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DOMINION - BRITISH COLUMBIA.

BOAT-RATING COMMISSION. 1910.

REPORT AND RECOMMENDATIONS,

WITH APPENDIX.

COMMISSIONERS:

Mr. John P. Batcock, Victoria.

Mr. John T. Williams, Vancouver.

Honourable L. P. Brodeur  
Minister of Marine & Fisheries  
Ottawa.

Sir,

We, the undersigned members of a special Commission, appointed by you June 4th, 1910, to visit the canning centres of the Northern Coast District of British Columbia; to inspect and report upon each and every cannery, and to gather such full and reliable information and data as would enable us to make to you recommendations as to the total number of canneries and boats which can safely be permitted to operate at the different fishing centres; as well as the numbers which should be assigned to each plant, and the number of years that the rating recommended should be enforced; have the honour to submit that we received your commission and instructions early in June, and have since been engaged in the labours assigned.

In your letter of instructions you set forth,  
"That prior to 1908 there was no act to prevent any person or firm who wished to do so, from establishing a salmon cannery or otherwise engaging in salmon fishing and curing.  
"That under the Fishery Regulations of 1908 it became necessary to obtain, from the Minister of Marine & Fisheries, a licence before operations could be undertaken, and it was set forth that no additional canneries would be licensed in the Northern District of British Columbia. The object of this regulation was clearly to enable the Minister to control the fishing in waters that had been already exploited to the limit that their

permanence

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"permanence would stand. Since the adoption of the regulations it has become more and more apparent that if its intention was not to be nullified, it is necessary to adopt by regulation, an equitable and just boat-rating for each different cannery. That such a rating is a matter that needs to be approached with the greatest care, and should be decided only after the various related conditions have been thoroughly investigated and carefully considered. It is also evident, from a review of the past efforts of canners to agree upon such a boat-rating, that nothing short of a governmental regulation will suffice."

Your letter of instructions further sets forth that after giving the question much thought I have decided that the most satisfactory method of obtaining full and reliable information, of a purely disinterested character, is to appoint a suitable commission, to carefully and thoroughly investigate the whole matter. After which to prepare a careful and comprehensive report of its finding, and embrace in such report recommendations for a boat-rating for each cannery in the Northern District.

Acting in accordance with your instructions, we began our joint labours at Smith's Inlet - the southern-most salmon fishing centre in the District - on June 23rd, and have since visited each and every cannery in the District, which includes Rivers Inlet, Skeena and Nass Rivers and outlying points, and we herewith submit such information as we have obtained, together with a brief of the opinions expressed by the practical cannery managers

at the

at the establishments visited, tabulations of equipment, assessed values, etc., and our conclusions and award of fishing boats which we believe should be assigned to each fishing centre and each cannery.

In forwarding you this report, we desire to express to you our appreciation of the honour which, by your commission, you conferred, and at the same time to assure you, that from our nine years of official connection with the fisheries of the District, our acquaintance with the owners and managers and their inability to agree amongst themselves as to a division of the fishing boats, or upon a basis upon which such a rating should be made, that we very fully appreciate the difficulty of the task which you assigned, and how unlikely it is that our award will be approved by all. In the performance of our labours we have striven to be fair and just to all, to give to each concern full consideration of the conditions as we found them, as well as to such factor which the owners and managers believed to possess weight. In addition to a detailed inspection of each plant and conversations with operating and directing managers, we had the benefit of written briefs submitted to the Provincial Commissioner of Fisheries, just previous to his award of boats for the season of 1910, and in consequence we did not deem it necessary to hold public meetings to receive evidence as most commissions have done.

During our inspection of each cannery we took measurements of floor spaces, fish docks, bathrooms, and net and can lofts, together with inventories of lines of machinery, retorts, steam boxes, boiler pressure, coolers,

boats and nets.

borts and nets. By reference to these tables the relative dimensions of each plant are determinable. The inventories given comprise those parts of the plants which, by general regard, are the criteria of cannery capacity.

In addition to the above tables, we hand you herewith statements giving location, date of construction, assessed value and the yearly pack of each cannery, and our recommendations.

As the result of our investigation we offer you the following recommendations as to total number of boats to be engaged in each division of the District and at each cannery:-

#### I. RIVERS INLET:

Total number of boats 700, apportioned			
as follows:-			
Wadhams	130	Beaver	89
Rivers Inlet Cannery	107	Strathcona	86
Brunswick	107	Kildala	86
Good Hope	95		
		Total: 700	

#### II. SKEENA RIVER:

Total number of boats 550, apportioned			
as follows:-			
Balmoral	115	North Pacific	70
Claxton	69	Cunningham	60
Oceanic	69	Dominion	37
British America	59	Cassiar	55
Capitaine	70	Skeena River Commercial	55
		Alexandra	
			Total 550

### III. HAAS RIVER:

Total number of boats 240, apportioned  
as follows:-

Mill Bay	60	Port Nelson	60
Haas Harbor	60	Arrandale	60
			Totals 240

### IV. OUTLYING CANTERIES:

(a) Smith's Inlet:-

1 purse-seine; 8 drag-seines; 25 gill-nets.

(b) Bella Coola:

70 gill-nets.

(c) Lowe Inlet:

13 drag-seines, 25 gill-nets.

(d) Kinsquits:

Manitou, 40 gill-nets.

Kinsquit, 40 gill-nets.

(e) Namu:

1 purse-sine; 6 drag-seines; 25 gill-nets.

That you may very fully appreciate  
the related conditions and the basis of our award,  
we offer the following tables, a summary of the  
contentions of the many firms operating, a general  
description of the several divisions, extent of  
water-shed, area of spawning grounds, season, the  
methods of operation, and a history of the canning  
industry conducted there.

## SKEENA RIVER

Table No. 1.

Skeena River - Owner, Date of Location, Assessed Value, etc., of each Cannery in Skeena River Division.

CANNERY	PRESIDENT OWNERS	DATE OF LOCATION	ASSESSED VALUE	AVERAGE ANNUAL	No. OF PACKS	YEARS IN USE	BOATS FISHED IN DISTRICT LAST 12 YEARS	BOATS	RENTALS.
Balfour	B. C. Packers' Ass'n.	1853	\$35,000	19,266	9				
Oceanic (a)	B.C. Cannery Co.	1878	40,000	17,149	10	1900	418		
British America	Anglo-Brit. Col. Pack. Co.	1853	23,000	17,463	10	1901	521		(a) Replaced "Berdean" burnt, 1902.
Claxton	Wallace Bros.	1892	40,000	19,272	5	1902	614		
North Pacific	Anglo-Brit. Col. Pack. Co.	1859	21,000	13,503	9	1903	819		
Carlisle	Kildals Pack. Co.	1855	15,000	11,463	9	1904	705		
Inverness	J. H. Todd & Sons.	1877	21,000	14,191	10	1905	741		
Cunningham	B. C. Packers' Ass'n.	1853	22,000	11,456	9	1906	570		
Shasta R. Cannery	St. Eliz. Co. Co.	1906	27,000	9,073	20	1907	700		
E. Wilson	B. C. Packers' Ass'n	1906	\$10,000	11,520	3	1908	663		a. On leased land.
Constar	Cassiar Pack. Co.	1903	20,000	11,459	7	1909	600		
Meradis	B.C. Packers' Ass'n	1904	2250	3,649	4				

These assessment figures are, at first sight, somewhat misleading since some canneries that are comparatively small are situated in towns, thus making their assessment figures (which are here composed of land and cannery valuations)

## SKEENA RIVER.

Sheets 1-4. Floor-Space, Range of Machinery, Cooking Capacity, etc., of each Cannery in Skeena River Division.

Table II.

CANNERY	WICHARD	TOTAL LOOR SPACE	FIRE PUMPER	COOKING CAPACITY				NET AND CARTOFS	RELAYS
				STEAM PRESSURE	RETORTS	STEAM BOXES	COOLERS		
Bellwood	2	2,100	27,353 <sup>a</sup>	2,375	3,240	120	6	450	157
British Amer. Co.	2	—	27,074	2,200	6,075	120	3	450	120
Oceanic	2	—	27,070	2,870	6,000	125	3	632	108
Clairston	2	—	23,267 <sup>a</sup>	2,545	3,220	125	2	4	45
Earth Pacific	2	—	22,871	2,530	3,075	125	3	500	87
Carlisle	1	—	20,739	2,960	5,550	120	2	4	60
Inverness	2	—	19,603	2,588	2,583	120	2	600	120
Canalidean	1*	—	16,640	2,600	2,340	90	2	400	69
Zemlinian	1	—	17,297	2,989	4,420	95	2	350	57
St. Pet. Co.	2	—	14,034	1,734	3,080	120	2	500	117
Gaspier	1	—	14,012	1,470	2,652	105	2	350	57
Mexanita	1	—	9,420	2,460	2,040	150	2	475	37

<sup>a</sup> Also 6,239 sq. ft.  
cold storage.

41897200 sq. ft.

cold storage.

11,960

## MISSOURI RIVER.

Peaks put up during last 10 years.

Table No. III.

CURRENT	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909
Baltimore		20,968	7,439	10,873	20,173	24,127	22,779	23,720	28,970	23,546
British America	20,521	19,203	23,719	13,602	19,650	16,793	17,305	14,775	20,990	10,836
Oceanic	15,073	13,241	17,570	13,942	21,541	16,859	19,291	17,099	22,603	14,175
Glenwood		17,566	2,473	17,924	18,136	19,722	21,236	25,174	21,660	
North Pacific	18,667	18,898	18,444	6,844	11,190	9,071	11,148	20,272	9,716	
Carlisle	22,357	6,627	11,362	6,153	10,700	12,736	13,793	17,320	12,395	
Inverness	15,063	10,523	17,052	9,687	15,554	15,229	13,660	12,300	18,335	14,465
Cuanlagonza	15,404	4,217	17,826	8,440	11,945	7,146	8,326	11,070	8,430	
Dominica						22,001	9,012	13,579		
Sierra Río, Costa	8,618	10,148	10,730	9,135	10,823	8,365	8,604	10,130	8,053	6,142
Cecilia						3,451	7,223	8,719	12,520	13,420
Alexandria						4,335	3,921	3,084	3,996	17,380

TABLE NO. IV

## RIVERS INLET

Showing—Owner, Date of Location, Assessed Value, etc., of each Owner in Rivers Inlet Division.

CATEGORY	PRESENT OWNERS	DATE OF LOCATION	ASSESSED VALUE	AVERAGE ANNUAL FEE PER PACK	BOATS FISHED IN DISTRICT IN LAST 12 MONTHS		NO. OF FEES PAID.	NAME.
					NO. OF FEES PAID.	AMOUNT PAID.		
Ketchum	B.C. Packers Ass'n.	1897	\$35,000	26,079	10	1900	621	
Coote Hope	Anglo-Brit. Col. Pkg. Co.	1895	22,000	12,958	10	1901	509	
Brancwick	B.C. Packers Ass'n.	1896	25,000	15,534	10	1903	658	
Straithcoos	Straithcoos Pkg. Co.	1906	22,000	10,974	4	1903	536	
Beaver	J.E. Todd & Sons	1905	26,000	25,408	4	1902	492	
Rivers Inlet	B.C. Caning Co.	1922	24,000	14,469	10	1905	509	
Kildala	Kildala Pkg. Co.	1906	22,000	11,515	4	1906	766	
					1907	820		
					1908	750		
					1909	723		

## RIVERS INLET

Showing:- Floor-Space, Lines of Machinery, Cooking Capacity, etc., of each Cannery in Rivers Inlet Division.

TABLE NO. 7

CANNERY	MACHINERY	TOTAL FLOORSPACE ft. <sup>2</sup>	FISH BATHROOM	COOKING CAPACITY						NET AND CAR LOFTS	REMARKS	
				STEAK EQ.FT.	PRESURED EQ.FT.	REPORTS	STEAM BOLES	OOTERS	BOATS	M.E.S		
Fadham	2 lines	89,144	89,144	5,040	7,200	90	5	2	950	179	190	15,191
Coca Rose	1 line	33,780	2,700	4,760	50	3	5	450	100	112	9,680	
Brunswick	1 "	26,242	4,000	6,962	55	3	3	500	140	150	10,440	
Strathcona	1 "	25,400	4,200	4,400	125	2	2	510	90	120	12,800	
Beaver	2 lines	24,620	1,100	5,040	115	2	3	500	95	155	8,800	
Rivers Inlet	2 "	23,151	1,620	4,590	100	3	3	427	130	155	9,169	
Kildala	1 "	20,086	3,320	4,316	125	2	2	500	90	110	8,000	

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**PLACES FOR UP DURING LAST 10 YEARS**

## S RIVER

STATE:—Owner, Date of Location, Assessed Value, etc., of each Dam at in Nass River Division.

TABLE NO. VII.

OWNER	PRESENT OWNER	DATE OF LOCATION	ASSESSED VALUE	AVERAGE ANNUAL PACE	NO. OF BOATS	BOATS PLACED IN DISTRICT LAST 10 YEARS	NO. OF BOATS	BOATS PLACED IN DISTRICT LAST 10 YEARS
								BOATS PLACED IN DISTRICT LAST 10 YEARS
1 Bay	Kincolith Ptg. Co.	1876	\$ 24,300	11,220	5	1900	82	
Le Barbour	Federation Brand Osm. Co.	1882	24,000	10,682	6	1901	100	
C. Nelson	Post Nelson Tanning Co.	1905	10,000	12,073	5	1902	90	\$ on leased land.
Sample	John Wallace	1905	20,000	11,826	5	1903	139	
		1904				1904	159	
		1905				1905	168	
		1906				1906	165	
		1907				1907	159	
		1908				1908	139	
		1909				1909	129	

## NAAS RIVER

SEEING:- Floor-space, Lines of Machinery, Cooking Capacity, etc., of each Canner in Naas District.

TABLE NO.VIII

CANNERY	MACHINERY	TOTAL FLOOR-SPACE	FISH SHANT	COOKING CAPACITY				NET AND CAN LOFTS	REMARKS		
				STEAK PRESSURE	BATHTUB PRESSURE	REPORTS	STEAM BOLES				
Mill Bay	Line	23,808	2,268	3,430	75	2	2	360	65	105	7,000
Jaas Harb.	P.	17,224	1,416	3,515	75	2	2	325	45	50	7,737
Port Nelson	P.	14,606	1,873	2,501	130	2	2	325	45	120	6,940
Arrandale	L.	13,086	1,886	2,940	100	2	2	265	46	100	7,962

OUTLAW COMPANIES

Showing:- Owner, Date of Location, etc., of each Outlaw Company.

Table No. IX.

NAME	PRESENT OWNERS	DATE OF LOCATION	ASSESSED VALUE	AVERAGE ANNUAL TAX*	NO. OF TAXES	REMARKS
				TAX		
Bell's Coal	B.C. Packers' Assoc.	1900	\$25,000	9,723	10	
Lore Inlet	B.C. Packers' Assoc.	1890	27,000	8,855	10	
Hanlon	Kildala Packing Co.	1907		5,975	3	
Einsquit	Robert Drayor	1902	23,000	7,852	3	
Smith's Inlet	Mr. Hickey Cannery Co.	1902	\$10,000	5,625	5	
Name	Robert Drayor	1893	16,000	5,306	8	

\*On leased land.

OUTLYING PLANTS.

DEFINITION:- Floor Space, Lines of Machinery, Cooking Capacity, etc., of each OUTLYING PLANT.

Table Ee. I.

NAME	MACHINERY	TOTAL FLOOR SPACE	FISH CAPACITY			DOCKING CAPACITY			NET AND GROSS CALORIES		
			WEIGHT	BAKERS	PRESERVE BAKERS	STEAM BOILERS	BOATS	COOKERS			
Bolla Cools	1 line	19,657	1,344	3,015	215	2	2	350	70	183	9,696
Long Inlet	2 "	15,805	650	2,214	30	2	2	300	22	43	7,793
Manitou	2 "	17,800	1,520	2,400	235	2	2	350	50	100	9,600
Kemaguit	2 "	8,624	931	2,450	60	1	2	155	22	50	4,406
Sainte's Inlet	2 "	8,760	1,620	2,340	90	2	2	375	20	15	5,760
Kama	2 "	5,610	510	1,380	124	1	2	85	10	20	2,040

### PRACTICAL MANAGERS.

As a class the practical managers of the canneries are thoroughly experienced men, experienced not only in the actual working of their plants, but equally familiar with fishing conditions - in most cases much more so than their directing heads. A majority of these men have been similarly engaged for years, and some of them have, in their time, operated rival plants.

From them we gathered much valuable information, since we discussed with all, individually, in detail, the extent of the waters fished, the abundance of fish, the total number of boats that could be safely and profitably engaged in their section, the capacity of their own and the other canneries therein, and the basis upon which, in their judgment, a boat - rating should be determined. Naturally there was a considerable variation in the point of view of each.

In the conversations we had with these men it was evidenced that none of them were no more familiar with the equipment of rival establishments than were their directors. A number of them who insisted that they should be given a greater number of boats than some of their competitors, were, by reference to our tabulated figures, shown to be mistaken when they claimed greater floor spaces and cooking capacity. The claims of several directing heads were not supported by the statements of their operating managers.

Some of the practical operators, like their directing heads, contended for the factors most favourable to their own plants, while others very frankly admitted that an equal number of cans could be put up in smaller and less expensively equipped canneries. Some contended that the basis of a boat-rating should be the record of the pack, the floor spaces and equipment. Others were equally insistent that priority of location,

capital

Capital invested and cooking capacity should govern. Capacity was, it was said, shown by the annual pack, that where a cannery was shown to have packed a given number of cases in one season it had demonstrated that it had a capacity equal to that number of cases, and in consequence was the equal of canneries that had not exceeded that number, and was, therefore, entitled to equal consideration though it had less machinery or floor space. That if with their space and cooking capacity they had packed as many cases as a rival having greater spaces and lines, they had demonstrated that the extra machinery and space were necessary and not determining factors.

It was advanced by some of the managers of smaller plants that in several instances more money had been expended in the building and equipment of plants far greater than the conditions ever warranted, that money wasted was not a determining factor. It was pointed out, also, that the owners of such establishments recognized that their plants were more extensive than needed, as was shown by the fact that they had not contracted for the force necessary to operate them to a greater extent than many smaller establishments. It was stated by the manager of one of the largest canneries that the floor space of one of his plants was much larger than had ever been called for.

One superintendent stated that the heart of a cannery was its directing head - the working force behind the lines, and not the space and extra number of retorts; that beyond a certain point the money invested had no bearing. The operator of one plant, while acknowledging that his plant was in dimensions smaller than others, stated that he held the record for the greatest total pack as well as the greatest number of cases packed in any one day.

All the managers of one line canneries hold the opinion

opinion that the only advantage any of the two line canneries on the Skeena or Rivers Inlet had over the majority of the one line plants, was that gained by not having to stop to change the cutters, etc., when they made a change in the style of can being handled, as there was no actual need for two lines of machinery in any cannery in the North District, as most of the one line plants could handle all the fish in one day that any of them were ever called upon to handle.

Throughout our interviews with these practical managers it was manifested that none of them held that there was any one single factor alone by which all could be judged, that there was no fixed and fast standard by which to gauge all. It was noticeable too, that there was a greater unanimity of opinion amongst what were termed the "new canners" than existed with the older and longer established concerns.

VIEWS EXPRESSED BY OWNERS AND DIRECTING MANAGERS

In addition to our conversations with the operating managers of the canneries in the District, we were, by request furnished with written statements, made to the Provincial Commissioner of Fisheries, last spring, by a majority of the operators in the Northern District. In these statements they set forth their views regarding the basis of consideration in determining a boat-rating and the claims on behalf of their respective plants. They may be said to represent the general contentions of both the old and the new concerns. As we gave these statements careful consideration, we submit the following excerpts:-

"This company was organized to lessen the number of canneries as well as the number of boats, primarily to lessen the cost of packing and fishing, also to conserve the fish, in order to make the business profitable and permanent. We have always endeavoured to keep down the number of boats engaged at the Skeena and Rivers Inlet."

"That for the two canneries closed on Rivers Inlet our other two operating plants should be permitted to fish the quota of boats that were previously operated at the former."

"We think any rating based solely on the amount of pack is manifestly unfair to the older established packers, who have fished a limited number of boats with the sole idea of preventing over-fishing, and which has been taken advantage of by smaller and newer canneries, who have crowded on boats and are entirely responsible for the present state of affairs. Having fished more boats than they should have done more than the larger and older established

canneries.

canneries - their packs in consequence have been larger."

"We submit that the amount invested, amount of floor space, size of fish-dock, dimensions of packing-rooms, amount of packing machinery - particularly the number of coolers and retorts, storage room etc., - which we contend is all capacity - should be taken into consideration. We submit that where canneries have been closed for the sole reason of lessening the number of boats, also where packers have systematically reduced the number of their boats in order to prevent over-fishing, they should also have consideration."

"We have always strongly favoured the limitation of boats in every district in order to protect the industry. We are very pleased that the matter has been taken up officially, and we hope your efforts will result in a satisfactory as well as a permanent arrangement."

"It is apparent, with new canneries operating on the Skeena and Rivers Inlet, that changes have taken place, and although the older canneries may be entitled to some additional consideration when a boat-rating is made, yet where new canneries have been built they must be justly dealt with. In 1903 at one of the most largely attended meetings ever held in the interest of the industry, it was unanimously decided to adopt a limitation of 550 boats for the Skeena and 750 boats for Rivers Inlet."

"As new canneries have been built in each division those previously there must meet the new companies by reducing the number of boats, as it would be, in our opinion, absurd to contend that the older canneries were to retain the

the same percentage of interest when the canneries were operated as they had done when four or five only were operated, or that they should increase the number of their boats because new canneries had been built. They were entitled to a reasonable number of boats in keeping with their plants and capacity, and no more."

"The fact must not be lost sight of that if there is or ever will be over fishing on either the Skeena or Rivers Inlet, it has been brought about by the building of excessively large canneries. The object in view of course to increase at the expense of their neighbours, we believe they have all over-reached themselves, and we contend that they should not now be given any special consideration."

"Considering the canneries one by one and what they were doing at the time new canneries came in and what they have done since, you can determine a fair and equitable distribution."

"We regret to state that some of the canners at Rivers Inlet have not played fair with the others. By bonusing and underhand work they obtained and operated a larger proportion of fishermen than was their just due, and they now claim credit for both past and previous operations."

"In our opinion, if any rating or limiting has to be done, it should be done by the Government, and for a number of years. We would point out, however, that this is not such a simple matter as it may seem at first. We now recognize that no private arrangement among the canners themselves is possible or satisfactory. We recognize that the total number of boats fished in the district should not be increased."

Every

"Every increase in the number of canneries has been regularly followed by an increase in the number of boats, and a proportionate decrease in the number of fish caught per boat, and a decrease in pack per cannery. This has resulted greatly to the disadvantage of the older concerns who originally started the business and invested their money in it when the country was undeveloped. Their operating expenses have been increased, and their pack reduced by more than half. The capacity of their canneries in many instances already far larger than is necessary; year by year they have gradually seen their business cut down by new concerns, who claim an equal right to fish the same number of boats as concerns who established their business when the fish supply was ample. We submit that in a boat-rating, the claims of older concerns should be most carefully considered, being regarded in the light of original prospectors and pioneers."

"These later canneries forced themselves in well knowing that the river was suffering from over-fishing, as evidenced by the voluntary arrangements repeatedly made by canners themselves to restrict the number of boats, and by the frequent closing up of existing canneries for the same reason. On several occasions we have closed one of our canneries on the Skeena on account of the scarcity of fish. Strong protests have been entered by the canners from time to time against the establishment of new concerns. We have in our plants more than enough machinery to handle all the fish we can get."

"In curtailing the number of our boats for the past few years we sacrificed our immediate interest, in the vain hope of some equitable arrangement being made."

Our

"Our contentions are as follows:

1. Satisfactory voluntary arrangements among concerns are impossible.
2. Some arrangement by the Government is desirable.
3. In any equitable and satisfactory boat-rating priority of location must be considered and value given for same.
4. After the date on which over-fishing was recognized, on no account should new-comers be rated according to great expenditure on canneries, amount of pack or number of boats fished, as by doing so this would merely reward those who have done just what the Government now complains of."

"The canners on the Skeena and Rivers Inlet, when voluntarily agreeing to a boat-rating in 1905, decided the basis of such a rating should be (a) packs put up in the past; (b) floor area of plant; (c) equipment of plant. The final allotment made by the Committee appointed to do the rating was worked out from these factors. The present rating by the Provincial Government is practically what the canners themselves had agreed to. This therefore shows the Government accepted the principle of determining the rating as adopted by the canners and their Committee as a just and proper method.

"What the canners themselves took as a proper basis to start from, and what the Government, by adopting, have concurred in, should be the basis for arriving at what each cannery is entitled to."

"In determining the amount of the pack, for purposes of comparison, allowance should be made for salt fish packs - the tierced product - some can all their red spring and others tierce them."

"In what is known as the "line of machinery" there is no difference between the plant packing 5,000 cases and one packing 25,000 cases."

"The argument that precedence should be considered is not worthy of consideration. We had the same right to go there in 1905 that they had in 1890."

"Though our cannery is not as large as some, it is so much more modern and convenient - so arranged as to economize on labour and time that surplus space is unnecessary, as our actual pack has demonstrated. Up to date appointments and economy of space are entitled to consideration over old time "ideas". Our practical manager is one of the oldest and most experienced managers engaged in the business. He has managed some of the older plants and in constructing our plant he was given all the space and machinery he wanted, stating that his plans called for a cannery that would handle as many cases as any there."

"The strict rights alone should be considered and no attention paid to the preponderance of opinion on the part of the canners."

"Mr. \_\_\_\_\_ says he would not exchange cannery which we can understand from his being so much newer, and also being in so much better position for fishing, so that his boats catch considerably more than ours. Neither of these considerations, however, argues a less boat-rating. We are keeping up our cannery to thorough efficiency and as our average boat catch is less, we require more boats for this reason."

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"The basis of operations prior to 1908 must be regarded as the determining factor, as every one had all the capacity they required and all had an equal opportunity and right to extend if necessary."

"In considering past operations the number of boats fished must be the criterion, not cases packed, which will vary according to cannery location, quality of fisherman secured, duration of fishing and attention paid to fishing regulations. To take the number of cases as a guide would act very unfairly to us."

"We would point out that in mutual arrangements the size was never considered to its full extent in the rating, it being recognised that the putting up of uselessly large canneries did not qualify for boats in strict proportion to its size."

"We contend that as there were no limitations existing at the time we entered the district - the Government had not at that time placed a limit upon the erection of canneries - the field was open to all, and therefore, upon the erection of our plant we had the same rights that existing plants had. Also that in putting out as many boats as others of similar capacity were then fishing, the latter had no licence to at once increase the number of their boats, and in answer to our request to refrain from doing so, to answer that being first in the field they propose to maintain their supremacy and should always fish half as many again as we did we could have met that statement by putting on more boats, but we abstained from doing so in hopes that ultimately they would see the justice of our contention. To have done otherwise would have created a boat war that would have been fatal to all, including the

fish

fish. Such concerns created the very conditions which you now seek to put to an end. Having had the field to themselves for many years they have grown rich and arrogant, and have come to the conclusion that they, instead of the Government, own the fisheries."

"We give our fishermen and cannery help better accommodation and longer employment than others; in consequence we have no difficulty in getting plenty of help and better fishermen. Because we have better fishermen than some others, surely does not entitle them to more boats for their plants of equal capacity. It is true that in recent years some of our competitors have put on more boats than we have. We could have done likewise had we felt it desirable, we had as much money and energy and as much right. We believed it advisable to keep the total number of boats down. We have expected and wanted the Government to step in and place a limit. We have always advocated that. To punish us now that the Government proposes to step in for having been conservative, and to reward them for creating the situation would be absurd."

"To say that our cold storage connections do not add efficiency or capacity to our cannery is childish. We use much of the floor space of our cold-storage during the canning season, and it must be remembered that in case of a rush, or unusual weather conditions, or a break in any part of the plant that we can hold our fish in cold storage. In our judgment a cold storage plant is an necessary part of an up-to-date cannery, located in a section where labour is uncertain."

"Some of the older concerns state that previous to our entering the field they reduced the number of their boats believing that the waters were being over fished, and at times closed their plants for that reason. We contend that in this they misrepresent the facts. They closed those canneries because of a poor market or in anticipation of a very large pack on the Fraser or in Alaska."

## THE NORTH COAST DISTRICT.

The field of our labours included every salmon fishing section of the Northwest Coast of the Province, north of Vancouver Island, to wit: Smith's Inlet, River's Inlet, Nama, Bella Coola, Kitasquit, Lowe Inlet, Skeena and Nass Rivers. In visiting the fishing centres we had the services of the Canadian Government steamer "Falcon".

In extent and diversity of character the Northern Coast District is the most extensive salmon fishing ground in the Province. All five of the species of Pacific Salmon seek the fresh water streams and lakes of the District. Of these the sockeye are by far the most numerous and important, greatly exceeding in value all the others combined. The sockeye caught are all canned, and the majority of the red-fleshed spring salmon are "tierced".

Throughout the district the season for taking sockeye under existing regulations, opens on June 20th. Their run is usually over at all points by August 20th. Throughout the entire district the regulations appear to give satisfaction and to afford the fish adequate protection. We believe, however, that the extent and character of the work demands that the Inspector of the District be furnished with a very much faster steamer than the one now assigned. His district has an extent of over 1100 miles. Outlying fishing points are remote and though they do not warrant maintaining an officer there, they should receive at least a weekly inspection, and that is impossible with so slow a steamer as the "Falcon" - 7 1/2 knots. In our judgment the means afforded him to enforce the regulations on the Skeena are also far from ample.

All the fish are taken with gill-nets, except in the vicinity of the following divisions, where drag-seines are used:-Smith's Inlet-3; Rivers Inlet (outside) 2; Nama

Bella Bella Saltery, Swanson Bay, Lowe Inlet, Skeena River (Outside and independent of the main run of sockeye to the river), Nass River and Whiting Bay. The result of this is that the fishing, with the exception of the above named places, is confined to the discoloured waters of the river channels and the adjacent arms and inlets, since salmon cannot be taken in clear water by means of gill-nets. Owing however, to the introduction of round-bottom boats and to greater competition, the area of water now fished has been considerably extended in the last ten years, the gill-nets used being 200 fathoms long and 50 meshes deep. Weather conditions in all sections appear to have great influence upon the size of the catch. There does not appear to be any periodic fluctuation in the runs in any section of the Northern district, as on the case on the Fraser, the catch from year to year varying in most sections. This variation is universally attributed to weather conditions.

## THE SKEENA RIVER DIVISION.

The Skeena River is the most important and extensive of the Northern Coast of British Columbia. It is, after the Fraser, the largest river in the Province. It carries to the sea the waters of an extensive section of the coast slope that has a rainfall of over 100 inches per year. It has its principal source in Babine Lake. From its mouth to the settlement of Hazelton, a distance of 180 miles, the river is navigated by powerful stern-wheel steamboats during the greater part of the summer. During the winter months the river is frozen over, while the major portion of the water-shed is buried under snow and ice.

The river has many tributaries of which the Babine, Buckley, Kitsumkelum, Oxtail, Salmon, Lakelse and Kispiox Rivers are, in the order named, the most important. All have their source in or pass through lakes which, with their tributaries, afford extensive spawning grounds for sockeye salmon. Of these lakes the Babine, with its many lake-fed tributaries, is the greatest. This area of water, which is considered the head of the Skeena water-shed is long, narrow and very deep, extending something over 100 miles in length, and of an almost uniform width, the greatest distance from shore to shore never exceeding six miles. The lake has five important tributaries all of which have lakes at or near their sources.

Because of its volume and the extent of its lake and stream tributaries, the Skeena attracts and produces more salmon than any other stream in the northern district. As a spawning ground for sockeye salmon it is second in importance, in the Province, only to the Fraser. Of late years it has produced more salmon than the Fraser, in what are known on the latter as "off years". Its spawning beds are vastly more extensive than those of Heceta Inlet.

The

The fishing grounds of the Skeena River Division extend from a point on the river, 12 miles above Port Essington to Chatham Sound, a distance of 30 miles. From Port Essington to De Horsey Island the river may be termed an estuary. The tides rise to a height of twenty-four feet. At low water extensive snag-covered mud-flats are exposed. The waters divide at the De Horsey Island; the main volume proceeding to Granville Channel and Chatham Sound, while the remainder flows into Chatham Sound through "the slough" or the North Skeena Passage. The fishing in the sound is largely confined to the waters south of Rachael Island, but in seasons of extreme high water in the river, is extended out toward Brown Passage, through which the sockeye appear to enter from the open sea, though a portion of the run is known to come in through Edye Passage, to the north of Porcher Island. Previous to the introduction of round-bottom fishing boats in 1897, operations were confined largely to the inside channels of the river. With their advent and the increasing demands for salmon, the fishermen have advanced further out to meet the incoming fish, so that the extent of water fished has been greatly increased.

For outside fishing, brisk westerly winds, which bring clear skies, are the most desired. Once the fish pass into the shallow, inside channels, where the discoloured water of the river conceals the nets, the effect of weather conditions is less marked, though bright days are greatly to be desired, since with clear skies the fish travel nearer to the surface.

With few exceptions all the boats and nets engaged in the fishery here, as throughout the northern district, are the property of the canners. Two men are required to man each boat, the fishermen being paid for each fish caught. During the past two years, the fishermen have been paid 10¢ for each sockeye, and 30¢ for each red-fleshed spring salmon. The nets used on

the Skeena are all gill-nets. No drag or purse-nets are permitted in the river or Chatham Sound.

Within three miles of the river's mouth, both drag and purse seines have been operated, but having been entirely unsuccessful have consequently been discontinued. Salmon drag seines, are, however, operated by one cannery on the Skeena, in the various creeks on Pitt and Banks Islands - some 25 miles from the mouth of the river, but have not hitherto been very successful only a small quantity of salmon being taken. These creek fish are an entirely different variety from those frequenting the Skeena being of an inferior grade and colour.

Gill-nets are limited to 200 fathoms in length, and 60 meshes deep. Owing to the great number of snags in the bed of the river, and also to the heavy tides, there is a heavier loss of nets than in any other section. All of the five species of Pacific Salmon enter the Skeena, but in quantity and value the sockeye greatly exceeds the run of all others combined. The sockeye which enter the Skeena are considered of better quality than those taken in any other section of the northern District. The run of spring salmon, though much smaller than the sockeye, is, nevertheless of importance - as is also the run of coho. Fishing for spring salmon begins on the 15th of April and ends about the first week in July. These fish vary considerably in colour.

The proportion of the white-fleshed fish is about one third of those taken, one third are pink and the remaining one third are of a desirable deep red colour, of the first quality.

The majority of the red-fleshed spring salmon are "mild-cured" or "tierced", the white-fleshed spring salmon not being used.

The sockeye run begins late in June, and ends about the middle of August. The main run is looked for in July. There does not appear to be any marked periodic fluctuations in

the run of sockeyes to the Skeena. The catch, as is shown by the pack, varies from year to year, but the variation is generally attributed to weather conditions.

The coho salmon runs in August and September, and the dog salmon in September, October and November.

The run of humpback salmon is of minor importance.

The river is closed to sockeye fishing up to the 20th June, and there is a weekly closed period from 6 A.M. on Saturday to 6 p.m. of the following Sunday, as is the case throughout the District.

The fishing area of the Skeena is policed during the season by both the Dominion and Provincial authorities; nevertheless there is a certain amount of poaching committed.

In addition to the patrol of the fishing area, the Dominion Government maintains a patrol at the most important points on the spawning grounds.

Until 1905, the Babine Indians maintained weirs or barricades at the outlet of Babine Lake, which obstructions almost entirely cut off the run of sockeyes; they placed the weirs in order to obstruct the run of salmon, that they might more easily capture the fish. These they desired not only for their own food, but for sale to the Hudson's Bay Company, and for trade with the Indians to the north-east. Through the efforts of the Inspector of the District and Hans Helgeson - Fishery Officer - the attention of the Department was directed to this practice of the Babine Indians, which was keeping the sockeyes from the most extensive spawning area of the Skeena, with the result that in 1905 the barriers were removed, and have not since been erected, and arrangements made whereby the Indians are permitted to take what fish they require for their own use by means of gill-nets furnished by the Fishery Department. As a result, the number of fish taken has been very reduced, there

is no waste, and the almost limitless spawning area of Babine Lake and its tributaries are now abundantly seeded every year. The opening up of the great section to spawning sockeyes must be far-reaching in its importance. Many canners assert that the beneficial effects are already apparent.

In addition to limiting the Indians to the use of gill-nets - of the same length and depth as those used by the fishermen in the lower river - there is a weekly closed time of 36 hours. Though the spawning area of the Skeena greatly exceeds that of any other section in the Northern District, fishery officers report that they could be further extended if the falls in the Bulkley River at Morristown were made passable for salmon. The Dominion Government operates two hatcheries - one at Lake Lakeside, and the other on Salmon Creek, Babine Lake.

Canning began on the Skeena in 1877, with the establishment of the Inverness Cannery, on the "The Slough" or North Skeena Passage, and a pack of 3000 cans of sockeye. By 1884 there were five canneries in operation, and the pack increased to 53,700 cases. In 1890 seven canneries were running and the pack reached 90,500 cases. The pack ten years later had increased to 128,500 cases put up by the ten canneries operated. The record pack was made in 1905 by twelve canneries putting up 209,177 cases.

One cannery only has been abandoned on the Skeena. In 1902, the British Columbia Packers Association closed the Standard, removing the machinery to the Balmoral Cannery. The Aberdeen Cannery which was burned in 1903, was replaced by the construction of the Oceanic in that same year, but the owners claim that in boat-rating they should receive the same consideration that is given to abandoned plants. The Oceanic is, however, a much larger establishment than the Aberdeen was.

The total number of fishing boats licensed on the Skeena in each of the last ten years is given in the following

table:-

Year:	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909
Boats:	448	581	644	519	705	781	870	710	863	800

The majority of the cannery managers on the Skeena claim that the total number of boats licensed should not exceed 850, that that number can be permitted with safety, but that 850 is essential to ensure getting the required number of women to clean and pack the fish. Several hold the opinion that 900 could be fished without depleting the number of fish necessary to seed the spawning area, that the opening of Babine Lake has vastly increased the producing area, that the physical character of the fishing grounds, high tides, shoals and snags afford the fish a greater measure of protection in the Skeena than in any other northern division. Other managers contend that the total should be reduced to 750, that the increase of boats has not proportionately increased the pack, that by a rational reduction the expenses of operation - loss of nets especially - would be greatly lessened, that thereby the total average catch per net would be materially increased, and the earnings of the fishermen greater.

Other managers express a desire for a reduction in the total number of boats for purely economic reasons, at the same time asserting that in their judgment a reduction is not necessary to conserve the fish. The labour conditions they state have materially changed. The construction of the Grand Trunk railroad has created a demand for labour that has seriously affected the canners. The Indians, finding a demand for their services nearer home, will not come down to the canneries - and that means a loss of not only fishermen, but of their women, whose services in cleaning and packing are even more essential than the fishermen, for the latter can be replaced by Japanese.

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Having given serious consideration to the conditions on the fishing and spawning grounds, we believe we are warranted in advocating that the total number of boats in the Skeena Division be limited to 850.

Having gone carefully over each and every cannery in this division of the Northern District, and having deeply weighed the arguments of the directing heads and practical cannery operators of each establishment, we are unanimous in recommending that you assign these 850 boats as follows:

Balmoral	115	Northern Pacific	70
Claxton	69	Cunningham	60
Oceanic	69	Dominion	57
British American	69	Cassiar	55
Inverness	70	Skeena Commercial	55
Carlisle	70	Alexandra	31
		Total.	850.

## THE FISHERIES OF RIVERS INLET.

Rivers Inlet is the third most important salmon-fishing water of the Province, and the second most extensive in the Northern District. The inlet is situated on the coast opposite Fitzhugh Sound. It extends inland for forty miles, has an average width of three miles, is of great depth, and free from reefs and shoals. The tides are strong, rising from 16 to 20 feet. The waters of the inlet are always discoloured throughout the fishing season by muddy waters of the Wannuck River, which enters the inlet at its head. These discoloured waters extend beyond the entrances to the inlet, thereby increasing the area of water in which salmon can be taken with gill-nets. Wannuck River is the only stream of importance which enters the inlet, as well as the only one frequented by sockeye salmon. It is a wide and rather shallow river of about four miles in length, and has its source in Oweekeno Lake. The lake, from its outlet, extends easterly for some twenty two miles, and then, turning to the north, extends twenty miles further. The width varies considerably, the average being about two miles. This great lake, like the inlet, is surrounded by high precipitous mountains, has an elevation of only 25 feet, and is of great depth. Its waters are never clear, and in the early summer are greatly discoloured by the white chalky silts which are brought down by its two main tributaries, the Mackwell and Shesamahout Rivers. In addition to these two largest streams, there are many other tributaries that afford extended spawning grounds for sockeye salmon. The mountains surrounding the lake are covered with snow throughout the year; there are numerous glaciers to the south, and the rainfall is exceedingly heavy.

The sockeye is the principal salmon that enters Rivers Inlet and all seek the tributaries of Oweekeno Lake. The

number of spring and ooch which run there is limited, and hump-back salmon are never numerous. The Japanese take a considerable number of dog-salmon in the fall, which are dry-salted for shipment to the Orient.

The fishing season opens on June 20th, but the sock-eye run is not looked for until the first week in July. Their run usually extends to August 10th or 15th. They appear to come in shore from the north, though they are ordinarily found at Schooner Passage, and the south entrance at the same time. The majority enter through the latter channel and most of the outside fishing is conducted there. Schooner Passage is, nevertheless, extensively fished. Operations are not confined to any particular state of the tide, as is the case at the Skeena and Nass Rivers. At the outlet most of the fish are taken at night. Bright sunny days with brisk winds produce the most favourable fishing conditions, as on dark and rainy days the fish travel deeper than in clear weather. A study of weather records and the table of the annual pack displays that in wet seasons the pack is always light.

The majority of the fish are taken between the inside entrance and Shotbolt Bay, which is about three miles below the mouth of the Wannuck River. The boats engaged in the fishery are flat-bottom skiffs, for, since the seas are seldom high, and most of the fishing is conducted inside the inlet, round bottom boats are not required. The boats and nets are the property of the canneries. The nets used are gill-nets of 200 fathoms in length by 50 meshes in depth.

Drag and purse nets are not permitted in the Inlet, or in waters through which fish seeking it pass. One or two of the owners possess drag-seine licences issued by the Dominion Government for the mouths of streams on Calvert Island. The fish taken are packed at their canneries on the Inlet.

The fishermen have, during the last three seasons, been paid 10¢ for each sockeye, and 30¢ for each red-flashed spring salmon.

Only one fisherman is employed in each boat operated.

As stated, the sockeyes which enter Rivers Inlet all seek the Wannuck River, at its head, and, proceeding up its four miles of swift water, enter Owekayno Lake, and pass on and into its many tributaries, where they spawn and die. Considerable numbers - late in the season - spawn on the shoals near the outlet and at the mouths of the several tributaries. The majority, however, as is usual with the sockeyes, enter the tributaries. For its size this is one of the best spawning sections of the Province. Very few Indians reside on the Lake, and the streams are not barricaded. The Dominion Government has, for a number of years, maintained a hatchery, a few miles from the outlet, and the reports of officers detailed annually to inspect the spawning grounds describe them as well stocked.

Salmon fishing and canning has been conducted at Rivers Inlet since 1882, in which year Robert Dransy built the first cannery, and packed 5,600 cases of sockeyes. The Wannuck Packing Company began operations in 1894. In 1895 an additional cannery was constructed; another in 1896; two in 1897; one in 1905, and two in 1906. Three were abandoned in 1902, and the machinery removed to other plants on the Inlet, or shipped to another division. The firms owning the canneries closed them and concentrated their operations at their remaining plants. In the appendix a description of each cannery will be found at the inlet, together with the date of location, yearly pack since construction, machinery, floor spaces, boats and nets.

It is conceded by all the practical operating managers that the number of boats and nets used at Rivers Inlet is

out of all proportion to the extent of fishing water and the number of fish taken. The catch of sockeye has not been proportionately increased by the use of more boats, as is shown by the records given in the appendix.

Neither the catch nor the extent of the spawning area warrants the operation of the number of nets now used. By reducing the number of boats the expenses of operating the plants will be materially reduced, the earnings of the fishermen increased, the seeding of the spawning-grounds insured, and the catch not proportionately decreased.

From the information which we have gained from personal inspection of both the fishing and spawning waters, conversations with men long engaged in the fishery, directing heads and cannery operators, and a study of the reports of Fishery Officers employed by both the Dominion and Provincial Governments to inspect and report upon the conditions on both the fishing and spawning grounds, we are of the opinion that the Government is warranted in limiting the total number of boats to 700 and that they be assigned to the firms now engaged in the industry as follows:-

Wadhams	130	Beaver	59
Brunswick	107	Strathcona	56
Rivers Inlet	107	Kildala	56
Good Hope	95	Total 700	

### THE NAAS RIVER.

The Naas River Division is the third largest salmon fishery in the Northern District and drains an extensive mountainous section north and west of the Skeena Divide, where both the snow and rainfall is excessive. It has many precipitous tributaries, the majority of which pass through small lakes.

The extreme headwaters of this river have not been defined. Indians who claim to be familiar with these waters state that there are lakes above the confluence of the main river and the Medziaden River, but that none are of any considerable extent. On the other hand, we have information which leads us to believe that there are no lakes above the point referred to, and we consider it would be of benefit to the Naas fisheries, and of great importance to the Department, if accurate information were obtained in connection with the spawning grounds of the Naas, above Medziaden River.

So far as can be learnt from direct information, gathered from fishery officers sent by the Dominion and Provincial Governments, the spawning grounds of the Naas are not to be compared, as regards extent, with those of the Skeena and Rivers Inlet, and we must designate them as rather limited in area.

The main tributary of the Naas has its source in Medziaden Lake, a fine body of water, some 14 miles long by 2 miles wide, and of great depth; this has again many tributaries, and salmon spawn in these latter, as well as on the shores of the lake. Unfortunately there are situated, some little distance up the Medziaden River, falls which, during certain stages of the water, serve as a blockade to all but the strongest fish; when once these are surmounted, however, there is a clear course into Medziaden Lake where are located excellent spawning grounds. The removal of this obstruction would facilitate the passage of

a greater number of salmon.

The lake is the most extensive and important spawning ground in the whole watershed, and an abundance of sockeyes have been observed there during the last two years; as is the case in all the other tributaries visited by fishery officers.

The waters of the Neas, like all the north coast streams, are greatly discoloured - to such an extent, indeed, that the waters of Neas Harbour, and the adjacent waters of the Inlets are likewise clouded. This varies, of course, with the amount of snow that has fallen in the interior during the previous winter. All the five species of Pacific salmon run in the Neas; the run of sockeyes is, however, much larger than all the others combined.

There is a good run of spring salmon early in the season, and two firms operating there mild-cure their catches of this variety.

The sockeye season opens June 20th, but the bulk of the run is looked for in July, gill-nets only being operated.

The fishing grounds extend from Fishery Bay down to Somerville Island, in Portland Inlet, and embrace some 35 or 40 miles. The above inlet has an average width of 3 miles.

Canning began on the Neas with the erection, in 1878, of the Hill Bay Cannery, and in 1881 the Federation Brand Canning Company established a plant at Neas Harbour. These two canneries were closed in 1885-6 and 1887.

In 1889, the Victoria Canning Company erected a cannery. The pack in 1890 was 23,906 cases, and in 1900 but 18,238 cases. The smallest pack in years was that of 1903 when but 12,100 cases were put up. During the last five years the pack has run from 31,832 in 1907 to 46,908 in 1908. During these years there has been a considerable pack of coho and humpbacks.

The boats employed in the fishery, which are all of

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the round bottom pattern, have been gradually increased each year. In 1908, with but two canneries operating, 189 boats were employed, and 1909, the three canneries running used 199; and the four plants this season were authorized to employ 240. Three of the four firms engaged there assert that a greater number can not be permitted without depleting the run, and they believe that the present number can be safely used. The remaining firm asserts that in limiting the Nass to 240 boats, as was done this year, there was a discrimination against that district, as compared to Rivers Inlet and the Skeena River. They also claim that in fishing and spawning grounds the Nass has an advantage over either of the other divisions, and that the drain on the Nass has not been as great as on Rivers Inlet and the Skeena, which have been much more extensively fished, and that the number of boats permitted should be greater. We find ourselves unable to agree with these contentions. We believe the spawning area to be very much less extensive than that of Rivers Inlet, and that 240 boats is all, if not more, than can be safely employed. However, out of deference to the opinion of the cannery operators engaged there, we suggest that you limit the boats for a period of five years to 240, and distribute them equally amongst the four established canneries, at the same time prohibiting the construction of additional plants.

### THE CANNERY AT BELLA COOLA.

The B.C. Packers Association own and operate the one cannery situated at the mouth of the Bella Coola River, at the head of Burke Channel. This river is about 60 miles long, and has three lakes at the head. Salmon spawn in the tributaries all the way up the river to the lakes, but the sockeye do not commence to spawn until they arrive some 40 miles up river. There is a stretch of 3 miles of fine spawning ground in the river at the entrance of the lake. However, the main body of sockeye proceed up through the lakes to spawn in the tributary streams.

All of the various varieties of Pacific salmon frequent the Bella Coola waters, but the sockeye greatly predominates.

This cannery packs spring salmon and coho also, the season for the former commencing about May 15th. These fish are considered to be of a finer flavour than any other spring salmon in British Columbia waters.

The sockeye begins to arrive about June 20th. From the middle of August till late in the fall the coho, humpback and dog salmon come in.

The fishing grounds extend from the mouth of the river to Labouchere Channel, a distance of 15 miles, with an average width of  $2\frac{1}{2}$  miles.

Gill nets only are used, and are the customary 200 fathoms long and 40 meshes deep.

The cannery has an average yearly pack of 9,721 cases.

We recommend that there be only one cannery licensed for these waters, and award the same 70 boats, the number now licensed.

LOWE INLET CANNERY

This cannery is owned by the B. C. Packers association, and is situated at Lowe Inlet, Granville Channel, B.C.

The fishing grounds tributary to this cannery are located within a radius of about 50 miles, operations being carried on outside the mouths of streams and creeks; these creeks are frequented by sockeye, coho, humpback and dog salmon - the sockeye and coho being the principal species taken,

The fishing season commences on 20th June, and continues until 15th August, the method being entirely by the use of drag-seines.

We consider, after careful inspection, that the fishing grounds tributary to this establishment are capable of sustaining one cannery only. In arriving at this decision we have based our calculations and recommendations on the fact that, in our estimation, these fishing grounds are now exploited to their fullest capacity, and that the spawning grounds do not warrant the use of more than 23 seines, which is the number of nets at present operated by this cannery.

## THE KIMQUIT AND MANITOU CANNERRIES.

These canneries are situated at the head of Dean Channel, within about four miles from the mouth of the Kimsquit River. This river drains a limited section, where the snow and rain fall is very heavy; it has but one lake of importance which is located about 40 miles from its mouth, but there are numerous small tributaries. The waters of the main stream are greatly discoloured, and they, with those of Salmon River, which also empties into Dean Channel, cloud the latter body of water so that gill nets are serviceable for some thirty miles of its length.

Salmon River carries a considerable volume, but does not, however, attract the sockeye, those coming up Deal Channel, all proceeding to the Kimsquit.

The fishing is all conducted in Dean Channel, and with favourable water is extended as far as Labouchere Channel, a distance of about thirty miles. Gill-nets only are employed, and the principal species taken is the sockeye, which is canned - as are also the few red-fleshed spring salmon that are caught.

Canning began here in 1901, when Robert Draney constructed the Kimsquit Cannery; he alone operated in this district until 1907, when the Kildala Packing Company erected the Manitou Cannery. Up till this date Mr. Draney had confined his fishing to within a few miles from his plant, but with the construction of the Manitou it became necessary for each to extend its operations down the Channel in order to secure its complement of sockeyes. This distance has gradually increased until the present season, when they now travel the above-mentioned 30 miles.

Previous to the erection of the Manitou Cannery, Mr. Draney operated only 30 boats, using nets of 350 fathoms in length by 35 meshes deep. His average pack till 1907 was 7,826

cases. Since that year the two canneries have operated a total of 120 boats, using nets 200 fathoms in length by 40 meshes deep; the combined average yearly pack has been 12,560 cases.

The run of sockeye is greater at Kimequit than at Bella Coola, but that of all other varieties is much less,

It is undoubtedly a heavy drain on the sockeye frequenting these waters to have about 120 boats operating in so limited an area of fishing ground. In addition to this, the spawning grounds themselves are of comparatively moderate extent, so that these facts compel us to believe that, if matters are allowed to continue as they are at present, the sockeye fishing will, in a short time, become considerably depleted.

After weighing the matter carefully, and taking everything into consideration, we are of the opinion that the number of boats engaged here is greater than the run warrants, and we are bound to suggest that the total number for the next five years should be limited to 50 boats, the award being as follows:

Kimequit 40; Manitou 40.

We further recommend that the present fishing boundary be brought down to a distance of one mile from the mouth of the river.

SMITH'S INLET CANNERY.

This cannery is owned and operated by the Wm. Hickey Canning Company and is situated on Smith's Inlet; the latter empties into Queen Charlotte Sound, about 6 miles south of the mouth of Rivers Inlet, running parallel with it in a northerly direction for a distance of about 25 miles. The cannery is located about 18 miles from the mouth of the Inlet, on a small un-named branch inlet.

The fishing grounds are situated within two miles of the cannery, on the east side of Smith's Inlet at Quashela Creek. Operations are conducted at the mouth of this creek by means of drag and purse seines only.

About half a mile up stream from the seining ground is a saltwater lagoon which, in the shape of an L, averages  $1\frac{1}{2}$  miles wide and is 6 miles long. Running into this lagoon at the angle of the L is a small creek about a quarter of a mile long, which runs out of a large lake about 18 miles in length; this latter sheet of water is fed by numerous mountain streams.

Quashela Creek is frequented by sockeye and a few spring salmon; these sockeye proceed through the salt water lagoon up to the big lake where their actual spawning grounds are situated.

The fishing season for Quashela Creek extends from June 27th to 3rd August. Large quantities of sockeye reach the spawning grounds during the latter part of August and September.

The head of Smith's Inlet, which is situated 5 or 6 miles from Quashela Creek, is frequented by coho, humpback and dog-salmon during the months of September and October. The method of fishing is principally by the use of seines - it being found difficult to catch fish with gill-nets on account of the clearness of the water; the cannery, however, operates a few of the latter.

We consider, after careful inspection, that this area of water is capable of sustaining only one cannery, in arriving at this decision, we have based our calculations and recommendations upon the limited area of spawning grounds available for the salmon. We further recommend that this cannery be allowed to operate only 1 purse seine, 8 drag seines and 23 gill nets.

### NAMU CANNERY.

This cannery is owned and operated by Robert Draney of Namu, and is situated at Namu Harbour, Fitzhugh Sound, B.C.

The fishing grounds tributary to this cannery are located within a radius of 35 miles, and operations are carried on outside the mouths of streams and creeks. These creeks are frequented by sockeye, coho, humpback and dog-salmon - the sockeye and coho being the principal species taken.

The fishing season commences 20th June, and extends up to the middle of October; the method is principally by the use of drag-seines, but Mr. Draney is at present experimenting with gill-nets which, if found to be successful, he intends to employ largely in future.

This cannery was erected in 1893, and has been in operation every since.

We consider, after careful inspection, that the fishing grounds tributary to this establishment are capable of sustaining one cannery only. In arriving at this decision we have based our calculations and recommendations on the fact that the creeks and streams already referred to comprise the entire spawning grounds, and are, consequently, of very limited area. We further recommend that this cannery be allowed to operate only 1 purse seine, 8 drag seines, and 25 gill-nets.

RECOMMENDATION AS TO DURATION OF AWARD.

In compliance with your request that we make a recommendation as to the number of years that the rating which we now advocate should be enforced, we submit that with the understanding that no additional canneries are to be permitted to operate at Rivers Inlet, Skeena or Nass Rivers than those licensed this year, and that those now licensed will not in future ratings be given credit for enlargements and increased capacity, we recommend the boat-rating should cover a period of not less than five years. Every operator in the district is desirous of having a clear conception of the conditions under which he must conduct his plants for as long a term of years as is possible. The nature of the business necessitates the giving of orders for netting, tin plate etc. months in advance of the operating season. All expressed themselves as favourable to a boat-rating extending for five or more years and called attention to the importance of an early announcement of your determination. The construction of the Grand Trunk Pacific Railroad, and the increasing settlement of the district will bring many changes on the Skeena and the Nass, changes not only affecting labour, but the disposal of the catch as well. Having given these and other considerations full weight, we suggest the advisability of having the ratings established for five years. We also suggest that in assigning the boats to the canneries, you have an understanding that the Indians and Whites are to be given preference.

In determining the total number of boats and nets to be permitted in each division of the District we have been guided, as the foregoing pages disclose, by a study of the area drained, the size, character and volume of its fresh water streams and lakes, and the spawning grounds they afford, as well as the abundance of the salmon seeking these waters, and the physical character of the fishing grounds, and the methods used

in their capture. In determining the extent of the spawning area, we have been guided by the reports of fishery officers annually detailed to their inspection, and by knowledge gained by us from having personally visited them in seasons past.

#### CONCLUSION.

In assigning the number of boats to the different canneries we have given the fullest and most deliberate consideration to the claims of directing heads and practical cannery managers, the conditions disclosed by an inspection of each section and plant, a close study of the tabulated records and our official knowledge of related conditions, because we believe that an equitable award presents a problem the solution of which lies not in the merits of any one contention or factor, but in the application of many.

If it appears to some of the operators that we have given less consideration to their claims of priority of location than they contended for, we submit that it is because we have had to give weight as well to all the related conditions existing previous to and at the time the Government intervened in 1906.

If it appear that we have given less weight to the stress which was laid upon the amount invested, to space and machinery, we submit that there is a point where necessary capacity and average usefulness ends and prodigality is manifest.

If it appear that we have given less consideration to the size of the pack than was contended for, we submit that in the event of a sudden demand to handle unusual quantities of fish some plants are in a better position to do so than those possessing a smaller capacity, although the latter are fully able to cope with normal conditions, and, also, that it must be recognized

recognized that the total pack is often misleading owing to mismanagement, disregard of regulations or the fact that many firms do not, for manifest business reasons, pack fall fish but discontinue operations upon the conclusion of the sockeye run.

In conclusion, permit us to assure you that we have striven to give to the many related conditions thorough investigation and most careful consideration and discussion. In consequence we hand you the result of our labours, confident that our award is disinterested, just and equitable.

Respectfully submitted,

(Sgd) John Pease Babcock.

(Sgd) John Tama Williams.

COMMISSIONERS.

Port Essington, B.C.,

July 14th, 1910.

APPENDIX.

### DESCRIPTION OF CANNERRIES.

#### SKEENA RIVER.

BALNORAL CANNERY is situated at the mouth of the Oxstahl River - a tributary of Skeena River flowing into the latter about 15 miles from its mouth. It was erected in 1883 and is at present owned by the B. C. Packers' Association, who have entirely remodeled and enlarged it making it one of the largest canneries in the Province. It is a complete two-line establishment with a cooking capacity of 120 lbs. steam pressure, 6 retorts and 4 steam boxes.

The total pack from 1901 to 1909 has been 173,579 cases, an average of 19,286 cases per year. For the present season preparation has been made for 30,000 cases. There is a well-equipped cold storage plant in connection with this cannery, for the purpose of mild-curing spring salmon and of packing steelheads in ice, to be forwarded to New Westminster for shipment thence.

BRITISH AMERICA CANNERY is situated at Port Essington and was erected in 1883, and is at present owned and operated by the Anglo-British Columbian Packing Company. It is a two-line establishment (using only one soldering machine) and has a cooking capacity of 120 lbs. steam pressure, 3 retorts and 5 steam-boxes. The total pack from 1900 to 1909 has been 174,630 cases, an average of 17,463 cases per year. For the present season preparation has been made for 20,000 cases.

For further detailed description of each cannery reference may be made to the Tables following the Introduction to this Report.

OCEANIC CANNERY is situated on the South side of Smith Island. This plant was erected in 1878 and was then called the "Aberdeen" Cannery. Fire destroyed this plant in 1903 and the present establishment was immediately erected to replace the former one. It is at present owned and operated by the British Columbia Canning Company of Victoria. It is one-line establishment with a cooking capacity of 125 lbs. steam pressure, 3 retorts and 4 steam-boxes.

The total pack from 1900 to 1909 has been 171,493 cases, an average of 17,149 cases per year. For the present season preparation has been made for 20,000 cases.

OLAXTON CANNERY is situated on the East Shore of the Skeena River, about 6 miles from the mouth. It was erected in 1892 and is now owned and operated by Wallace Bros. This is a two-line cannery with a cooking capacity of 125 lbs. steam pressure, 2 retorts and 4 steam-boxes.

The total pack from 1902 to 1909 has been 154,181 cases, an average of 19,272 cases per year. For the present season preparation has been made for 29,000 cases.

There is a large cold-storage plant in connection with this cannery which is used for the purpose of freezing halibut and for mild-curing spring salmon; cohoes are also frozen and shipped. This firm has a world-wide connection.

NORTH PACIFIC CANNERY is situated on that part of the Skeena River known as "The Slough."

It was erected in 1889 and is now owned and operated by the Anglo-British Columbian Packing Company of Vancouver. This is a one-line establishment with a cooking capacity of 125 lbs. steam pressure, 3 retorts and 3 steam-boxes.

The total pack from 1900 to 1909, with the exception

of

of 1905 in which year this cannery did not operate, has been 124,249 cases, an average of 13,805 cases per year. For the present season preparation has been made for 20,000 cases.

CARLISLE CANNERY is situated on the East side of the Skeena River about 7 miles from the mouth. It was erected in 1895 and is now owned and operated by Messrs. Dawson and Buttiner of Vancouver.

This was a single-line establishment until May, 1910 when an additional line of machinery was added; it has a cooking capacity of 120 lbs. steam pressure, 2 retorts and 4 steam-boxes.

The total pack from 1900 to 1909, with the exception of 1905 in which year this cannery did not operate, has been 103,173 cases, an average of 11,463 cases per year. For the present season preparation has been made for 17,000 cases.

INVERNESS CANNERY is situated on that part of the Skeena River known as "The Slough".

It was erected in 1877 and is at present owned and operated by J. H. Todd and Son of Victoria.

This is a one-line establishment with a cooking capacity of 130 lbs. steam pressure, 2 retorts and 3 steam-boxes.

The total pack from 1900 to 1909 has been 141,918 cases, an average of 14,191 cases per year. For the present season preparation has been made for 18,000 cases.

CUNNINGHAM CANNERY is situated at Port Essington, B.C. on the Skeena River, 15 miles from the mouth. This plant was erected in 1853 and is now owned and operated by the B.C. Packers Association. It is a one-line establishment with a cooking capacity of 90 lbs. steam pressure, 2 retorts and 2 steam-boxes.

The total pack from 1900 to 1909, with the exception

of

of 1905 in which year this cannery did not operate, has been 103,104 cases, an average of 11,456 cases per year. For the present season preparation has been made for 15,000 cases.

Dominion Cannery is situated on that part of the Skeena River known as "The Slough".

It was erected in 1906, and is owned and operated by the B.C. Packers' Association. It is a one-line establishment having a cooking capacity of 85 lbs. steam pressure, 3 retorts and 2 steam-boxes.

The total pack since its construction has been 34,592 cases, an average of 11,530 cases per year with the exception of 1909 when the cannery did not operate. For the present season preparation has been made for 14,000 cases.

Skeena Commercial Cannery is situated at Port Essington, and was erected in 1900; it is now owned and operated by the Skeena River Commercial Company. This is a one-line plant with a cooking capacity of 120 lbs. steam pressure, 2 retorts and 3 steam boxes.

The total pack since its construction has been 90,739 cases, an average of 9,073 cases per year. For the present season preparation has been made for 10,700 cases.

Cassiar Cannery is situated on that part of Skeena River known as "The Slough", and was erected in 1903 by the Cassiar Packing Company by whom it is now owned and operated. It is a one-line establishment with a cooking capacity of 125 lbs. steam pressure, 2 retorts and 3 steam boxes.

The total pack since its construction has been 50,427 cases, an average of 11,489 cases per year. For the present season preparation has been made for 18,000 cases.

ALEXANDRIA CANNERY is situated at the mouth of the Oxtah River, a short distance south of Balmoral. It was erected in 1904 and is now owned and operated by the B.C. Packers Association; it is a one-line cannery with a cooking capacity of 150 lbs. steam pressure, 1 retort and 1 steam-box.

With the exception of the seasons 1908 and 1909, during which the plant did not operate, the total pack since construction has been 15,396 cases, an average of 3,849 cases per year. For the present season preparation has been made for 5,000 cases of half-flats.

STANDARD CANNERY is situated near the mouth of the Skeena River; it was erected in 1890 and is the property of the B.C. Packers' Association, who have completely dismantled and abandoned the plant which is now in a totally wrecked condition.

RIVERS INLET.

WADHAMS CANNERY is situated on the East Shore of Rivers Inlet, about 15 miles from its mouth. It was erected in 1897, and is now owned and operated by the B.C. Packers Association. It has two complete lines of machinery, and a cooking capacity of 90 lbs. boiler pressure, 5 retorts and 2 steam boxes.

The total pack from 1900 to 1909 has been 200,791 cases, an average of 20,079 cases per year. For the present season preparation has been made for 25,000 cases.

GOOD HOPE CANNERY is situated on the East shore of Rivers Inlet, near Mary's Island. It was erected in 1895 and is at present owned and operated by the Anglo-British Columbian Canning Co. of Vancouver; it is a one-line establishment with a cooking capacity of 80 lbs. steam pressure, 3 retorts and 5 steam-boxes.

The total pack from 1900 to 1909 has been 129,857 cases, an average of 12,986 cases per year. For the present season preparation has been made for 17,000 cases.

BRUNSWICK CANNERY is situated at the mouth of False Inlet, near Schooner Passage. Its construction took place in 1896, and the plant is now owned and operated by the B.C. Packers Association. It is a one-line establishment carrying in stock, though at present not set up, an additional line of machinery; it has a cooking capacity of 85 lbs. steam pressure, 3 retorts and 3 steam-boxes.

The total pack from 1900 to 1909 has been 158,347 cases, an average of 15,834 cases per season. For the present year, preparation has been made for 15,000 cases.

STRATHCONA CANNERY is situated on the East Shore of the Inlet immediately south of Good Hope Cannery. It was erected in 1906 and

is at present owned and operated by the Strathcona Packing Company of Vancouver; it is a one-line establishment with a cooking capacity of 125 lbs. steam pressure, 2 retorts and 2 steam-boxes.

Since its construction it has made a total pack of 43,899 cases, an average of 10,974 cases per year. For the present season preparation has been made for 16,000 cases.

BEAVER CANNERY is situated in a small bay off Schooner Passage, adjacent to Rivers Inlet. This plant was erected in 1905, and is at present owned and operated by J. H. Todd & Son of Victoria; it has two complete lines of machinery and a cooking capacity of 115 lbs. steam pressure, 2 retorts and 2 steam-boxes.

The total pack from 1906 to 1909 has been 61,635 cases, an average of 15,408 cases per year. For the present season preparation has been made for 16,000 cases.

RIVERS INLET CANNERY is situated at the head of the Inlet and was built in 1882, being the first establishment of its kind on Rivers Inlet.

It is at present owned and operated by the British Columbia Canning Company of Victoria and is a one-line plant with a cooking capacity of 100 lbs. steam pressure, 3 retorts and 3 steam-boxes.

The total pack from 1900 to 1909 has been 144,693 cases, an average of 14,469 cases per year. For the present season preparation has been made for 20,000 cases.

KILDALA CANNERY is situated on the North Shore of Rivers Inlet, four miles below the head and at the mouth of the Kildala River. It was built in 1906 and is at the present time owned and operated by the Kildala Packing Company of Vancouver. It is a one-line establishment with a cooking capacity of 100 lbs. steam pressure, and

and has 2 rotorts and 2 steam-boxes.

The total pack from 1906 to 1909 has been 46,063 cases, an average of 11,515 cases per year. For the present season preparation has been made for 16,000 cases.

VICTORIA CANNERY is situated at the head of the Inlet, on the south-east shore, at the mouth of Wannuck River, and is the property of the British Columbia Canning Co. of Victoria.

It was dismantled in 1902, the machinery being transferred to a plant on the Skeena River, owned by the same Company. The buildings are in good repair and are at present used for the storage of boats and nets.

From 1892 to 1901 this Cannery made a total pack of 82,194 cases, an average of 5,219 cases per year.

Since its abandonment in 1902 it has not been licensed as a cannery, and is regarded by the Commission as a "dead" plant.

VANCOUVER CANNERY, locally known as "Green's" Cannery, is situated within a very short distance from Brunswick, and is the property of the B.C. Packers Association. It was dismantled in 1902, the machinery being removed. The building is in fairly good repair, and is used for the storage of boats. The Rivers Inlet Hospital is located on this site.

WANNUCK CANNERY is situated on the North Shore of the Inlet, about 10 miles from the head.

It was constructed in 1884, being the second cannery on Rivers Inlet, and became the property of the B.C. Packers' Association in 1902, but was abandoned and dismantled; it has not since been used for any purpose and, every transferable portion being removed, it now lies in a wrecked condition, a total collapse apparently not far distant.

MAAS RIVER.

MILL BAY CANNERY is situated on the North-west side of Maas River about 8 miles from the mouth.

It was erected in 1879, and is at present owned and operated by the Kinclith Packing Company of Vancouver. It is a one-line establishment, with a cooking capacity of 75 lbs. steam pressure, 2 retorts and 2 steam-boxes.

This cannery has only operated during five out of the last ten seasons with a total pack of 56,000 cases, an average of 11,200 cases per year. For the present season preparation has been made for 16,500 cases.

MAAS HARBOUR CANNERY is situated on the south-east shore of the Maas River, in a bay, about 6 miles from the mouth. It was erected in 1881, and is now owned and operated by the Federation Brand Packing Company of Victoria. It is a one-line establishment, having a cooking capacity of 75 lbs. steam pressure, 2 retorts and 2 steam-boxes.

This cannery has only operated during six of the last ten years with a total pack of 64,095 cases, an average of 10,682 cases per year. For the present season preparation has been made for 13,000 cases.

PORT NELSON CANNERY is situated 3 miles from the mouth of the Maas River, on the South-east shore. This was originally a saltery which was taken over in 1905 by the Port Nelson Canning Company who now own and operate the Cannery. It is a one-line establishment, with a cooking capacity of 130 lbs. steam pressure, 2 retorts and 2 steam-boxes.

The total pack from 1905 to 1909 has been 60,166 cases, an average of 12,033 cases per year. For the present season preparation has been made for 17,400 cases.

ARRANDALE CANNERY is situated 1 mile from the mouth of Nass River on the south-east shore.

It was erected in 1905, and is now owned and operated by Mr. John Wallace of Vancouver. It is a one-line establishment with a cooking capacity of 100 lbs., 2 retorts, and 2 steam-boxes.

The total pack since its construction has been 59,131 cases, an average of 11,526 cases per year. For the present season preparation has been made for 14,000 cases.

OUTLYING CANNERRIES.

BELLA COOLA CANNERY is situated at the head of Burke Channel, on the south shore.

It was erected in 1900 and is at present owned and operated by the B. C. Packers' Association. It is a one-line establishment with a cooking capacity of 115 lbs. steam pressure, 2 retorts and 2 steam-boxes.

Since its construction it has made a total pack of 97,210 cases, an average of 9,721 cases per year. For the present season preparation has been made for 15,000 cases.

LOWE INLET CANNERY is situated on Lowe Inlet, Granville Channel.

This plant was erected in 1890, and is owned and operated by the B.C. Packers Association of Vancouver. It is a one-line establishment with a cooking capacity of 90 lbs. steam pressure, 2 retorts and 2 steam-boxes.

From 1900 to 1909 the total pack has been 55,562 cases, an average of 5,586 cases per year. For the present season preparation has been made for 9,000 cases.

MANYTOU CANNERY is situated in a bay on the south-west shore of Dean Channel, and 5 miles from the head. It was erected in 1907 and is owned and operated by Messrs. Dawson & Buttiner of Vancouver. This is a one-line establishment with a cooking capacity of 125 lbs. steam pressure, 2 retorts, and 2 steam-boxes.

Since its construction the total pack has been 17,314 cases, an average of 5,938 cases per year. For the present season preparation has been made for 10,000 cases.

KINSQUIT CANNERY is situated in a bay on the north-east shore of Dean Channel and 5 miles from the head. This plant is owned and operated by Robert Draney of Namu, B.C., and is a one-line establishment

lishment with a cooking capacity of 80 lbs. steam pressure, 1 retort and 2 steam-boxes; it was erected in 1901, and the total pack from 1902 to 1909 has been 62,519 cases, an average of 7,852 cases per year. For the present season preparation has been made for 8,000 cases.

SUTH'S INLET CANNERY is situated on Smith's Inlet which empties into Queen Charlotte Sound, about 6 miles south of the mouth of Rivers Inlet. This plant is now owned and operated by the Wm. Hickox Canning Company, having been erected in 1902. It is a one-line establishment, with a cooking capacity of 90 lbs. steam pressure, 2 retorts and 1 steam-box. Since its construction it has put up a total pack of 77,562 cases, an average of 9,695 cases per year. For the present season preparation has been made for 16,000 cases.

NANU CANNERY is situated at Namu Harbour, Fitzhugh Sound. It was erected in 1893 and is owned and operated by Robert Drancy. It is a one-line establishment with a cooking capacity of 124 lbs. steam pressure, 1 retort and 2 steam-boxes.

The total pack from 1902 to 1909 has been 42,452 cases, an average of 5,306 cases per year. For the present season preparation has been made for 6,000 cases.

WALES ISLAND CANNERY: There is a cannery on Wales Island, Pearse Channel, that was constructed by an American Company in 1902, at which time the U.S. Government claimed and was in possession of that island. By arbitration, the island became the possession of Canada, since which time the cannery has been closed. This cannery was built to pack salmon - mostly humpbacks - to be taken from American waters to the north, by means of drags-lines. There are no Canadian waters nearer than the Nass which

could be fished to support this plant.

The wharf upon which this cannery is built has been almost entirely destroyed by toredo, and must collapse shortly unless repaired. The plant is still owned by Americane, but is now offered for sale.

RECORD OF PREVIOUS BOAT-RATINGS. SKEENA RIVER.

TABLE NO. XL

1908  
1903, 1904 COMMITTEE 1910 BOAT-RATING  
CANNERS' APPOINTED PROVINCIAL COMMISSION'S  
MUTUAL BY CANNERS GOVERNMENT AWARD

CANNERY.

	1908	1903, 1904	COMMITTEE CANNERS'	1910 APPOINTED BY CANNERS	PROVINCIAL GOVERNMENT	BOAT-RATING COMMISSION'S AWARD
BALMORAL	125		115		115	115
BRITISH AMERICA	90		85		85	89
OCEANIC	100		90		89	89
CLAXTON	76		105		69	69
NORTH PACIFIC	81		60		69	79
CARLISLE	67		70		69	70
INVERNESS	71		70		69	70
CUNNINGHAM	70		55		55	60
DOMINION			60		60	57
SKEENA R. COMMERCIAL	38		55		55	55
CASSIAR	32		60		65	55
ALEXANDRIA			25		35	31
TOTAL	750		850		855	850

RECORD OF PREVIOUS BOAT-RATINGS, RIVERS INLET.

TABLE NO. XI.

CANNERY	1903, 1904 CANNERS' MUTUAL	1908 COMMITTEE APPOINTED BY CANNERS	1910 PROVINCIAL GOVERNMENT	BOAT-RATING COMMISSION'S AWARD
WADHAMS	145	145	145	130
GOOD HOPE	76	100	100	95
BRUNSWICK	123	110	115	107
STRATHCONA		90	90	86
BEAVER		100	95	89
RIVERS INLET	214	215	215	207
KILDALA		90	90	86
TOTAL	458	750	750	700