria is a Free Port, the Government site, and the largest and most important town in THESE COLONIES. It enjoys a considerable foreign and coasting trade, which is annually increasing. The resident population is upwards of 4,000, and the town has *made great progress* since 1858, when it may be said to have first sprung into existence ; it now covers a large extent of ground, substantial and handsome stone and brick buildings everywhere replacing the wooden structures first erected." The truthful picture drawn by Captain Richards contrasts rudely with the sweeping assertions of Mr. Seymour.

26. Again, in the same paragraph (D Paragraph 12), we read :—"The Chamber of Commerce speaks of the trade with China, the Sandwich Islands, Russian America and other places. How, if this be important, is it that the prospect of a portion of the traffic of British Columbia taking the short and undeviating route by the Fraser shakes the whole of Victorian society to its foundations, and causes a state of political ferment such as the Island had never seen." The reply to this question supplies the key to the whole difficulty.

Victoria was established, under the auspices of the Government of both colonies, as a commercial port, with British Columbia as a large, certain, and friendly customer ; trade flourished, and the foreign countries above named became "customers of Victoria, and gave promise of increasing trade." The foreign trade was commencing, and required to be carefully fostered. The Governor of British Columbia may not be aware that this necessarily was a matter of time ; and that everything depended upon a steady continuance of the healthy condition of things which formed the basis of the operation. The merchants had permanently expended much capital in solid improvements in Victoria for the transaction of their business.

They had supplied the wants of British Columbia largely, from year to year, and looked to her prosperity and continued custom for the ultimate repayment of the large debt due to them from her. The means necessary for the development of Foreign Trade thus depended on the commercial advancement of Victoria, and the stability of British Columbia.

It soon became manifest that the enlightened policy of Sir James Douglas—a policy under which both colonies prospered—was to be uprooted by Mr. Seymour, and that every attempt was to be made for diverting trade from Victoria to New Westminster. Still no complaint was made by us until the appearance of the Tariff of 15th February, 1865. This Tariff, or one very nearly approaching to it, had been proposed during the administration of Sir James Douglas, who, seeing its mischievous tendency, at once disallowed it, and, if we are not misinformed, Mr. Seymour was made fully aware of his views respecting it.

It was indeed startling to find an opponent where a friend had been promised and reckoned upon; the base upon which the whole trade of Victoria had been built was being insidiously undermined, and a check was given to Home and Foreign trade in consequence. The actual result of this hostile legislation has not certainly operated so severely against Victoria as it might have done, but the spirit evinced was sufficient to destroy confidence, and thus to depreciate our property and means. It cannot, however, be denied that in addition to the adverse policy we have described, other causes have operated against the general prosperity of both colonies. We have no desire to attribute the whole of the existing depression to the Tariff of 1865 or to Mr. Seymour alone, but we are confident that its severity has been much augmented by the policy pursued under his rule.

Our reply, therefore, to Mr. Seymour's question explains the root of the evil, for in attacking the material interests of the commerce of Victoria, he necessarily inflicted serious injury on his own colony, instead of assisting it, as he intended to do.

27. In (D) paragraph 13, Mr. Seymour depicts New Westminster as he found it, the only redeeming feature apparent being "the display of energy wanting in the tropics"—"thousands of trees of the largest dimensions had been felled to make way for the great city expected to rise on the magnificent site selected for it." Respecting which we remark that a large proportion of the energy so displayed was paid for by residents in Victoria, whose means were thus absorbed in attempting to improve a town site which they afterwards found they could not conveniently occupy, for which we assign the following reason: In the autumn of 1858 a town site was selected and laid out by the Government, at Langley, about fifteen miles above New Westminster. This was not regarded as a commercial port, but rather as a port of distribution to the interior of British Columbia. There was abundance of open land near it, and not being on a steep slope, in the heart of a dense forest, like New Westminster, it was capable of easy improvement and adapted for the site of a forwarding town. Town lots were sold at auction by the Government, and bought and paid for by the public; the site was condemned by Colonel Moody, R.E., on his arrival in December, 1858, and New Westminster was selected in its stead. Purchasers of lots at Langley were notified that no town would be recognized there, and that they might exchange their property for town lots in New Westminster, or else abandon their purchases, the Government declining to refund the purchase money. Thus numbers were *compelled* to become lot owners in New Westminster against their own inclination.

28. Paragraphs (D) 14 and 15 are devoted to a description of the prostration in which British Columbia was found by Mr. Seymour on his arrival—a prostration which, we regret to say, was further aggravated by increased official expenditure, and which the policy pursued by the Government has by no means tended to ameliorate.

The Customs Revenue for 1865 is stated elsewhere by Mr. Seymour (Despatch No. 14, Paragraph 13) to show an increase of £15,000 in excess of the corresponding period of 1864, and the prosperity of the colony is inferred as a consequence. We have deemed it necessary to investigate this point, as it shows a result contrary to our convictions. On reference to the Colonial Office List, 1866, we find that the value of the Imports into British Columbia amounted in

1864 to	£499,553 = \$2,422,832 05
The Imports for 1865, as taken from the quarterly returns published in the Government Gazette, amounted to ..	£341,081 = \$1,654,242 85

Showing a decrease of	£158,472 = \$768,589 20
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These Returns are signed by the Collector of Customs for British Columbia, and we have no doubt of their accuracy.

Further, in evidence of the continued depression in British Columbia, the Tonnage Dues for 1865, estimated at	£6,000 = \$29,100 00
Realised	3,703 = 17,959 55

Shewing a decrease of	£2,297 = \$11,140 45
The Road Tolls, estimated to produce	£25,000 = \$121,250 00
Realised	16,500 = 80,025 00

Shewing a decrease of	8,500 = \$41,225 00
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Thus with a large decrease in the value of the Imports, in the Tonnage Dues, and the Road Tolls, the increase in the Customs Revenue can only be accounted for by new Imposts, under which the burdens of the miners have been increased in that respect between 20 and 30 per cent.

So far as the actual prosperity of British Columbia is concerned, the Revenue for 1865 shews a practical deficit.

It amounted (see Auditor's Report, 26th June, '65) for 1864, to	£101,805 = \$508,500 5
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From information derived from a gentleman collecting local statistics, it realised for 1865 about	£17,000
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From which deduct new tax, Gold Export	10,500
And increased Revenue under New Tariff of 15th February '65, say 25 per cent. on £63,000, is	£15,750 = £26,250 is £90,750 = \$410,157 50

Showing a deficit, after deducting the new taxation, of ..	£14,115 = \$68,457 25
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29. The Tariff of 15th February, 1865, to which Mr. Seymour refers (in D, Paragraph 16), was undoubtedly conceived in a spirit hostile to Victoria, in so far as its object was to induce direct shipments to New Westminster, the Government of British Columbia thus placing itself in avowed opposition to those merchants whose means had been hitherto the mainstay of the country. The result has not equalled the expectation. In his reply, dated 23d March, 1865, to the petition from the miners of British Columbia, which is stated, incorrectly and without evidence, to have been originated by us (D, Paragraph 16), he observes:—"We look for direct importation, which would, before the season is over, reduce the price of all articles in Cariboo to a lower standard than yet seen there." The direct importation looked for has practically proved a failure; the bulk of the imports into New Westminster

have continued to flow from Victoria, and the over-taxed community of British Columbia have been charged, as we have shewn, with an increased rate of duty, while New Westminster, for whose advantage the Tariff was conceived, has derived no appreciable benefit therefrom, as there is no importing merchant in that place able to avail himself of the opportunity offered.

We have ascertained from the officers of the ocean steamers that the amount of Tonnage shipped direct to New Westminster for the six months to 30th June, '66, has been slightly over 1000 tons, and the amount on which duty was paid, \$111,339, or about £22,956.

Producing a revenue say (at 25 per cent.) of..... £5,739 = \$27,834 15

During these six months the steamer—subsidized for the purpose of encouraging this direct trade—has made ten trips, each costing the Government £400 per trip, leaving as the result a net contribution to the Customs Revenue of about..... £1,739 = \$8,434 15

These figures are only approximate, but they will be found correct enough for the purpose. If these shipments had been made via Victoria, the subsidy to the steamers would have been saved and the revenue would have been increased besides. We instance this to prove that the attempt artificially to foster the growth of New Westminster has been a costly and unsatisfactory experiment.

Mr. Seymour labors under a great mistake in supposing that his policy towards Victoria is supported by the people of British Columbia. The British Columbia "Tribune," published at Yale, and the "Cariboo Sentinel" (of which we append copies, Enclosure No. 15), both independent papers, and totally uninfluenced by Victoria, sufficiently attest the contrary, while significantly enough the organ of New Westminster, and of the officials—the "British Columbian"—is alone on the other side. If Mr. Seymour estimates public opinion by the cheers and groans casually given on the wharf at New Westminster (D, Paragraph 16), we are not surprised that he should so completely misapprehend it.

30. Our statements (in R, Paragraph 18) respecting the delay of the "Onward," which are contradicted by Mr. Hamley, the Collector of Customs, were authenticated by solemn declarations made in due form. The master of the "Onward" is absent at the Sandwich Islands, otherwise he would confirm his statement by further proof. We have no desire to impugn the veracity of the Collector of Customs—possibly there may have been a misunderstanding—but the fact remains indisputable that the vessel was not able to clear for the north, and that she returned to Victoria direct, the captain being much chagrined at his waste of time and the loss of a good contract.

31. We have no desire or occasion to follow Mr. Seymour farther, as the concluding paragraph (D 19) will, we should hope, be a source of regret to him on re-perusal. But we cannot conclude without directing serious attention to the spirit evinced by the Governor of British Columbia in this Despatch, as also in his subsequent Despatch (No. 14), dated from the Rue de la Paix, Paris. The language throughout is that of a partisan, and of an advocate—teeming with exaggeration as respects New Westminster, and descending to vituperation against Victoria.

With this animus to guide their future destinies, the Union of the Colonies could never be happily consummated. We respectfully refer Mr. Seymour to the following extract from a Despatch of His Grace the Duke of Newcastle to Sir James Douglas, dated Downing street, June 15th, 1863, touching the Union of the Colonies. He writes:—"That the strength of the colonies would be consolidated, and generally that their well being would be greatly advanced by such an union, and I hope that moderate and far-seeing men in both communities will be convinced of this, and will bear in mind the expediency of avoiding or removing all that is likely to impede, and favoring all that is likely to facilitate such a result."

If this be applicable to the people generally, how much more forcibly does it apply to Her Majesty's representative?

APPENDIX.

(Copy.)

ENCLOSURE NO. 3.

Statement of Vessels ENTERED at the Port of VICTORIA, V.I., 1862 to 1865.

	1862.									1863.									Total. Years 1862-65.		
	With Cargo.			In Ballast.			Total.			With Cargo.			In Ballast.			Total.					
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.			
Colonial	161	9,425	764	263	47,356	2,742	414	56,781	3,506	276	13,648	1,011	331	49,079	2,984	607	62,722	3,995			
British	13	8,187	320	1	238	10	14	8,425	330	17	10,046	302	3	1,496	86	20	11,542	388			
American	424	107,182	4,926	304	25,541	1,353	728	132,723	5,979	363	90,545	3,812	222	14,040	769	585	104,585	4,531			
German	3	970	35				3	970	35	1	523	16				1	523	16			
Danish	1	351	14				1	351	14												
Russian																					
Norwegian																					
New Granadian																					
Chilian																					
	692	128,116	5,759	568	73,135	4,106	1,160	199,250	9,864	657	114,757	5,141	556	64,616	3,839	1,213	179,372	8,980			
	1864.									1865.											
	With Cargo.			In Ballast.			Total.			With Cargo.			In Ballast.			Total.					
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
Colonial	532	30,825	2,192	351	53,934	2,860	883	84,759	5,052							790	79,320	2,694	283,582		
British	17	8,203	294	2	772	32	19	18,975	326							15	7,059	68	36,001		
American	340	86,262	3,948	140	4,694	370	480	90,956	4,318							325	72,373	2,118	409,637	No	record
German																2	1,104	6	2,597		
Danish	1	631	20				1	631	20							1	380	3	1,362		
Russian	1	505	15	2	700	44	3	1,205	69							7	2,240	10	3,445		
Norwegian	1	248	11				1	248	11									1	248		
New Granadian																2	358	2	358		
Chilian																1	81	1	81		
	692	126,674	6,480	496	60,100	3,306	1,387	186,774	9,786							1,143	162,915	4,903	728,311		

(Copy)

ENCLOSURE No. 3.

Statement of Vessels CLEARED from the Port of VICTORIA, V. I., 1862-1865.

	1862.									1863.									Total.		
	With cargo.			In Ballast.			Total.			With cargo.			In Ballast.			Total.					
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.			
Colonial	274	49,473	3,013	183	6,009	676	457	55,482	3,689	256	48,325	2,891	348	13,782	1,080	604	62,107	3,971			
British	3	1,884	79	10	6,054	196	13	6,938	275	6	2,933	127	17	10,760	419	23	13,693	546			
American	183	43,737	1,789	497	88,430	3,998	680	132,167	5,737	106	16,861	710	451	84,660	3,781	557	101,521	4,491			
German	1	261	12	2	709	23	3	970	35				1	523	16	1	523	16			
Danish				1	351	14	1	351	14												
Russian																					
Norwegian																					
New Granadian																					
Chilian																					
	461	95,355	4,893	693	100,563	4,907	1,154	195,903	9,800	368	68,119	3,728	817	109,725	5,296	1,185	177,844	9,024			

	1864.									1865.									Total.		
	With cargo.			In Ballast.			Total.			With cargo.			In Ballast.			Total.			Years 1862-65.		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
Colonial	328	60,701	2,979	579	26,283	2,103	907	86,984	5,082							809	80,124	2,777	284,697		
British	8	3,664	134	8	4,070	135	16	7,734	269							14	6,676	66	35,041		
American	136	60,588	2,799	303	27,322	1,282	439	87,910	4,081							314	69,412	1,990	391,010		
German				1	631	20	1	631	20							2	1,104	6	2,597		No
Danish																1	380	3	1,362		record
Russian	1	200	15	2	1,005	44	3	1,205	59							6	1,812	9	3,017		
Norwegian				1	248	11	1	248	11							2	358	2	358		
New Granadian																1	81	1	81		
Chilian																					
	473	126,153	5,927	894	59,559	3,595	1,367	184,712	9,522							1,149	159,947	4,855	718,411		

[Copy]

ENCLOSURE No. 3A.

List of Vessels which have entered and departed from the HARBOR of VICTORIA
under the charge of a Pilot from 20th NOVEMBER, 1860, to AUGUST, 1866.

Year.	Month.	Name of Vessel.		From	Draught of Water Inwards.	Draught of Water Outwards.	
1860	Nov.	Adelaide Cooper	Barque		11½ feet	8 feet	
	Dec.	Leonessa	do		10	7	
		Vickery	do		10	7	
		J. B. Lunt	Brig		8	7	
		W. B. Scranton	Bktine		9½	7½	
		Gold Hunter	Barque		11	7½	
		Constitution	Bktine		11	9	
1861	Jan.	Alma	Barque	England	13	9	
		Iona	do		10½	8	
		Woodpecker	Schr		8	6	
	Feb.	Palmetto	Barque		10½	7	
		Mary Ellen	Brig		10½	9	
		Eclipse	Schr		9½	7½	
		N. S. Perkins	Barque		11	8	
		R. W. Woods	do		13	10	
		Mary Ellen	Brig		11	9	
		Princess Royal	Barque	England	16½	16	
		Mar.	W. B. Scranton	Bkt		9	8½
			J. B. Lunt	Brig		10	7
			J. Ford	Bkt		10½	8
	April.	A. Cooper	Barque		9	8	
		Ivich	Brig		14	14	
		Constitution	Bkt		13	11	
		Sheet Anchor	Br		8	7	
		D. M. Hall	Barque		11	8	
		Iona	do		10½	7½	
		Crimea	Br		8	6	
	May	N. S. Perkins	Barque		12	8	
		E. A. Rawlins	Br		10	9	
		Naramissic	Barque		9	8	
		Iona	do		10½	11	
		W. D. Rice	Br		9½	8	
		D. M. Hall	Barque		12	8	
		W. B. Scranton	Bkt		10½	9	
	June	Marcella	Br	England	11	7½	
		Constitution	Bkt		13	11	
		Glimpse	Barque		10	8	
		Christian Carnel	Br		10	8½	
		Northern Eagle	Hulk			15	
	July	N. S. Perkins	Barque		12	8½	
		Naramissic	do		10	8	
		W. B. Scranton	Bkt		8½	8	
		Iona	Barque		12	8	
		Sunny South	Br		10	7	
	Aug.	Constitution	Bkt		13½	11	
		Kaffir Chief	Br	England	11	8	
		Glimpse	Barque		11	8	
		Anna Barnard	do		12	9	
	Sep.	W. B. Scranton	Bkt		10½	9	
Sheet Anchor		Br		8	7		
Iona		Barque		11	8½		
Oct.	Christian Carnel	Br		10½	8		
	Tolo	Schr		8½	7½		
	E. Seyburn	Br		9	7		
	Retreiver	Barque	England	13	9½		
Nov.	Ork	do		9	8		
	D. M. Hall	do		12	8		
	W. B. Scranton	Bkt		9½	8		

Year.	Month.	Name of Vessel.		From	Draught of Water Inwards.	Draught of Water Outwards
1861	Nov.	Constitution	Bkt		13 feet	11 feet
		J. B. Lunt	Br		9	7
		Mary Ellen	do		10½	9
	Dec.	Iona	Barque		11	8
		Prince of the Seas	do	England	16	11
		E. Seyburn	Br		8	7
Naramissic		Barque		12	8	
		Pruth	do		16½	12
1862	Jan.	J. W. Rice	Br		9	7½
		W. B. Scranton	Bkt		10	8
		D. M. Hall	Barque		11	8
		Francisco	Br		9	8
		N. S. Perkins	do		11	8
	Feb.	Vickery	do		10½	8
		Iona	Barque		11	8
		Tolo	Schr		8	6½
		Ida	Brig		9	7
		Union Forever	Schr		8	6
	Mar.	Princess Royal	Barque	England	16½	16
		Architect	do		11	8
		J. B. Ford	Bkt		10	7
	April	E. Seyburn	Brig		9	7½
		N. S. Perkins	Barque		12	8
		W. B. Scranton	Bkt		11½	8
		Naramissic	Barque		12	8
	May	Salamander	do	England	16	12
		Ben. Rush	do		14½	14
		Speedy	Brig	England	12½	9
		Wm. Kirschner	do	England	12	9
	June	Sarah	Schr		8	6
		Constitution	Bkt		12	10½
		E. Seyburn	Brig		10	7½
		Metropolis	Barque		8	7
		Monitor;	Schr		9	6½
		Victor	Ship		14½	10½
		Osnaburg	Barque		15	10
		Nettie Merrill	Bkt		9	7
		Ad. Cooper	Barque		11	8
		Scotland	do		15	12
	July	Mary	do		13	10
		W. B. Scranton	Bkt		10	8
		Oregon	Stmr		14	13
		Hidalgo	Brig		9	7
		Florida	Barque		15	11
		Onward	do		11	8
	Aug.	Tanner	Brig		10	9
		E. Seyburn	do		10½	7½
		Nettie Merrill	Barque		9	7½
		J. B. Ford	do		10	7½
		N. S. Perkins	do		11	8
	Sep:	Thames	Stmr	England	11	
		Lockett	Ship	England	16	12
		W. D. Rice	Brig		9	7
		Rival	Barque		11	9
		Monitor	Schr		8	7
Palmetto		Bkt		11	8	
Somass		Ship	England	14½	11	
W. B. Scranton		Bkt		9½	8	
D. M. Hall		Barque		10	8	
Kathleen		do		10	8	
Cyclone		Ship	England	15½	11	
Oct.		Naramissic	Barque		12	8
	Ad. Cooper	do		10	8	
	Iona	do		11½	8	
	Ashmore	do	England	14½	10	

Year.	Month.	Name of Vessel.		From	Draught of Water Inwards.	Draught of Water Outwards.
1862	Nov.	E. Seyburn	Brig	England	9 feet	7 feet
		Tolo	do		8	7
		Ocean Queen	Barque		10	7½
		W. B. Scranton	Bkt		12	8
		East Lothian	Barque		16	10½
	Dec.	Gold Hunter	do	10	8	
		Architect	do	12	8	
		Palmetto	do	10	9	
		W. D. Rice	Brig	10	8	
		Monitor	Bkt	9	7	
		Rival	Barque	11	8	
		Dove	Brig	10½	8	
		Advance	do	10	7	
		W. T. Lucas	do	9	7	
		Tanner	do	9½	8	
Rosedale	Ship	England	17			
1863	Jan.	Frigate Bird	Ship	England	16	12
		Crimea	Brig	10	7	
		Helvetia	Barque	England	14½	10
		San Francisco	do	England	16	11½
		N. S. Perkins	do		11	8½
		J. B. Ford	Bkt		11	8
		W. B. Scranton	do		10½	8
		Iona	Barque		11	8
		Princess Royal	do	England	16½	15½
		Julia	do	England	16½	12
	Feb.	Naramissic	do		13	8
		Ocean Bird	do		10	7½
		Angenette	Brig		9	7
		W. T. Lucas	do		8½	7
		D. M. Hall	Barque		12	8
		Rival	do		11	8
		Constitution	Bkt		13	10
	Mar.	Galveston	Brig		11	7
		Victor	Ship		14	11
		W. B. Scranton	Bkt		11	8
		Monitor	Schr		8½	6½
		D. M. Hall	Barque		12	8
		W. T. Lucas	Brig		9	7
		J. B. Ford	Bkt		10	8
	April	Rival	Barque		12	8
		N. S. Perkins	do		11½	8
		Tanner	Brig		10	7½
		Cambridge	Barque		12	11
		Naramissic	do		12	8
		W. B. Scranton	Bkt		10	8
		Sarah	Schr		8	6
		Sheet Anchor	Brig		9	7
		Victor	Ship		14	11
		Haversham	Barque	China & Japan	13	10
	May	Bessie	do	New Zealand	12	12
		W. A. Banks	do		11	9
		A. Cooper	do		9½	8
		Architect	do		11	8
		D. M. Hall	do		11	8½
		Strathallan	Ship	England	15	12½
		J. B. Ford	Bkt		11	8
		Rising Sun	Ship	England	15½	12
		W. T. Lucas	Brig		9	7
		Gold Hunter	Barque		12	8
		Haversham	do		14½	10
Live Yankee		do		11½	8	
Crimea		Brig		7½	6½	
W. B. Scranton		Bkt		11	8	
Aug.		Scotland	Barque		15	12

Year.	Month.	Name of Vessel.		From	Draught of Water Inwards.	Draught of Water Outward	
1863	Aug.	Naramissic	Barque		11 feet	8 feet	
		Esk	Ship	China	15	12	
		Romeo	Barque	England	14½	10	
			Phillipine	do	England	13	9
			Architect	do		12	8
			Victor	Ship		13½	11
			Perkins	Barque		12¾	8
	Sept.		D. M. Hall	Barque		12	8
			Sheet Anchor	Brig		10	9
			Gold Hunter	Bgat		11	8
	Oct.		Palmetto	do		12	8
			Rival	do		11	7
			Excelsior	do	England	15	10
			Jasper	Ship	England	12	10
			Constitution	Bkt		11	10
	Nov.		Florida	Barque		15	11
			Domatilla	Schr		9½	10
			W. B. Scranton	Bkt		10	8
			Sarita	Barque		13	9
			Geo Washington	do		13	9½
	Dec.		Crimea	Brig		7½	6½
			Rival	Bgnt		11	8
			W. T. Lucas	Brig		9	7
			N. S. Perkins	Bgnt		12	8
			Ocean Bird	do		10	7½
			W. B. Scranton	Bkt		11	8
			Rosedale	Ship			12
1864	Jan.	Architect	Barque		11	8	
		Lockett	Ship	England	17½	12	
		Princess Royal	Barque	England	16	16	
		Napoleon III.	Ship	England	15	12½	
		W. A. Banks	Barque		13	9	
		Hugh Barclay	Brig		9½	7	
	Feb.		Domatilla	Schr		9½	9½
			Crimea	Brig		9	7
			Sea Snake	Barque	England	16	11
			Camden	do		14½	12
			Sheet Anchor	Brig		10	7½
	March		Rival	Barque		11	8
			W. T. Lucas	Brig		9½	7
			Speedwell	B'que	England	16½	10½
			Architect	do		13	9
	April		A. Cooper	do		11	8
			Francis Palmer	do		11	8
			Denmark	do		10	8½
			Himalaya	Ship	England	16	13½
	May		Sarita	B'que		13	10
			Live Yankee	do		11	8
			Rival	do		10	8
			Sheet Anchor	Brig		10	7½
			W. B. Scranton	B'kt		10	8
	June		B. F. Adams	B'que		10	7½
			Francis Palmer	do		10	8
			Brewster	Brig		11	8
			Constitution	B'kt		10½	10
			Chrysolite	Ship	England	15½	13
	July		Panama	B'que		10	8
			D. M. Hall	do		10	8
			Monitor	Bkt		9	7½
		Royal Charlie	Bque	England	15½	8	
		W. B. Scranton	Bkt		10	8	
		Sheet Anchor	Brig		9½	7½	
		Kong Oscar	Bque	England	12	9½	
Aug.		Naramissic	do		12	8	
		Golden Gate	do		11	9	

Year.	Month.	Name of Vessel.		From	Draught of Water Inwards.	WaterOutwards Draught of
1864	Aug.	Francis Palmer	Bque		11 feet	8 feet
		Mary	do		14	12
		Fairlight	Ship	England	14	10
	Sept.	Brewster	Brig		11	8
		D. M. Hall	Bque		11	8
		Franklyn Adams	Brig		10	7
		Kinnaird	Bque	England	14½	11
	Oct.	John Stephenson	do	England	14	10
		Sche ikoff	Brig	Sitka	10½	11
	Oct.	W. T. Lucas	Brig		9½	7½
		Admiral	Brig		8½	7½
	Nov.	Domatilla	Schr		9	9½
		Pr. Constantine	Stmr	Sitka	10	10
		W. A. Banks	Bque		12	8
		F. Palmer	do		10	8
		Monitor	Bkt		8½	6½
		Josephine	Brig	England	9½	7
	Dec.	Envoy	Bque		14	
		Sheet Anchor	Brig		10	7½
		Golden Gate	Bque	England	11½	9½
Knight Bruce		do		13	9	
		B. F. Adams	Brig		9½	
1865	Jan.	Kentucky	Bque		11	8
		Francis Palmer	do		10	8
		Rival	do		11	8
	Feb.	Princess Royal	do	England	16	16
		Architect	do		13	8
	Mar.	Sheet Anchor	Brig		9	7½
		Golden Gate	Bque		14	10
		Domatilla	Schr		9	9½
		Massachusetts	Bque		11½	10
	April	Glimpse	do		11	8
		Brewster	Brig		14	12½
		Rival	Bque		10½	8
		Franklyn Adams	Brig		9½	7
		Sarah	Schr		8	6
		Envoy	Bque			9
		Alberni	Schr			9
		Tempest	Bque		10½	8
	May	D. M. Hall	do		12	8
		Sheet Anchor	Brig		10	7
		Massachusetts	Bque		12	10
Josephine		Brig		8	6	
Fray Bentos		Ship	China	13½	12	
Brewster		Brig		9	8	
Emily Banning		Bque		11	8	
Domatilla		Schr		10	10	
Cecilia		Bque	China	12	10	
Maria Scott		Schr		9½	6	
June	Mary Glover	Ship	China	13	12	
	Milton Badger	Schr		7	6	
	F. Adams	Brig		12	7	
	Alberni	Schr		10	11	
	Metropolis	Bque		9	7	
	W. D. Rice	Brig	China	9½	7	
July	Perle	Bque		11	10	
	Royal Charlie	do			11	
	Domingo	do		11	8	
	D. M. Hall	do		12	8	
	Brewster	Brig		10	8	
	Sheet Anchor	do		9	7	
	Schelikoff	do	Sitka	10½	10½	
	Ann Adamson	Bque	England	16	10½	
Sept	Advance	Brig		11½	8	
	Rival	Bque		12	8	
	Jeannette	do		10	7	

Year.	Month	Name of Vessel		From	Draught of Water Inwards.	Draught of Water Outwards	
1865	Sept. Oct.	Sunny South	Brig		10 ft	7 ft	
		Alberni	Schr		10	10	
	Nov.	Cyclone	Ship	England	15½	11	
		Domingo	Bque		11	11	
		Emily Banning	do		12	8	
		Sheet Anchor	Brig		9	7	
		Alexander	Stmr	Sitka	11	11	
	Nov.	Josephine	Brig		10	7	
		Countess of Fife	Ship	England	15	11	
		Ta Lee	Schr	England	11	11	
		F. Adams	Brig		10	7	
		Brewster	Brig		12	8	
	Dec.	Delaware	Bque		11	8	
		Woodland	Brig		11	8	
		Glamara	Bque	England	15½	15½	
		Naramissic	do		12	8	
		Emily Banning	do		13	8	
	1866	Jan.	A Cooper	Bque		10½	8
			Dominga	do		12	11
Tanner			Brig		10	8	
Feb.		Princess Royal	Bque	England	15½	13	
		Del Norte	Stmr		10	10	
		Sheet Anchor	Brig		10½	7½	
		Severn	Ship	England	15	15	
		W. D. Banks	Bque		13½	9	
Mar.		W. D. Rice	Brig		11	7½	
		Alexander	Stmr	Sitka	11	11	
		Del Norte	do		10	10	
		Pfeil	Brig		10	10	
		California	Stmr		11	9	
April		Pacific	do		10	8	
		W. T. Lucas	Brig		11	7	
		Oregon	Stmr		12	10	
		Cesarewitch	Ship	Sitka	14	15½	
		Eastern Chief	Bque	England	15½	10	
May		F. R. Adams	Brig		10	7	
		Sheet Anchor	Brig		9	7	
June		Rival	Bque		11	8	
		Camden	do		14½	12	
July		Menchikoff	do	Sitka	10	12	
	Onward	do		10	11		
	Mehawk	Ship	England	15	11		

APPENDIX.

(Copy.)

ENCLOSURE No. 4.

TOTAL IMPORTS INTO VICTORIA, VANCOUVER ISLAND—YEARS 1861—1866.

WHENCE IMPORTED.	Year 1861.	Year 1862.	Year 1863.	Year 1864.	Year 1865.	1st Half Year 1866.	Total Imports 1861@July 1866.
England.....	458,511	704,248	1,296,003	1,414,184	982,584	404,628	5,260,158
San Francisco	1,153,403	2,389,861	1,949,445	1,639,442	1,284,687	485,555	8,902,393
Portland	171,510	75,370	120,984	161,131	181,160	35,549	745,704
Puget Sound	176,895	224,783	270,600	284,931	222,056	98,580	1,277,845
Sandwich Islands.....	42,963	112,108	113,486	20,124	93,678	19,954	492,313
British Columbia.....	17,283	32,424	70,935	82,974	73,071	26,592	303,279
Valparaiso		17,000			3,772		20,772
Australia		32,170					32,170
China		22,268	45,434		36,198		103,900
Society Islands.....					1,115		1,115
San Juan					4,700	5,719	10,419
	2,020,565	3,610,232	3,866,887	3,602,786	2,883,021	1,076,577	17,060,068

ENCLOSURE No. 4.

EXPORTS from VICTORIA, Vancouver Island, to Foreign Ports, EXCLUSIVE of British Columbia, JULY 1863, to AUGUST, 1866.

EXPORTED TO	Last Half Year 1863.	Year 1864.	Year 1865.	First Half Year 1866.	Months July and August 1866.	Total Exports July 1863 @ Aug 1866
San Francisco	139,123	279,465	244,734	112,903	58,780	835,005
Portland	10,464	55,771	66,290	19,377	8,672	160,574
Puget Sound	42,024	48,929	33,254	12,691	5,924	142,822
New York.....	349			876		1,225
Honolulu	36,447	69,602	69,075	84,421	8,157	258,702
Russian Territory.....	no record	no record	47,269	18,035	10,582	
Petropouloski	"	"			3,464	
North West Coast of North America.....	"	"	16,671	24,757	20,400	
Society Islands	"	"	1,962			
Great Britain	180,000	173,000	130,000	157,491		640,491
			600,255	430,551	115,979	

(Copy)

ENCLOSURE No. 5.

Statement of Vessels which have discharged their Cargoes wholly or in part, in Esquimalt Harbor from 1862 to 1866.

Year.	Name of Vessel.	Register Tonnage.	From	Discharged	
				Wholly	In Part
1862	True Briton	636	London via San Francisco	100 tons	
	Silistria.....	1,218	Liverpool	Entire cargo	
	Tynemouth, S. Steamer.....	1,409	London	"	
	Robert Lowe.....		"	"	245 tons
1863	Strathallan	548	"		199 tons
	Rising Sun.....	824	Liverpool		
1864	Fusi Yama, S. Steamer	898	London	Entire cargo	
	Chrysolite	471	"		100 tons
	Napoleon III.....	862	"		520 tons
	Royal Charlie		"		100 tons
	Fairlight.....	588	"		200 tons
	Kinnaird	555	"		200 tons
	John Stephenson	392	"		Navy stores
	1865	General Wyndham	864	"	Entire cargo
Philomela		632	"	"	
Ann Adamson		504	"		Navy stores
Oyclone		594	Liverpool		247 tons
Glaramara		478	London		200 tons

[Copy]

ENCLOSURE No. 6.

Statement of Acreage and Valuation as per Governmental Assessment of Land held at Esquimaux Town for Wharf and Warehouse purposes.

	ACRES.	VALUE.
Suburban Lot 22	8.50	\$2,400
Do 24	4	1,400
Section 19	7	3,000
Suburban Lot 21	6	22,450
Do 32	5	1,600
Do "	2.25	900
Do 31	5	1,500
Do 25	5.25	7,800
Do 54	3.50	1,700
Do 55	2.50	1,700
Do 53	6	750
Do 52	2.50	1,400
Do "	2.50	1,000
Do 46	3.50	1,700
Do 45 & 37	12	2,430
Do 44	0.25	1,700
Do 50	6	600
Do "	6	600
Section 26	21.50	5,250
Total acres	114.25-100	\$59,880
Equivalent in Sterling		£11,976.

Victoria, V. I., 19th September, 1866.

[Copy]

ENCLOSURE No. 7.

Victoria, V. I., Sept. 5th, 1866.

TO THE SECRETARY OF THE CHAMBER OF COMMERCE.

DEAR SIR,

At the request of Messrs. Henderson & Burnaby, we herewith inform you that the first part of "V. I. Pilot" was invoiced to us on the 13th November, 1862, and received in the following year, per "Rising Sun." The same work, complete, was sent to us on the 14th of February, 1865, per Express, and received on or about the 8th of May following.

We are,

Yours, very respectfully,

[Signed]

HIBBEN & CARSWELL.

[Copy]

ENCLOSURE No. 8.

This is to certify that I have navigated the waters between here and Fraser River for the past twenty-three years; fourteen of the above period as Master in sailing and steam vessels. That I am intimately acquainted with the Channel into Fraser River. That in the years 1859 and 1860, when New Westminster was established, and commenced to improve, the entrance to Fraser River was imperfectly buoyed and was intricate, narrow and uncertain, and that in my opinion it was not available for vessels drawing more than sixteen feet, and then only with the assistance of steam power, without great risk. And I further certify that a portion of the channel between the Sand Heads and the Mouth of the Fraser River is constantly and gradually shifting, so much so that the buoys have had to be shifted twice within the last year. In corroboration of the above facts, I have only to assert, and can easily prove that a part of the channel surveyed by Captain Richards—namely, between the black spar Buoy and red buoy, or red top Beacon—is at the present time nearly dry at low water, which plainly shows the shifting nature of the sands.

[Signed]

JOHN SWANSON,

Master Mariner of the H. B. Co. Service,

Victoria, V. I., August 30th, 1866.

[Copy]

ENCLOSURE No. 9.

This is to certify that I have navigated the waters between Vancouver Island and Fraser River for the past eight years, and that I am intimately acquainted with the channel into Fraser River.

That in the years 1859-60, when New Westminster was established and commenced to grow, the entrance into Fraser River was imperfectly buoyed, and was intricate, narrow and uncertain, and that in my opinion it was not available without great risk for vessels drawing sixteen feet at the utmost, and then requiring the assistance of steam power.

Witness—(Signed)—WM. CHARLES.
Victoria, V.I., 28th August, 1866.

[Signed]

HERBERT G. LEWIS.

[Copy]

ENCLOSURE No. 10.

This is to certify that I am a licensed Pilot for British Columbia, and that I have navigated Fraser River since 1858.

In 1859 and the fore part of 1860 the channel was intricate and difficult to find, and was imperfectly buoyed; the buoys have disappeared on several occasions, owing to the shifting of the Sand Heads, which caused them to settle down.

The channel has shifted materially within my knowledge.

In 1859 and the fore part of 1860 it would not have been safe to take in a vessel drawing more than sixteen feet, and then not without steam.

I piloted H.M.S. Tribune safely into Fraser River, and was on board when she struck going out; her draught of water—19 feet 7 inches—was too great to allow her to be taken out of the river with safety. There is risk in taking a vessel of her draught either into or out of the Fraser River.

In the actual channel by which I took H.M.S. Tribune into the river there are not now more than five feet of water at low water.

Given under my hand, this fourteenth day of September, 1866.

Witness—(Signed)—J. A. JONES.

[Signed]

JOHN S. TIRCOMB.

[Copy]

ENCLOSURE No. 11.

I do hereby certify that I have known Mr. Herbert G. Lewis and Mr. John Swanson as officers in the Marine service of the Hudson's Bay Company on this coast for the last sixteen years; that they are now both Masters in that service, and that any statement both or either of them may make respecting the navigation of the North West coast, south of the latitude of Sitka, of which they had the opportunity of getting a perfect knowledge, may be relied on as correct.

[Signed]

RODCK. FINLAYSON,
Chief Factor Hudson's Bay Co.

Victoria, V.I., 16th September, 1866.

[Copy]

ENCLOSURE No. 12.

VICTORIA, V.I., August 24th, 1866.

ROBERT BURNABY, Esq., &c., &c.

DEAR SIR,—I have the honor to acknowledge receipt of your letter of yesterday's date, requesting me to supply, for the information of the Chamber of Commerce, any data in my possession in regard to the occasional interruption of the navigation of Fraser River by ice.

An uninterrupted residence of thirty-four years either on the coast or in the interior of British Columbia qualifies me to speak with some confidence on this subject. Mistrusting, however, the accuracy of my own recollections, in the face of the statements that have been recently advanced, I at once had recourse to Mr. James M. Yale, a retired officer of the Hudson's Bay Company, well known to yourself and others in Victoria. After comparing notes with this gentleman, who for nearly thirty years was in charge of Fort Langley, near the mouth of the Fraser river, I am enabled to state confidently as follows.

In years of ordinary severity Fraser River is frozen in completely as far as the mouth of Pitt River, a point about midway between Langley and New Westminster.

In years of extraordinary severity the river is frozen to its mouth, a considerable distance below New Westminster.

The first condition of things may be assumed to occur, arguing upon the average of a number of bygone years, every third winter; the second, perhaps, under intervals of ten years.

It is superfluous to say that in the latter case the navigation is closed; in the former case it is virtually closed likewise, since the drift ice carried to and fro by the ebb and flow of the tide renders the navigation by shipping impracticable.

The duration of these stoppages varies of course with the seasons. The extremes may be set down as between the middle of December and the early part of April. During this interval, year after year, experience teaches us that the navigation may be closed, either continuously for the whole period or with temporary intermissions. The winter of 1848-49 is instanced as a conspicuous example, when the river was thus continuously frozen for a period whose limits were outside of those named by me, but this was a winter of extraordinary severity!

During the summer season, when the freshets swell the body of the stream, there is nothing to prevent vessels of moderate burthen from reaching New Westminster; but at no time of the year, or under any circumstances, would it be prudent to risk large and valuable ships in a navigation so uncertain. I have the honor of holding a commission as Agent for Lloyds' for the district comprised between Puget Sound and Cape Orford on the California coast, and should consider it incumbent on me to notify the underwriters to the above effect, were I not aware that they are already fully apprised on the subject.

I am, dear sir,

Yours truly,

[Signed]

A. C. ANDERSON.

[Copy]

ENCLOSURE No. 13.

Extract from British Columbia Government Gazette, December, 1864.

NOTICE TO MARINERS.—FRASER RIVER SANDS.

The White Beacon recently constructed, and distinguished in the Sailing Directions as No. 6, has disappeared.

JAMES COOPER, Harbor Master.

CAUTION TO MARINERS.

No. 1 and 2 Beacons (North and South Heads) have been carried away during the late heavy gales.

JAMES COOPER, Harbor Master.

December 16th, 1864.

ENCLOSURE No. 14.

The Colony of Vancouver Island to be Abolished.

(From the San Francisco Bulletin, Aug. 20, 1866.)

A few years ago, Vancouver Island, with its free port of Victoria, was our best market for California produce and for American manufactures. The British colonies were decidedly in the ascendant; capital and population flocked to them, even to the detriment of San Franciscan interests. The Fraser river mines and the rich yield of a small creek in Cariboo attracted thousands of people, some of whom remain, and by their ability and enterprise gave an impetus to the country which, if rightly directed and fostered by the British Government, might have made the Pacific colonies a useful appanage to the British Crown. Vancouver Island had a liberal Constitution founded on popular representation, with a franchise sufficiently liberal to give every native born or naturalized citizen an interest in political affairs. In an evil hour Sir Edward Bulwer Lytton, when Secretary to the Colonies, had given to British Columbia, on its release from the Hudson Bay Company's control, a separate and independent existence with an autocratic government, thus making two official organizations and two capitals where one would have been sufficient. The evil was, however, partially remedied by making Sir James Douglas, an able Hudson Bay factor, Her Majesty's representative for both Colonies; but in a weak moment the late Duke of Newcastle was persuaded to widen the separation by appointing a Colonial Governor for each, and led away by their apparently permanent prosperity, instituted upon both an extravagant Civil List, based upon the scale which obtains in older and more prosperous Atlantic and Australian Colonies.

From that day the Colonies have declined rapidly, not only from their utter inability to support such cumbersome governments, but from other causes not unknown in mining communities. Victoria, which once supported four daily papers and several large English importing establishments; which was building up an export trade for British goods to San Francisco, Oregon, Mexico, the Sandwich Islands, Russian America—a business fostered by the freedom of their port from custom dues of any description—has fallen away through the reduction of its home trade and the preposterous weight or taxation for official salaries. The new Governor, while personally esteemed for his many good qualities, has been unable to conciliate a people who, under his rule, have been gradually declining from comparative wealth to a state in which bankruptcies are common and poverty universal. The House of Assembly and the Executive have never worked cordially together, and have often been at open feud on questions arising out of the exorbitant demands upon the public purse; and at last the Home Government, having blundered at every step—having done everything they ought to have done—have determined upon getting out of the scrape by a *coup d'état*.

Lord Russell's government, as one of their last acts, brought in a bill to expunge Vancouver Island from the roll of British Colonies, to extinguish all the rights of the electors, to sweep away the constitution, the free port, and everything that attracted capital and intelligence to that out-of-the-way island, and to give the people over, bound hand and foot, to the domination of the Governor of British Columbia and his paid magistrates.

The bill proposes first to abolish the constitution by which the people have elected their representatives in the Island Legislature for the last ten years, to annex the Island, which contains all the assessed property, two-thirds of the fixed residences of the joint inhabitants, all the business and mining capital and every wholesale store, to British Columbia, a country which is merely the field of summer occupations of miners: Victoria, one of the best built and pleasantest little cities on the Pacific coast—is no longer to be the metropolis; that honor is to be conferred on New Westminster—a rough and unreclaimed site for a town—rather than an existing city—a place laboring under all the disadvantages of being beyond the line fixed by the Admiralty survey as the safe limit of navigation by sea-going ships, and located on a river which is frozen upon an average nearly a month in every year. The system of Government is to be a Governor, chosen by the Queen, and Legislative Council of 23. The Secretary of the Colony—a nominee of the Crown—is to be *ex officio* President. Eight magistrates from the mainland and three from the Island chosen arbitrarily by the Governor, with seven non-official members chosen by the residents of the former, and four by the residents of the latter place, subject, however, to the approval of the Governor, are to form this unique legislative body. A system of apportionment which being evidently based on square miles rather than population or property, shows how little knowledge of or sympathy with the people he is dealing with, is possessed by the Queen's political Secretary who has the care of her forty and odd Colonies. The laws of the two Provinces of the new Colony of the British Columbia will remain as they now stand, until changed by the new Council, but the tariff of British Columbia will take effect in the port of Victoria from the day the bill becomes law. The Governor, however, is empowered by the bill to institute such a system of warehousing as may be necessary—a provision which may save the unfortunate English consignees who have goods on their way round the Horn to the free port of Victoria from absolute and unexpected loss of their ventures.

At first sight, it seems difficult to find a motive for the outrage of giving the richer to the poorer, the greater to the lesser, the majority to the rule of the minority; but there is a solution to be found. British Columbia is very heavily indebted in London, and though her bonds are quoted at a high rate there are no sales, for they are never offered in the market, while the indebtedness of Vancouver Island is but \$200,000 or so. As things have been going of late, British Columbian bonds are all but worthless in London, there not being any real property to speak of in the country; while in Vancouver Island there is a large amount of permanently improved real estate. The bondholders of British Columbia, therefore, will improve their security, and the real estate of Victoria will become liable for the principal and interest of money they did not borrow, and had nothing to do with the spending of, if the bill becomes law. Lord Russell's Government has been hoodwinked by the bondholders as its predecessor was hoodwinked by the Hudson Bay Company, when it allowed their possessory rights to the town site, and as all the Governments have been hoodwinked by interested parties at every step they have taken in regard to these Colonies or the Hudson Bay Company's interest. The effect on neither colony will be satisfactory. Victoria will lose its foreign trade and the advantage of being in direct communication with the Government, and New Westminster will lose the little separate trade it now has, and become a mere hamlet of official residences and a woodyard for passing steamers. Vancouver Island being a small, weak place, cannot resist the tyranny which takes away her political rights and confiscates her property, but the inhabitants, already imbued with republican ideas, will cast longing eyes at the free self-government of their neighbors in Washington Territory.

Administration and Misrepresentation.

(From the *Cariboo Sentinel*, August 20, 1866.)

In treating on the interview of the Mining Beard with the Hon. Mr. Birch a few days ago, we were inclined to accord to the Administrator of the Government due credit for a desire to do all in his power to improve the condition of the miners and to redress certain grievances of which our citizens so justly complained; although he did not express himself in terms such as we had every reason to

expect, still we were disposed to attribute his reticence or hesitation to the fear of compromising himself with the Home Government, as his statements led us to believe his powers were very limited.

What then is our astonishment to find that while pretending all kinds of sympathy and commiserating our sufferings from the mal administration of the law, he is using the influence which his present position has given him to misrepresent our grievances to the Imperial Government—an instance of double dealing only equalled by his superior officer, Governor Seymour, whose despatch to the Colonial Secretary we shall have occasion to refer to in our next issue.

Where are we to seek relief? Certainly not from any of the officials, for the support of whom the miners' labor is taxed to so galling an extent; in our opinion the only means of obtaining justice will be to ignore the whole tribe of officials altogether, and let the people, through chosen representatives, lay their grievances before the Home Government, and then by placing the true state of affairs before the Colonial Secretary in London, avoid the rocks in the shape of Governor Seymour and his protegee Mr. Birch, that we have split upon.

The people of Vancouver Island with their costly government have equally with ourselves much to complain of; then let the people of the two colonies unite in their appeal to the British Parliament, and ask for such remedial measures as by abolishing one staff of officials to reduce the taxation one-half, and also to recall such of the public servants as by their improper conduct have rendered themselves odious to the citizens of both colonies.

The proximity of Vancouver Island to this continent renders the existence of two governments a perfect farce—their union is necessary to both; let us then secure this desired object without delay; it requires only that the united voice of the people be heard by the authorities at home without the intervention of Governor Seymour or his satellite to accomplish all that is required.

Governor Seymour's Despatch.

(From the Cariboo Sentinel, August 23.)

We give a synopsis of Governor Seymour's despatch to the Colonial Secretary (Mr. Cardwell) in another portion of this paper, which we recommend to the careful perusal of our readers. The document from beginning to end has only one object in view, and this object is to show how much Gov. Seymour and his host of officials have done for the country. He shuts his eyes and ears to the voice of the people and their increasing efforts to awaken the Government to a sense of its duty. Heavy taxation, mal-administration of the law, imposes preventing immigration, and numerous other grievances of the people are not worthy of notice in a despatch to the Home Government. An arrogant self-sufficiency characterises the whole performance, and the art with which the despatch is got up would do credit to a vendor of patent medicines.

Governor Seymour has quite a romantic turn, and gives expression to "novel ideas." He says—Clause 13—"I learn that the British Columbian capital is making great progress, houses and wharves, clearing and fencing going on everywhere, and the most hopeful sign of all is beginning to show itself—a disposition on the part of the miners to purchase land in New Westminster or its neighborhood and commence the systematic colonization of the Lower Fraser." The Governor's informant has probably been some holder of unsaleable lots in the capital, whose wish was father to his thought.

Regarding Kootenay he says—Clause 15—"It was first through American newspapers that I became aware of a rich and prosperous mining district existing within our limits." This we readily admit is highly probable; our Government is of a happy disposition and does not trouble itself about the development of the colony. We are indebted to our neighbors for the discovery of our mines, but the opportunity of planting a few more officials was irresistible, so he goes on to say "we soon extended British institutions over the new diggings, established Courts of Justice and collected taxes." But then—Clause 16—"the attraction of Kootenay itself soon dimmed before the discoveries on the Big Bend of the Columbia." This is brilliant! "I had fortunately consented to license the running of steamers under the American flag in the purely English waters of that river." A most wise precaution, as the British Columbian capitalists were so engrossed with the fine bargains they were getting in New Westminster lots that they had no time to look after the miners, and so our poor fellows would have starved at the mines had it not been for the enterprise of our American cousins. He adds: "The advent of winter (1865) alone prevented the general rush which is confidently predicted for this year." Alas! that we should have to record it, the "rush" was partially realised, and although the partial rush to us succeeded by a general rush from the mines, before which the Kootenay "dimmed," the "rush" has been so disastrous for the country that it will require years before confidence is restored. And how was this rush brought about? By such truthful and worthy means as the following paragraph is calculated to disseminate: "I am credibly informed (still Clause 16) that these newly discovered gold mines have in some places yielded as much as \$800 a day to the hand, without machinery!!" We are ashamed to confess that although we heard many extravagant reports in relation to these mines we never heard the above statement. Perhaps the places are in a retired quarter, in which case the lucky prospectors may be taking out the same amounts to this day. We should like to know the Governor's "credible" informant. This same "credible" person doubtless informs him that (Clause 16) "near Lillooet is a fine agricultural district, a stretch of nearly seventy miles of rich auriferous ground has been discovered." We would be willing to risk a trifle for the

first "credible" information as to the whereabouts of the "rich auriferous ground," as we know that a good many poor fellows well acquainted with the country have been unsuccessful in the search for it; fearing no doubt that the scenes "so charming," so artistically described by our talented Governor would not convey the fact with sufficient force. He finishes this remarkable clause by saying, "I say again that British Columbia is flourishing, and has a still brighter prospect in view."

The flourishing state of the colony is patent to every one, but this is the "state of bankruptcy." We mention this lest a misunderstanding might occur; the exceptions to this rule are not numerous. We can only say that the Governor has a brighter view of the prospects than us, we can only see them "as through a glass darkly."—The length of His Excellency's dispatch precludes us from analysing it within the limits of one article, we shall therefore return to it again.

Governor Seymour on Union.

(From the *Cariboo Sentinel* August 27.)

The remarkable document addressed by his Excellency to Mr. Secretary Cardwell is likely to be productive of lasting renown to Governor Seymour. The press of both colonies—with one exception—teems with appreciative criticism. How proud must be our Governor, he has at last made himself famous! The despatches of the Duke of Wellington pale before this celebrated production. If there could be an exception to the general opinion our readers know where to find it; the "British Columbian" has not forgotten its well earned repute, and it stands alone in its absurdity; we cannot then be surprised that its views in relation to Governor Seymour's dispatch are all its own. The Governor is remarkably discursive on the subject of union; he turns the matter about with remarkable ingenuity, and looks at it from all sides,—but the right one, we were going to say, but this we leave our readers to judge for themselves. He says—clause 4—"Whether it was wise ever to make two colonies of the territories lying west of the Rocky Mountains, it is useless now to enquire, but colonists having been invited to settle on the continent on the faith that they were to form an independent community possessing their own Government and capital. The old system was found to be manifestly unjust, and your predecessor, listening to the petitioning colonists, effected the separation so joyously received in British Columbia." We humbly submit that either the Governor—which is not probable—or the printers, have committed an error in substituting the word "colonists" for "officials;" for example: Who troubled themselves about forming an independent community? The officials. Who wanted their own capital and Government? The officials. By whom was the separation so joyously received? The officials. The despatch (clause 5) is made to say, "It has had the one great wish gratified and dreads all change. The "it" is evidently intended for the Legislative Council, as that august body was evidently in the Governor's mind at the time. He says, "The gentlemen who successfully appealed to the people for a nomination to the Legislative Council pledged themselves no opposition to union." We would particularly draw the attention of our readers to this last quotation, because the extraordinary question arises, did the Legislative Councillors pledge themselves to themselves? As to our knowledge they were never known to pledge themselves to any one else. The Legislative Councillors, however, are true to themselves, for the Governor says—clause 5—"The Council, on this subject, entirely unfettered by me, vote unanimously against it" (union). Governor Seymour, although—for fear of offending people—he does not say so, has a high opinion of the Government buildings at James Bay; he therefore admits of a slight difference of opinion between the Council and himself, for he says, "I am for many reasons anxious that the desire for union should exist in British Columbia. It does not." What a pity it is that the Governor won't overthrow the Council altogether, because if he would ask the people who pay the taxes (but this he might think undignified) they are all of one mind, and would have union to-morrow if possible. The 6th clause may be entirely summed up in a few words. The merchants of Victoria got up an agitation for union which signally failed of its object. With all due respect to the Governor and the source whence he drew his information, this is an error. The merchants of Victoria, a portion of whom were citizens of British Columbia, were at that time the great support of our miners; the ruinous taxation, over-trading and other causes, have crushed some of them, and in like proportion have arrested the progress of the country. Whether the Governor's remarks in relation to these enterprising men will tend to make them happy with the knowledge of their sacrifices for the country, is a matter that we leave to wiser heads to determine.

In clause 20 we find the following: "I consider, however, my duty to require of me that I should not confine my attention exclusively to the internal affairs of the tract of country under my Government, but that I should likewise see to the strengthening of British authority, British influence and British power on the Pacific, and I at once admit that the existing division weakens all three. The dissensions between the two colonies are looked upon in the neighboring States as rather a scandalous but novel and amusing feature in English colonization." We are modest, and rarely obtrude our opinion upon the public, but we crave a little indulgence for this time. The Governor, we opine, must be afflicted with some obliquity of mental vision when he cannot perceive that the true way of strengthening British influence, etc., is to make this colony a model of good Government, and to do this requires the Governor to mind his own business, and leave external matters to the trifling amount of consideration they require. British power on the Pacific can only be secured by the loyalty of British colonists, and the loyalty of British colonists by the integrity and justice of British Governors. British authority was never in greater danger than at present, when British law is prostituted and set aside to please the whim, caprice or interests of the servants of the British Government. It is only

in equitable union of the two colonies that we can hope for the redress that we British Columbians have so long and so vainly prayed for; our scanty numbers spread over the surface of this great colony in quest of the precious metal, precludes that cohesion and unanimity that is necessary to impress a restive Government; with the population of Vancouver Island we should always have a sufficient representation at the capital that would awe the Government into something like propriety.

The neighboring States have much reason to look upon our dissensions as "scandalous but novel and amusing"—we should say disgraceful yet ridiculous—and the way in which Governor Seymour attempts to shelter himself and his official retinue from all blame by throwing it on somebody else, whether Victorians or their agents, is something very clever but not very creditable.

Governor Seymour on a Rampage.

From the British Columbia Tribune, Yale, August 13, 1866.

In the extraordinary document which has fortunately been exhumed from the pigeon holes of the Colonial Office in Downing street to find its way into print, Mr. Seymour has attacked, in unmeasured terms, our objects and motives in the establishment of the *Cariboo Sentinel*, as well as misrepresented matters in connection with ourselves, which we cannot pass over in silence, or allow to go uncontradicted. As Governor Seymour is not here that we can upbraid him personally with his gross perversions of the truth, we will confine ourselves simply to a review of his unmanly and undignified attacks—because secret and hidden—upon us and our personal character. In the dispatch to Mr. Ex-Secretary Cardwell Mr. Seymour insinuates in language that cannot be mistaken, that the merchants of Victoria were the virtual promoters of the *Sentinel*, and his Excellency charges that it was "started especially to advocate Union and oppose the local Government." Nothing, we solemnly assert, can be further from the truth than our high minded (!) Governor's statements. Neither the merchants nor any other parties in Victoria, directly or indirectly, had aught to do with the paper in its conception, promotion, establishment or support. Had the merchants of Victoria been desirous of establishing an organ of their own in Cariboo, the very last person in the world they would have made any advances to would have been ourselves. It is well known that during our connection with the press of Victoria we were not especial favorites with the mercantile body in that city generally, and at no time, either in Victoria or out of it, did we ever receive their undivided support. The cause, doubtless was, that since we commenced our journalistic career in these colonies we have published an independent newspaper, owned, controlled and directed by ourselves alone. At no time did we ever bow our necks to the yoke of any class, clique, or body in the community; and what is of no little importance in connection with Governor Seymour's charges against us, we were at all times, both in Victoria and out of it, opposed directly and uncompromisingly to the cherished free trade policy of the merchants of Victoria. It is well known that these same merchants of Victoria subscribed their money and started against us an opposition newspaper—the *Vancouver Times*—when we owned and conducted the *Evening Express*. Is it likely, then, we simply ask, that those men who were opposed to us in principle and policy would subsidize us, if we were base and unprincipled enough to accept their offer, to be their organ in this country? It is not only contrary to common sense to suppose so, but it could only be one with an object to serve, and when he thought his daring misrepresentations would never see the light, who could resort to such despicable arguments to uphold his misgovernment of the country. It is to the prescient forethought of our esteemed friend, J. E. McMillan, one of the partners in the British Columbian newspaper, that we, and the country, are indebted for the fortunate suggestion that led to the establishment of the *Cariboo Sentinel*. None other than he, and he alone, knew of our intention of starting the paper until nearly all our arrangements for the purpose were perfected. We kept the matter a profound secret until within a few days of our departure, because, we understood at the time, that Mr. Amor DeCosmos had some intention of entering into a similar enterprise. This is the true history of the establishment of the *Sentinel*, and we dare any one to bring forward a title of proof to upset our assertions. With respect to Governor Seymour's charges that the paper was ushered into life for the "especial object of advocating Union and opposing the Government," we pronounce the charge as unfounded as it is malicious. When we left Victoria for Cariboo, our object was to publish a journal "exclusively devoted to the diffusion of mining intelligence, but when we arrived in this colony and on our passage to the mines in the interior, we had forced upon us by a discontented people the necessity for an independent journal, with wider and more extensive aims than we proposed to ourselves at first," we then determined, and not till then, to identify ourselves with the great political questions of the day, prominently stirring the public mind; but during our whole career in connection with the *Sentinel* the subject of Union was scarcely ever touched upon by us, and when it was, our remarks in regard to it were called forth in reply to the misrepresentations of the views of our fellow colonists on the subject, put forward by the Government organ at New Westminster, or by some Government supporter—the Government being then as now,

SECRETLY OPPOSED

to Union. With regard to our opposition to the Government, it was dictated purely by honest and patriotic motives. We were witnesses of the decay and ruin brought upon the country by the

sectional and illadvised policy of the Government, and we had but one object in view in exposing the wrongs and grievances of an over-taxed and over-burdened people—to have them redressed. We have had the proud satisfaction of finding that our labors, to some extent at least, have not been in vain. Not contented with the misrepresentations to which we have already directed the attention of the public, Governor Seymour goes on to state that when “extraneous assistance was withdrawn from the *Sentinel*, it died from want of support.” How, we should like to know, did the veracious Governor ascertain that the “extraneous assistance was withdrawn?” So far from any assistance being withdrawn, we can fearlessly assert that up to the last day of publication the support extended to the paper by the PUBLIC was steadily increasing. Our readers well know that during the winter season in this country, when all business is almost suspended, that outside of the so-called capital of New Westminster no paper could profitably succeed. Like every other business carried on in this colony at present, a newspaper can only be self-supporting in the summer season, and it was only when winter in Cariboo had begun to set in, that we discontinued the publication of the *Sentinel*. So much for Governor Seymour’s misrepresentations. Now, with regard to Union being distasteful to the people of Cariboo last year, as Mr Seymour asserts, the very opposite was the case. Nineteen-twentieths of the whole population were, and still are, in favor of it. They knew well it was, and still think it is, the only escape from the enormous taxation imposed upon them. As to our stirring up an agitation in Cariboo, on Union or any other subject, we repudiate in the strongest terms the insinuation of Mr Seymour. At no period of our residence in any part of these colonies have we ever given any countenance or support to anything even approaching to an agitation. On the contrary, we set our face distinctly against it. We were often entreated by influential parties in Cariboo, last year, to assist in getting up meetings and public petitions against the misgovernment under which the people groaned, but in every instance our invariable answer was: “We are here only in our professional capacity and not as a politician, and neither our personal tastes nor our resolves will permit us to lead or join in any public demonstration whatever. Our space forbids our noticing the misrepresentations of Governor Seymour at greater length in this issue; the people of the colony, we doubt not, will read the Governor’s dispatch with mingled feelings of astonishment and disgust—astonishment at the recklessness with which he deals with facts, and disgust that truth should be perverted and outraged by one in so exalted a station, even to serve or prop up the misgovernment of the country that he has been guilty of. One word respecting the claims Victoria and its merchants have upon us personally. Neither in Victoria nor in any other part of Vancouver Island do we own or possess one foot of real estate, that it would be our interest to support or advocate any preference for the Island over this colony. To the merchants we owe no allegiance whatever, they did not support us when we were in Victoria, and since we left it, when they have had any newspaper patronage to confer in this colony, it is given to the *British Columbian* and not to us. If we were vindictive or allowed personal motives to outweigh our desire for the public good, we would be the most violent opponents of Victoria interests. If we desire to see Union consummated and Victoria made the Capital, it is because we are persuaded in our conscience both colonies would be materially benefitted thereby, and that the apathy, decay, and discontent now universally prevailing might be replaced by progress, contentment, and prosperity in the land. We have a deeper, far deeper interest in the progress and prosperity of the country than Governor Seymour. We can only hope to rise and succeed in proportion to the progress made by the colony in population and prosperity, whilst his Excellency can live and luxuriate in the salons of Paris upon the ruins of his misgoverned country.

The Governor of New Westminster on the Flourishing State of the] Colony.

From the British Columbian Tribune, August 27, 1866.

No part, perhaps, of the notorious dispatch from “Rue de la Paix” to Mr. Cardwell places its author in a more damaging light before the public than where it asserts that this colony is in a flourishing state. In the ninth paragraph Mr. Seymour says: “I am prepared to allow that Victoria is not flourishing. I MAINTAIN THAT BRITISH COLUMBIA IS SO.” Again, in the thirteenth paragraph, His Excellency declares that although a few road-side houses along the wagon-road became bankrupt as travel decreased, by diminished immigration and accelerated travelling, THE GENERAL CONDITION OF THE COLONY, HOWEVER, WAS PROSPEROUS. But the proofs which the writer gives of the evidences of prosperity in the country have excited profound disgust in the minds of the people at the total absence of truth and candor displayed by His Excellency. Here are the proofs given Mr. Cardwell of the prosperous state of the colony. His Excellency says:

“The customs’ receipts at New Westminster were, by the last account which has reached me, £15,000 in excess of the corresponding period of 1864. I learn that the British Columbian capital ‘is making great progress, houses and wharves, clearing and fencing going on everywhere.’ And the most hopeful sign of all is beginning to show itself; a disposition on the part of the miners to purchase land in New Westminster or its neighborhood, and commence the systematic colonization of the Lower Fraser.

“While British Columbia is reputed to be languishing, it may be interesting for me to mention,

though I write without official documents, some of the principal public works which have been accomplished by us in 1865. A good trail for pack animals has been opened from the Fraser to the Kootenay. The Cascade Range, the Gold Range, the Selkirk Range, have been successively surmounted. This trail not only runs through British territory to a gold mine, but it affords, by the British Kootenay Pass, an easy access from the Pacific to the Hudson's Bay lands beyond the Rocky Mountains. Its principal value, however, to the colonists is that it already **ENABLES THE MERCHANTS OF NEW WESTMINSTER TO UNDERSELL THOSE OF LEWISTON AND WALLA WALLA AT THE NEW DIGGINGS.** A sleigh road has been opened from the seat of Government to Yale, running upwards of a hundred miles through the dense forests of the Lower Fraser. A bridge has for the first time been thrown over Thompson's River, on the main road to the northern mines. Upwards of twenty thousand pounds have been expended on the completion of the high road into Cariboo, allowing machinery at last to be introduced into Williams Creek.

"I have endeavored at considerable length to prove, first, that Union with Vancouver Island, or the annexation of that colony, is not desired in British Columbia: secondly, that the larger colony is not in a depressed condition."

Now, it will be observed at the outset, that although the Governor of New Westminster must have been in possession of information as to the actual revenue received up to the end of last year, when he was writing his despatch from Paris, he does not tell Mr. Cardwell whether the excess was for the first quarter, half year, or on the whole year. He adroitly leaves that undefined; but that is not so bad as the **DOWNRIGHT DECEPTION** which he practises upon the Secretary of State, by **CONCEALING** the fact that a new tariff came into operation in 1865, and that on many articles an enormous increase took place in the duty. His Excellency does not allude either to the inflation of business in the spring of 1865, which ended so disastrously to the mercantile interests of the country. There is a studied concealment on the part of His Excellency of New Westminster, which should have prompted a man of Mr. Cardwell's calibre to have had returns based on facts laid before him in support of the manifestly one-sided statements of his correspondent. The course which the Government has pursued in keeping the audited accounts for 1865 for eight months from the public prevents our sifting Mr. Seymour's statements any closer, but we are of opinion that when the Auditor-General is **ALLOWED** to enlighten the community by publishing, in his usual clear manner, the audited accounts, it will be difficult to reconcile Mr. Seymour's assertions with statistical facts. The "great progress" in New Westminster that is going on: "the houses and wharves, clearing and fencing," are not even the most "hopeful sign" of the country's prosperity, according to the author of the despatch. Oh no! "The miners"—the bone and sinew of the country—"are beginning to buy land in New Westminster or its neighborhood and commence the colonization of the Lower Fraser." We ask our fellow colonists is it possible for any statements to be more opposed to the truth than the foregoing? If Mr. Seymour were the bitter enemy of New Westminster, instead of its warmest partizan, he could not have written words of keener or more scathing irony than those referring to its progress. Had he told Mr. Cardwell that the place was fast going to ruin and decay, the grass growing in the streets, many of its houses untenanted, neither houses going up nor wharves erected, several of its traders become bankrupt and sold out, and without a wholesale importing merchant in the city, his Excellency would have adhered to the truth and not misrepresented the actual state of things. Who are the miners so enamored of the capital as to become proprietors of some of its lots, and where are the evidences of the systematic settlement of the Fraser River lands? Mr. Seymour's fertile imagination alone could supply the answer. Why did Mr. Seymour not give the price of town lots in his favored city in the beginning of this year, and compare it with the price ruling when he made his grand entry into that scene of desolation and fallen greatness which he so graphically depicts of the appearance of the capital at the time his Excellency assumed the reins of Government? The simple reason is, that the result would have been to show a decline of fifty per cent. in value! We pity the people of New Westminster, to have such an advocate anywhere as **THEIR** Governor. It must be tantalizing to the utmost extreme to the poor lot owners of the capital to read the word-picture which he gives of the condition of their town. We do believe the honest inhabitants of New Westminster have never had their disgust more excited or a deeper crimson brought to their cheeks than on reading Mr. Seymour's despatch—unless it was at some of the putrid and filthy matter with which they are semi-weekly inflicted in the editorial columns of the British Columbian newspaper. But the prosperity of New Westminster is not all the cheering evidence of the country's prosperity! By no means, if we take Mr. Seymour for our authority. There is that grand trail to Kootenay from Hope. What has it not done? "It goes into an important gold mine, opens up the highway through the Kootenay pass to the Hudson's Bay territory beyond the Rocky Mountains," but its chief good to the colonists which Mr. Seymour points out is that it "enables the merchants of New Westminster [!] to undersell those of Lewiston and Walla Walla at the new diggings!!!" Can any one believe that the human imagination could soar into the ethereal to such an extent as this.

Not a word is said of the \$60,000 expended on an incomplete trail; not a whisper about there being a useless, outrageous and profligate waste of the public funds upon it to no purpose whatever; that not one pound of goods has ever yet crossed over it from this side, and that the trade of our southern gold fields is exclusively in the hands of Lewiston and Walla Walla merchants. Nothing, nothing, nothing on the part of Governor Seymour but misrepresentation and concealment of facts. How deplorable! But what are we to think of the allusion to the merchants of New Westminster trading with Kootenay? Who are they? The Governor of New Westminster must supply the answer from

his accommodating imagination. The "sleigh road from the seat of Government to Yale" is another of the great works of last year, which is "a further evidence of the country's advancement!" Why did his Excellency not say how much this road cost; that a sleigh has never yet passed over it; that the work done upon it was through a clever telegraph man being too smart for the Government, and that its execution was not called for by the public, and certainly the outlay would never have been authorised had the people been consulted on the subject. With respect to the bridge across the Thompson the Governor fails to tell Mr. Cardwell that it was constructed not by the Government but by private enterprise, and that the work upon it was done in 1864, or it would not have been undertaken at all. It scarcely admits of a doubt that the work would not have been executed by private parties, had it remained over until last year, so great was the depression in the country. The only public work of real utility undertaken by the Government in 1865 was the completion of the grand trunk road to Cariboo; but even with regard to it Governor Seymour is guilty of exaggeration in stating the amount expended. We have now examined the chief of Mr. Seymour's "evidences of the country's progress and prosperity." It will be unnecessary for us to offer any general observations on the monstrous perversion of facts, of which, we are deeply pained to say, Governor Seymour has been guilty, in his communication to the Secretary of State. We write in the colony, where every one has as good an opportunity as ourselves of judging of Mr. Seymour's veracity, and what amount of dependence may be placed upon his extraordinary assertions regarding the prosperity of the country. We would remark, however, that we have not met a single individual in the whole community—not even a New Westminster man—who does not regret with us that a public officer, occupying the exalted position of Governor Seymour, should have lent himself, under any circumstances, or for any purpose, to a deception upon the Secretary of State like that of which the dispatch from the "Rue de la Paix" proves his Excellency guilty beyond all manner of doubt or dispute. Politicians may, and often do, go to lengths which cannot be justified by principle, to accomplish their purposes, but Governor Seymour should have stood far above the contemptible pleadings of a politician, partisan or factionist, and done his duty to his country like a statesman and a patriot. Had Governor Seymour, after he went home, disenthralled himself from the prejudices, contracted views, and false principles which he imbibed from the demagogues of New Westminster, and come out like a man to acknowledge to the Secretary of State the RUINOUS RESULT of his centralizing policy upon the country generally, he would have redeemed, or striven to redeem, the almost fatal errors of his past administration. Why did his Excellency not admit that he had opposed Union; that he had sanctioned a new Tariff bill opposed to British interests in the Pacific; that the people were driven out of the colony by obnoxious taxation; that every white inhabitant in the colony was paying from £20 to £30 per annum in taxes to the Government; that a quarter of a million dollars were required to pay a staff of officials for a population of six thousand white people, and that in addition to an immense loan having been contracted in England during his incumbency, an overdrawn account, incurred without authority, with the Bank of British Columbia of \$170,000, stood against the colony at the moment he (Mr. Seymour) was writing his famous, or rather infamous, dispatch; in fact, that the Government was in a state of financial distress unprecedented in the history of the colony. Had Governor Seymour gone farther, and stated that with very few exceptions the merchants, traders, and hotel-keepers of the colony had broken down and become bankrupt through an accumulation of difficulties, brought on by the insane policy inaugurated by Governor Seymour at the instance of the New Westminster lot-owners, he would at least have entitled himself to our respect for truth and honor, even if the result had shown that his Excellency did not possess any very brilliant qualities of statesmanship as Governor of an important colony,