

Cooper James

Shipping

F356
1

Read
in Council
7 Feb/67.

MS 109
New Westminster
February 5th 1867

My dear Sir

I call to Mr Grease,
with reference to the inquiry of
Dr Helmcken in the Legislative Council
yesterday; whether it was intended
to introduce a bill to regulate the
Coasting trade, so as to confine it
to British bottoms and British
subjects. This I am informed is
the substance of the inquiry. At
Mr Grease's special request I
intended calling upon you & calling
this morning, but hearing you
had

His Excellency
The Governor
by order

had gone out; I have ventured
to nobody in this letter any
apprehensions which the inquiry
seems to cover.

First, in the event of a
bill becoming law, having the
above objects in view, it would
give to the Hudson Bay Company
almost an exclusive monopoly
of the River trade, which they
would see no running their steamers
to Langley, without stopping at
New Westminster.

Second, it would
preclude foreign mail steamers
from coming to New Westminster
having previously called at any
other British Port.

Third, in the event of the
H. B. Co. accomplishing their object in
running to Langley with freight &c. It
is in contemplation (I am informed)
by Capt Fleming to bring another
steamer from San Francisco to run
in opposition to the Enterprise, this
of course could not be carried
out without some provisions being
made in the bill extending certain
privileges to foreign bottoms, which
Your Excellency will, I feel assured,
feel the expediency of so doing
in the present crippled state
of the Colony.

I feel that it is almost
superfluous my drawing Your
Excellency's attention to this important
matter

matters, neither should I
have done so directly. If I
had not been requested to
do so.

I beg to remain
Faithfully Yours
James Cooper

Secretary General

W.D.

6/22/67

W.D.

Original
Cooper papers

Receipt

F356
2

New Westminster

February 1st 1867

for

I have the honor to forward
this communication, for the consideration
of His Excellency the Governor, conveying
my protest against the insidious attacks
that have lately appeared in the
British Colonist newspaper respecting
the navigation of Foster River. More
particularly do I refer to a leading
article in the above paper which
appeared under date of 1st instant.

The Hon:

The Colonial Secretary
to to to

The

The statements contained
therein are substantially untrue.

I have the honor to be

Sir

Your Obedt Servant,

James Cooper

Wm. M. M. M.

?

7500

10,000

62,000

21,000

63.00

470

210

630

1760

1000

1500

Cooper James

Navigation

F356

3

Dear Mr. [unclear]
March 22 1867

My dear Sir

I shall be obliged
if you will kindly apply
to Capt. Oldfield for the
sum of \$2500 expenses in
consequence of going to Victoria
to fetch up the [unclear]

Yours Very Truly

Wm. A. M. Smith James Cooper
L L L

Dear Bruch
I know nothing
of Mr. G. I am sorry
to hear of his
departure in any
way. I hope
to see him
to see him
for the
purpose of
knowing
how to
proceed
with
the
business
of
the
company
in
the
future
I am
very
truly
yours
J. Cooper

1867
I hope and advise the
men of your company
the paper pay 2 1/2 %
the foot - Full Rate - and
so make all possible
and continue to
P. Cooper

146
Capt Cooper. In a note on
Friday stating his presence
in Victoria and his willingness
to wait for Abelaca Daniel
the he being of the name
Joseph the open on
Saturday he came on board
and stay'd as my guest
until his arrival here
on Monday - 10 25/6
The charge for his subsistence
in Victoria on Friday
Evening on his account?
P.B. Cooper

Memorandum of Pilots Expenses incurred
by the Harbour Master. 1866-1867.

| Name of Ship | Date | Services Rendered | No. of Days | Amount |
|----------------|---------------------------------|-------------------|-------------|-----------|
| Spinnaker | Nov 29 th 1866 | From New York | 5 | \$ 11 00 |
| " | Dec 27 th - Jan 6/67 | To & from " | 14 | 28 00 |
| " | Jan 18 - Feb 12 | " " | 4 | 8 00 |
| " | April 5 - April 11 | " " | 2 | 4 00 |
| " | May 12 - May 28 | " " | 2 | 4 00 |
| Shearwater | March 16 - April 19 | " " | 14 | 28 00 |
| Malacca | Jan 24 - Jan 27 | " " | 5 | 10 00 |
| " | July 24 - July 16 | " " | 7 | 14 00 |
| " | May 23 - June 5 | " " | 15 | 30 00 |
| Spinnaker | June 7 th - 23 | " Sitka | 17 | 34 00 |
| | | | | \$ 313 00 |
| By Cash on 7/2 | | | | 158 00 |
| Balance due | | | | \$ 163 00 |

Witness August 20th 1867.
James Cooper

The Hon. The Colonial Secretary
Cttee

What shall I do
with this?
Ans
11 March 67
Captain Oldfield R.N.
Saml Payne?
P. W. Speers

These reports on this claim. I understand from
Mr. Cooper that he incurred this expense under
due authority, and has already rendered
full explanation in regard to them.

W. Ford
3/16/67

Captain Cooper has indicated how
the claim arose that in fact he
on the last 2 occasions, he
expended \$1850 on the
claim. He has indicated
that one could
then claim, and
then that require

5-24-67

I cannot do
clearer.
submit

I find actual expenses
of the "Malacca" & "Tharumbathie"
was actually paid to the
individuals, he thought he
detained these claims -
judge of their fairness. The only
were paid to that effect. The only
consideration are the last. *Amford*

with that Captain Cooper is entitled to the sum of
If on board any of His Majesty's ships, I presume he was
sent at the Ward Room Mess. For this the Admiralty
instructions provide 12/6 a day for the first 14 days, and 9/6 a day
afterwards.

afterwards, and, if it be practicable, it is certainly
preferable for very many reasons that the claims
should be made on the Government by the Naval
Authorities. This remark may not apply to the 15
days claimed for piloting the Malacca, but it does to
the case of the Sparrowhawk on her voyage to Sathia and
back.

The Governor
min

W. J. P.
of the

What was Capt. Cooper's actual
expense? He never went by the way
in a ship of war, & how far he
had to spend some money &
the "Sparrowhawk".

R.

W. J. P.

W. J. P.

Victoria

August 20th 1867

Dear Mr Young

Before Mr. Bick
left the Colony I requested him to
be good enough to have the re-
settlements of the holidays put
onwards, as agreed upon
between Captain Oldfield & the
Senior Naval Officers and the
Government. A sum of £100
was paid into the Treasury on

on Pilotage &c. if the amount
is small, considering the services
rendered, that is not my fault.

I have however a claim, for
personal expenses for 9 or 10 months,
paid for Pilotage &c. of \$218.⁰⁰
of this amount I have received \$50.⁰⁰
leaving a balance due of \$168.⁰⁰

I furnished to Mr. Trinch
a detailed statement of this &c.
expecting of course from his promise
to me that, when the first was paid
into

into the Treasury, the money due to
me would have been paid. I shall
be obliged by your bringing it before
the notice of His Excellency as I
am satisfied it arises from an
oversight in consequence of the
recent change

I am yours faithfully

James Cooper

With reference to the Harbor Master's
claim of \$75 for expenses incurred on
board *Melania* from 22 May to 5 June,
and of \$85 for expenses incurred on
board *Sparrhawk* from 2 June to
28 June. The Governor wishes some
further information as to whether these
were actual expenses incurred, or
whether merely calculated at a fixed
daily allowance, and if the latter
His Excellency would desire to be

informed of the particulars of the
actual expenses incurred while
performing these services.

W. C.
22 October 1867

I should have a pen to draw with
this fountain. This pen is better
than that of the fountain pen
at 20 temporary expenses
in board to Sparrows

Master

12 Dec. 1867

W. C.

Oct 25/67

The respective claims in your receipt
are made on a calculator's of \$570 provided
while absent from fixed residence on Pilot
Service. In the former instance I was detained
at New Westminster - living at the Hotel - on
purpose to pilot H. M. S. Sparrowhawk to the
Sand Head, previous to the departure of H. M. S.
Malina from New West. The latter is
for the time I was on board Sparrowhawk
on his trip to Sitka. I had to leave
home after an absence of nearly three weeks
in less than an hour notice, quite unpre-
pared for a journey the length of which
was to me indefinite, and in consequence
had to incur considerable outlay. His
excellency will pardon me if I express
an opinion that the pilotage services render-
ed by me on these occasions is at a very cheap
rate. John W. Secretary J. Cooper

289
James Cooper Esq^r
Kingston Mich.
20th Aug 1867

The Governor has had under
consideration your requisition for authority
to incur certain Expenses in your dep^t
for the month of May 1867 and for arrears
of 1867.

2 - His Excellency is of opinion that
when you are put to any extra expenses
in any of the services you are authorized
to perform, those expenses should be paid
by the colony, but His Excellency cannot, however,
sanction a payment to you of \$5 per day
for the period you were absent in June
1867 when at Fort Sparrowshead on a trip

to Sitka. He had however, sanctioned the
payment of the crew ~~allowance~~ of \$75, being your
allowance after the rate of \$5 per diem ~~for~~
~~for 15 days~~ ~~the 22 May to the 15 June, when you were~~
~~employed in services connected with the~~
~~Regist's Ship business, in reimbursement~~
in full of all extra expenses incurred by you
~~both before and after the 15 June, and in~~
~~with your usual pay, and in the amount~~
not already paid during the year 1867.

3. With reference to your claim for
allowance while engaged piloting the ~~the~~
Sperminth, upon three several occasions
included in your requisition of account,
I am to acquaint you that for the
balance present year, and until other
arrangements may be made, whenever

you may be employed to pilot
Men of War, you may receive and
retain as a pecuniary allowance the
regular charge for pilotage payable
upon such occasions, but this allowance
must discharge all expenses of any kind,
whenever connected with the service

M. J.

Copy for Mr. Kingdon

Kingdon

F356
4

60
New Brunswick
March 23, 1867

My dear Sir

I find by the
Schedule of authorized
payments forwarded to
the Secretary that, the
wages of the Lightship
have been omitted. Two
of the crew having been

did change it is necessary
they should be paid
immediately. Will you
please be good enough
to forward instructions
to that effect.

Yours Faithfully
James Cooper

Attn:
A. R. Smith
h h h

James Cooper

Navigation

F356
5

M. J. J.
New Westminster
11th March 1867.
Sir

I have the honor to bring
to your notice for the information
of His Excellency the Governor that,
in consequence of recent extensive
changes in the lands at the entrance
of Galien River it is necessary to
shift at least two buoys, and to
place the spare buoy in stow in
position.

I beg leave to mention
that, if H. M. Gun Boat Forward
could be obtained for this service

The Honble

at

The Colonial Secretary
to the Honble

as she is now here but little
or no expense would be incurred
in performing it.

It is very desirable
that the channel should be recon-
-veyed. (I mentioned to Mr Pender
the alterations that had taken place,
and if I mistake not, he stated
he should be up here in April)

This is the more desirable as it
would afford to His Excellency by
comparison of three separate surveys
the changes that have actually taken
place between each.

I have the honor to be

Yr
Yr Obedt Servant
James Cooper
Hartman Madril

would you show this to

Capt. Oldfield

W.A.

15 Dec 67

M.

Most certainly Sir

I am to be done or cleared

or Survey

W.A. Smith

For the information of the Hon. Secy of the Navy

Miss J. Phillips
Cooper's papers

Navigation

F356
6

6
Dear Sir
W. A. Smith
March 28th 1867

Sir

I have the honor to forward
herewith a Requisition for personal
and other expenses incurred by me
and respectfully request I may
receive Sir Excellency's instructions
for my future guidance how
such expenses are to be borne.

I have the honor to be

Sir
Your Obedt. Servant

James Cooper
Master Mate

The Honble

The Colonial Secretary
C L L

Navigation
Cooper

Navigation

F-356

6
New Westminster
March 20th 1864

for
I have the honor to report
for the information of His Excellency
the Governor that, a new Gun
Boat has been laid in position on
the Sand Heads, and that one of
the Gun Boats has been shifted to
mark the channel. There are others
requires shifting if the Gun Boat
can be retained for the service.

Availing myself of the opportu-
nity the Gun Boat affords, and the ready
aid of Lieut. Young, I have removed
two Gun Boats from the Sand Heads

The Honble

The Colonial Secretary

to

to the City bank opposite to the
Camp, their importance and necessity
was recently demonstrated by
A. Dr. S. Malana.

I have the honor to be
Sir

Your Obedt Servt

James Cooper
Harbour Master

I do not suppose that the
Sumbost could be shared

again at the present

J. D. Cooper
9th March 1867

100/100/100
100/100/100

J. D. Cooper

Copy given

Arthur Maitland

F356
8

New Westminster
April 9th 1867

Sir
With reference to my
conversations with you of this day,
I have now the honor to apply
for instructions as to my change of
residence from this place to Victoria
and the duties that His Excellency
the Governor may wish me to
assume at that port.

I have the honor to be
Sir
Your Obedient Servant
James Cooper
Arthur Maitland

The Honble

The Colonial Secretary
to the Honble

Mr. J. Cooper resides at Victoria
he would act as Harbor Master
for Victoria & Esquimaux - he
should be instructed to
visit R. Hunt & examine
periodically and make
responsible for
light dues &
James D. Cooper
JDC
11 April 67

Yes! When James D. Cooper is in Victoria he will see that
the amount of light dues is paid of the shore of the
light houses of the James D. Cooper.
JDC
11 April 67

James Cooper 115
Linn

Sir

In reply to your letter of the 9th inst. I am directed by the Governor to inform you that you are at liberty to reside at Victoria and to ~~proceed~~ leave H. Aust. when convenient to yourself.

On your arrival at Victoria you will undertake the duties of Harbor Master of his Majesty's Bay & Esquimaux. You will be required periodically to visit the Ports of

New West. & Hawaiian
in the position of Harbor
Master - You will
continue your supervision
of the F. River Light Ship, and
the buoys marking the
entrance to the River.

The next Gazette will
contain the names of the
Gentlemen comprising the
Pilot Board of which you
are Chairman -

As Gov^t. Pilot you
will be required to Pilot
Vessels to H. W. when ~~required~~
desired, the question of
remuneration for this latter
service shall be duly considered
2

By Appointment
Comptroller of the Pilot

Navigation

F356
9

New Westminster
13th April 1867

Sir
I have the honor to
repend to His Excellency the Governor
that it will be desirable to appoint
an Honorary Secretary to the Pilot
Board.

Mr Berkeley of the Treasury
acted in that capacity last year, and
I should be obliged if His Excellency
would be pleased to confirm the
re-appointment of that Gentleman to
the new Board.

The Hon^{ble}

The Colonial Secretary
H. H. H.

I have the honor to be
Sir
Your Obedient Servant
James Porter
Harbour Master

I suppose a dictionary is necessary

Ans

Very well.

D.

Wilmington

Ed. M.

Cooper James 15 April

Navigation

F356
10

J. P. 2
The Hon. Wm. Pitt Rivers
13th April 1867

Sir

I have the honor to acknow-
-ledge receipt of your letter of the
11th Instant, with reference to the
last Paragraph I respectfully beg
leave to mention that, it will be
necessary to furnish me with a
commission as Government Pilot.

His Excellency will at once
recognize the importance of meeting
the requirements of the Maritime Law
by my drawing His attention to this
subject, and although I have not

The Hon. Mr. Strable

held

The Colonial Secretary

held such authority during last
year and this while performing
the duties of Government Pilot
circumstances may arise in which
material difficulties would
occur, both to the Government
and to the Indulge, if I con-
tinued those duties without it.

I have the honor to be

Sir

Your obedient servant

James Cooper
Harbour Master

3

Captain Cooper should receive a
Commission he has shown
himself fully qualified

W.A.
7 April 1867

Captain
D.

17 April 1867
W.A.

Cooper

Navigation

F356
11

J. P. G.
New Westminster
April 6th 1867

Sir
I have the honor to
respectfully submit for the considera-
tion of His Excellency the Governor
whether it would not be desirable
that the members of the Pilot Board
should be sworn.

I find that in
England the Pilot Board of the
Tinity Trade and other constituted
authorities

The Honble

The Colonial Secretary
for the

authorities are sworn to examine
Candidates "in the art of Piloting Ships
without favour, affection, fear or
reward".

It is not improbable
that committees will come -
before the Board in which it
would be necessary to receive
evidence upon oath.

The preliminary
business of the Pilot Board
will not require any such
delegated Authority, but I
thought it better to bring the
subject

subject in a general manner
before His Excellency's return.

I have the honor to be

Sir

Your obedient servant

James Cooper

Master

& Chairman of the Pilot Board

Alcega
Cooper James

Navigation

F 356
11a

J. G. P.
New Westminster
May 7th 1867

for I have the honor to
acknowledge receipt of your
letter of yesterdays date, and
respectfully by to forward for
His Excellency the Governor infor-
mation the following statement.

I have never, either from
Captain Oldfield or other officer
commanding H. M. Ships, applied,
demanded, or asked for pilotage;
but I have represented to them
what I considered, and what every
naval officer should speak to be
admitted, I am entitled to by

The Honble
The Colonial Secretary
C. L. L.

the Admiralty Regulations for rendering Pilotage services to the Imperial Government.

The third paragraph of your letter states that I was appointed Government Pilot on the distinct understanding that I was not entitled to any emolument beyond my official salary. I was never aware of this before. Nor was I consulted whether I would perform such duties, the first intimation I had of this arrangement being gathered from the Official Estimates; neither did I imagine that, His Excellency wished me to undertake them without a fair consideration, moreover I was encouraged in the belief, from your letter of the 11th ult.

11th ult., that the duties of Government Pilot would entail upon me an equitable recompense, for it is therein stated that "the question of remuneration for this service shall be duly considered".

The Pilot Board last year recommended to the Office Administering the Government that a salary of \$500⁰⁰, in addition to the nominal fee, should be paid to the Government Pilot.

I have thought it right to mention these circumstances in reply to your letter; at the same time I beg leave to represent to His Excellency that I have not applied to the Government under the present financial difficulties

difficulties of the Colony for any
compensation from the public
revenue for my services as Pilot,
(which I now mention without
prejudice to any claims which
I may have). But on the contrary
have at all times shown the
utmost diligence in rendering
my aid and assistance to the
Government that I possibly could,
whether in piloting ships, or in
the occupations of what may be
considered my legitimate duty.

I would wish to remind
His Excellency that, after the despatch
to H. M. S. Tribune three years
ago, I voluntarily undertook
the duties of Pilot with a two-
fold view, first as a protection
to

to the interests of the Government,
and, secondly, to establish beyond
a doubt the practicability of
navigating Fraser River. Whether
I have succeeded in so doing I
must leave to His Excellency to
judge. But I never contemplated
that the duties of Pilot should
be forced upon me without
any remuneration arising therefrom,
such duties being altogether foreign
to those which my appointment
by the Imperial Government
calls for, and I regret that the
features of the case at the
present time necessitate opening
up the subject.

By the
Admiralty Regulations any person
who

who renders fieldage service to
any of H. M. Ships whether in
the employ of the Imperial or
Colonial Service is entitled to
certain emoluments. And I
respectfully beg leave to lay
the matter fairly before His
Excellency in hope that he
will, on reconsidering the matter,
be pleased to allow me to
receive a fieldage rate over
and above the expenses I may
be put to, for undertaking a re-
sponsible and sometimes danger-
ous service.

I have the honor to be,

Sir,

Your Obedt Servant,

James Cooper
Master Mariner

Cooper James

Navigation

F356
12

6
New Northumberland
May 30th 1867.

for

In conformity with your
request I beg leave to hand you
a statement of my expenses in con-
nection with the Pilots of N. Br.
Ships from Jan'y 1st 1867.

Details of which will be found
on the other side

I have the honor to be

Sir

Your Obedt. Servant

James Cooper

Harbour Master

The Honble

The Colonial Secretary
to the Honble

Including travelling expenses

| | | |
|---|---|------------------|
| Sparrowhawk from Dargy | 4 th to 8 th | \$ 28.00 |
| Malana | 22 nd to 24 th | 15.00 |
| " | 27 th to 29 th | 18.00 |
| " | July 20 th to 25 th | 34.00 |
| " + Shawatin | March 16 th | 5.00 |
| Sent to Victoria by Express Order | | |
| Expenses Malana at N. H. | | 25.00 |
| March 29 th to April 2 nd | | |
| Sparrowhawk | May 6 th to 8 th | 28.00 |
| Sparrowhawk + Malana | | |
| from Wednesday May 22 nd | | |
| to Monday June 3 rd | | 65.00 |
| | | <u>\$ 218.00</u> |

The Honble Secretary of the Admiralty

1867
 1868
 1869
 1870
 1871
 1872
 1873
 1874
 1875
 1876
 1877
 1878
 1879
 1880

R
 June 6/7
 M. J.

I suppose actual expenses payable
 hereinafter.

Navigation
 F356
 13

803

New Westminster
 June 1st 1867

Sir

With reference to the enclosed Memo and the items which you require further information upon, I beg to state that it is expenses of the Harbour Master while Chairman of the Pilot Board at Victoria from 24th of April to 30th of April inclusive, seven days, and steamer fare.

I have the honor to be
 Sir
 Your Most Obedt Servant

J. Daniel Cooper
 Harbour Master

The Hon^{ble}
 The Colonial Secretary
 L L L

Further information required

M.A.

16³
*Cooper James Cooper
Barbados Master

C. 1. 0
4⁵ July 67

Sir

With reference to application for
the sum of \$72. for services
connected with pilotage I am
divided by the fact to act for that
he is unable to allow the payment
of 40 of that amount charged for
services connected with the Pilot
Board -

The items for 14 for Pilotage, "actions"
a 15.50 for dayrate respectively
have however been allowed and
the ^{request} ~~request~~ have been decided to
pay the amount on application

Enclosed herewith order
for services connected
with pilotage - \$32.50

Copy for James
P. 1

Navigation

F356
14

S/A
Victoria

Jan 6th 1867

Sir

I have the honor to report
for the information of His Excellency
the Governor that No 3 Buoy is
at least two cables out of position

It is absolutely necessary
that no time should be lost -
before replacing it. The Forward is
the most convenient for that purpose
and I have to request that a
requisition for her services may
be forwarded to the Union Office

The Hon: The Colonial Secretary at
L. L. &c

Walter Mason

C.S.D.

11/11/67

Sir

With ref to your letter of the 6th inst. I am directed to let you to accept you that the same has been referred to the Senior Naval Officer who reports that no report of your case commencingly resolved at the moment, but that should he may not have been replaced on the return of the "Sparrowhawk" a report of war will then be sent as suggested by you.

Cooper James

Navigation

F356
15

293

Walter Mason

11 June 25th 1867

Sir

Referring to your letter of the 12th inst, in reply to my application for the service of St. M. James Trout Forward, stating that the matter had been placed before the Senior Naval Officer, who has reported to you that after the return of the Sparrowhawk a vessel should be sent for that service.

I shall feel obliged

by your again mentioning the subject

The Hon.

The Colonial Secretary

subject in order that the necessary
service may be performed.

I have the honor to be
Sir

Your Obedt Servant

James Cooper
Master Mariner

It is very necessary that this work should be performed.

Second paper in the last of James the letter about the service is that it is not desirable to perform the work of the...

Mr. James
The Hon. Secy of the Colonies
Victoria
I have the honor to draw your attention to the drains lying on the mud flat in James Bay, in order that it may be reported to His Excellency the Governor that if they are allowed to remain in their present position but a short time longer they will be completely ruined. I would strongly recommend

Cooper James
1.

F356
16

Victoria

July 3rd 1864

Sir

I have the honor to draw your attention to the drains lying on the mud flat in James Bay, in order that it may be reported to His Excellency the Governor that if they are allowed to remain in their present position but a short time longer they will be completely ruined. I would strongly by

The Hon.

recommend

The Colonial Secretary
to be to

recommend that the Daedger
and Waage be taken into Fresh
water, and would respectfully
suggest the Brunette in the harbor
as a safe mooring, until they
are wanted for use, or otherwise
disposed of.

The steamer Sir J
Douglas could tow them all at
once during calm or favorable
weather.

I have the honor to be
Sir

Your Obedt Servt

James Cooper

Master Madras

Copy from

Navigation

F356
17



HP 1015
7

Victoria

July 10th 1867

Sir

I have this day received
an application from the Superintendent
of the California State Telegraph
Company to remove the ship "Egmont"
from Esquimalt to Francon River

In the absence of any
fixed rates of Pilotage, I should
be glad to receive his Excellency's

The Honble

Authority

The Colonial Secretary
to L C

for charging with the same
recommended by the Pilot Board
or other, that His Excellency may
be pleased to name.

I have the honor to be

Sir

Your Obedt Servt

James Cooper

Harbour Master

?

175

Dear Sir

J. J. O. 16 July 1867

In reply to your letter of the
10 Inst. I am desired by the
Governor to acquaint you that
the rate of pilotage to be charged
for taking the Government into
Fraser River, is to be the same
as has hitherto been charged to
the Men of War, viz \$2.50
per foot.

W. J.

The sum recommended by the Public Board
have not yet been approved, I think
the existing rate, viz \$2.50 per foot should
be changed. If the service is performed
by the Whaler under the amount secured
by the actual expenses of any, should go to
the credit of the Government.

11/4
12 July 1867

Approved

15 July 1867

Adm. Secy

Copy to James

Kingston

F356
18

J.P.M. 3

Victoria British Columbia
July 16th 1867

for
I have the honor to bring
to your notice for the information
of His Excellency the Governor that
it will be necessary to order from
England the usual supply of kerosene
oil for the Light Ship at the Land
Head of the Island.

The Annual Consumption
is about 400 gallons, and it is a
desirable
The Colonial Secretary
to be

desirable that two years stock be
sent for: I therefore beg that my
Requisitions for 1000 gallons, similar
in quality to that previously
supplied may be forwarded
through the Secretary of State
to the Agents General.

It is necessary that
one years supply (1000 gallons) should
be forwarded to this country by first
ship leaving England, the remainder
to follow by next opportunity.

It is also preferable
that the oil should be shipped
in

in 5 gallon tins covered with wicker
baskets as most convenient for
stowage, and best suited to weather
or damage.

I have the honor to be

Sir

Your Obedient Servant

James Cooper
Master Mariner

Your temporary instructions

B.

1/16/67

1/16/67

W. J. P. Please have account for 4/3

to present for payment

to present for payment

to present for payment

to present for payment

Cooper James

Navigation

F358
19



Victoria
July 14th 1867

for

67

I have the honor to acknowledge receipt of your letter of the 16th inst authorizing a charge of \$2.00 per foot for piloting the ship "Egmont" into Trader Pass

I beg leave to report to His Excellency that the rate would appear to be excessively low, inasmuch that the pilotage into Victoria has uniformly been

The Strible

\$4.00

The Colonial Secretary

4 or 500 feet, having only one
mile of pilotage ground, whereas
the pilotage to New Westminster
from the Sand Strads is twenty
one miles of intricate navigation.

Moreover it should be
borne in mind that a much
greater difficulty and responsibility
is attached to the pilotage of
a vessel when towed, than
when under her own steam.

I respectfully beg leave
to submit the above for
His Excellency's consideration.

I have the honor to be

Sir

Your Obedt Servant

James Cooper

Master Mariner

}

Captain Cooper's suggestion seems worthy of
consideration. The crew of the ship require certain stores
for the Colony in carrying from place to place
and it seems but fair that they should not be
charged the same rate of pilotage as
private vessels.

11/3
19 July

Sancton's same rate of pilotage
as into Port Phillip.

R.

19 July 67

M. M.

165

19 July 1867.

Sir,
In reply to your letter of the 17th Inst. & alluding
to the case of the 1st Inst. I am directed by the
Governor to acquaint you that the rate of
pilotage, for the ship "Egmont" is to be the
same as that for private vessels viz
Five Dollars a foot.

Wm. Hunter Gordon

W. H.

Yours
fear

Copy for James

Navigation

F 356
20



J. P. Cooper
New York
July 17, 1867

for

I have the honor to acquaint you for the information of His Excellency the Governor that I have made inquiries relative to the hiring of the steamer Hope.

Captain Fleming the owner offers as follows, he will put on sufficient crew on board (not less than 12 men) and find them in provisions, and undertake to replace the four bays that are out of their correct position for \$250.00 of the

The Honorable

Secretary

The Colonial Secretary
to be to the

Steamer is detained beyond
the time necessary for that work
(irrespective of the number of
days it may take in performing
it) he will remain should I
think it necessary for \$45.00
per day.

I have the honor to be

Dear

Your Obedient Servant

James Cooper

Harbour Master

I understand the Admiral offers the Spaniards

but she, I fancy, knows too much better for the

service. I know not yet whether it will be

practicable to get the Steam Launch of

the Indians which Mr. Cooper says will

perform the work.

16th Feb 1867

2

2



Victoria

July 10th 1867

for

I have the honor to call
your attention to my communication
of the 6th & 26th ulto & of the 3rd inst,
representing, for the information
of His Excellency the Governor,
the importance of replacing certain
buoys on the Sand Heads of the
Tram

I should be glad to
receive His Excellency's Authority
to

The South

The Colonial Secretary
L^o L^o L^o

to take some immediate
steps to secure the Buoys as
they are lost altogether.

It will not be possible
to obtain the services of the Towed
or Towed for two months at
least. Therefore one of the River
Boats offer the next, most ad-
vantageous opportunities for im-
mediate service.

I have the honor to be
Sir

Your Obedt Servant

James Cooper

Harbor Master

having failed, the next best and
most economical would be to hire
one of the River Boats. The hope
is lying at New Westminster and
I think her service with an Engineer
and sufficient men to weigh the
buoys & moorings could be had for
a ¹⁰⁰ per diem. If we are fortunate
with fire the work could be done
in two days.

The steamer Sir J
Douglas draws too much
water, it would be impossible
to weigh the buoys in their
present

present position with that vessel.

I have the honor to be

Sir

Your Obedt Servant

James Cooper
Harbour Master

It has occurred to me since
writing the above that Capt. Pender
with the Alexander might undertake
this service, before surrendering
her to the Hudson Bay Company.

James Cooper

Captain Colfield has promised
to place a vessel at the
disposal of the Harbour
master as soon as
it is possible to
do so.

Recd
17 July 1867

Victoria

July 2^d 1867

Sir

I had the honor of addressing
a communication to the Acting Colonial
Secretary on the 19th May 1866, for the
information of His Honor the Officer
Administering the Government, pointing
out that the Iron Tools then laid
down ought to be painted according
to preserve them from rust and
deterioration.

The Iron

The Colonial Secretary
to be to

While writing upon this
subject

subject it is my duty to -
referent to His Excellency
that the earnings of the Light
Ship ought to be examined;
This service is considered by
all Home Authorities as most
important.

Seeing that no pro-
-vision has been made by the
Legislation, and being aware of
of the financial pressure, I have
refrained from making any
demand upon the Government
for the above services. I therefore
will

with to record this letter in order
that, in the event of loss arising
to the Government from these
committees, I may be held -
blameless for matters which is
out of my power to prevent
or control.

I have the honor to be
Sir
Your Obedt Servant
James Cooper
Harbour Master

Must wait for the audit

Spring

Can this not be done with the
aid of the Board? The
books are nearly all out
of place. The printing is
about 1000 copies
should appear
W. C. G.
P. C. G.

Cooper James



Navigation

F356
21

Victoria

October 14th 1867

for
I have the honor to forward
to you for His Excellency the Governor
approval the enclosed Requisition.

I must beg leave to urge your
attention to this matter, in order that the amount
may be paid without delay. It is not
within the means of my inadequately
paid salary to bear the expenses I am
frequently put to, and wait an indefi-
nite time for repayment. Therefore
I respectfully request that an advance
warrant of \$100⁰⁰ in addition to the
enclosed Requisition be sanctioned

The Honble

The Colonial Secretary
to the Honble

Refers authorizing approval of A. M.
Resolutions for Sep. and October 1867. The
Governor wishes for further information
in respect to expenses incurred in
attending Captains of United States
Ships Resaca and Osipoff.

The Harbor Master

M.
22 October 1867

Proposed Amendment

D
26 Oct 1867

Wm.
W. Sewell

The request attached to is a debt for
Bought here in both instances. The
former at the Seely's request
on Sunday Evening Sept 1st. The
letter at the Captain of the
"Atlix" request on 21st
5th going up = relative
to pilot charts, &
navigation of the
Tropic Channel
Wm. Sewell

Cooper James

Navigation

F356
22



J. Cooper
November 4th 1867

Sir

I have the honor to draw His Excellency's attention to the published Rules and Orders of Pilot Regulations in the last issue of the Government Gazette, and to point out what appears to me an error of the Executive Council

In Paragraph, C, The Pilot Board now contemplated (as the Rules now show) calling upon a Pilot to devote a week of his time - which would probably be the

The trouble

The Colonial Secretary
L L L

Case-

The rate - in piloting a vessel from
Esquimaux to Nanaimo, Burrard Inlet,
or Fraser River for \$1.50 per foot; The
wording of said paragraph in
its present shape stillifies the system
of rates in the Schedule, and will
lead, when occasion occurs, into sudden
disputes if not corrected. This is a
question that was well and maturely
considered by the Pilot Board. The
proposition of charging \$1.50 per foot
for Victoria only, was thought that it
would only occupy at most two hours
of the Pilot's time in bringing a ship
to her final port of discharge; while
in other instances several days or expenses
would have to be borne without remun-
eration before the Pilot could return.
When vessels leave Esquimaux for other ports

in

in the Colony, allowing that they may
have freight on board, would probably
be on a new Charter to land, either
with Coal or Lumber, and therefore
entitled to pay additional pilorage.

Should this suggestion
meet His Excellency's approval the
paragraph should read, "shall on
proceeding thence to Victoria, instead of
to any other port in the Colony."

In paragraph c, the
omission of the word Steamer after
the first word This has been overlooked
or omitted for such was clearly the
intention of the Pilot Board as the
preceding paragraph will show
- also the last line in paragraph
c, would have to be altered in
conformity

Conformity with the suggestions
for alterations in paragraph C, and
would then read, "from Edgewood
to Victoria" as provided for in
paragraph C.

I have the honor to be

Sir

Your Obedt Servant

James Cooper

Harbour Master

Chairman of Pilot Board



SUPPLEMENT

TO THE

The Government Gazette.

2ND NOVEMBER, 1867.

COLONIAL SECRETARY'S OFFICE,
2nd November, 1867.

THE following By-Laws for the Regulation of Pilots in the Colony of British Columbia, having been made and passed by the Governor in Council, in pursuance of "The Pilotage Ordinance, 1867," are hereby published in conformity with the provisions of the said Ordinance.

By His Excellency's Command,
WILLIAM A. G. YOUNG.

BY-LAWS

FOR THE

REGULATION OF PILOTS,

IN THE COLONY OF BRITISH COLUMBIA,

Made in pursuance of "The Pilotage Ordinance, 1867."

1. Candidates for Pilots' Licenses must apply by letter addressed to the Chairman of the Pilot Board. Due notice of the time and place of examination will appear in the *Governments Gazette* as often as the Board may deem necessary. Candidates will be required to prove their local knowledge of the Coasts and Harbours of the places for which they may be desirous of obtaining a license; to possess a correct knowledge of the method of finding a ship's position on the Chart; to have a general knowledge of the tides; and to furnish to the Board satisfactory evidence of their former services and good conduct.
2. No Pilot shall add to, or in any way alter, his license, or make or alter any endorsement thereon, nor shall he be privy to any such license or endorsement being altered.
3. Every Pilot who shall observe any alteration in any of the Sands or Channels, or that any of the Buoys or Beacons in any of the Harbours of the Colony are driven away, or broken down, or out of place, shall forthwith deliver or send a correct statement thereof in writing to the Harbour Master.
4. No Pilot shall exact from any Master of a Vessel more than he is entitled to by any of the Rules, Regulations, Orders or By-Laws passed by the Pilot Board; neither shall any Pilot offer his services for less than the specified rates, under pain of being guilty of a misdemeanour.
5. Every Licensed Pilot shall continually carry with him, in addition to his license, a printed copy of all the By-Laws, Rules, and Orders, relating to Pilots and Pilotage in force for the time being; also of the "Harbour Regulations Ordinance, 1867," and shall produce the same to the Master of any Vessel on boarding such Vessel and being requested so to do by such Master.
6. Every Licensed Pilot shall, when in charge of any Vessel, exercise the utmost diligence and attention in the prosecution of his duty.
7. No Licensed Pilot shall be absent from the Port or Ports for which he may be licensed, without leave of absence previously obtained in writing from the Pilot Board.
8. All cases of dispute between Pilots or between Masters of Vessels and Pilots, shall be referred to the Pilot Board, whose decision shall be final.
9. Every Licensed Pilot who shall offend against any or either of the By-Laws, Rules, Orders, or Regulations relating to Pilots and Pilotage in force for the time being, shall for every such offence (whether the same shall subject him to any pecuniary penalty or not, and in addition to such penalty, if any) upon conviction by the Pilot Board, be liable to have his license annulled and forfeited, or suspended, at the discretion of the Board.

COLONIAL SECRETARY'S OFFICE,
2nd November, 1867.

THE following Rules and Orders for the Regulation of Pilots and Pilotage in the Colony of British Columbia, having been made and passed by the Governor in Council, in pursuance of "The Pilotage Ordinance, 1867," are hereby published in conformity with the provisions of the said Ordinance.

By His Excellency's Command,
WILLIAM A. G. YOUNG.

RULES AND ORDERS FOR THE REGULATION OF PILOTS & PILOTAGE IN THE COLONY OF BRITISH COLUMBIA.

1. Vessels employed in the Colonial Coasting Trade, and having taken out a Coasting License, shall be exempt from Pilotage.
2. All Foreign-going Vessels over six feet draught shall pay Pilotage Fees in accordance with the Schedule annexed hereto.

SCHEDULE OF RATES OF PILOTAGE CHARGEABLE FOR VESSELS ENTERING THE UNDERMENTIONED PORTS, VIZ:

| | FROM SEA OR ROYAL BAY, | |
|------------------------------|---|---------------|
| To ROYAL BAY (optional)..... | | \$2 per foot. |
| ESQUIMAULT HARBOUR..... | | \$2 per foot. |
| " VICTORIA "..... | \$2 per foot, under 10 feet draught. | |
| " NARAIKO "..... | \$4 " " for 10 feet and over. | |
| " BURARD INLET "..... | \$2 per foot for Vessels of less than 10 feet draught. | |
| " "..... | \$4 " " 10 feet and upwards. | |
| " "..... | \$4 " " 10 feet and upwards. | |
| " NEW WESTMINSTER "..... | \$2 per foot for Sailing Vessels under 10 feet draught, \$5 per foot. | |
| " "..... | \$7 " " 10 feet and upwards, \$7 per foot. | |
| " "..... | \$5 per foot, in tow of Steamer, under 10 feet, \$5 per foot. | |
| " "..... | \$5 per foot, 10 feet and upwards, \$5 per foot. | |

3. The Pilot Grounds for the several Ports of the Colony of British Columbia, shall, for the purposes of enforcing these Rules and Orders, be taken to be as hereby defined, viz:

VICTORIA, } 11 miles outside Maresby Point, or South and of Trial Island bearing E.N.E.
ESQUIMAULT, } (magnetic).
NARAIKO..... } 1 mile Seward of Ketchikan Island.
BURARD INLET } A line from Passage Island to Point Grey, bearing of the latter being S.E.
FRASER RIVER..... } Outside Light Ship.

c. Any Vessel having discharged portion of her Cargo at Esquimault, and paid full Pilotage into that Harbour, shall on proceeding thence to any other Port in the Colony for the purpose of discharging the remainder of her Cargo only pay additional Pilotage at the rate of \$1.50 per foot, if proceeding under or with the assistance of Steer.

d. In the event of a Pilot taking the charge of a Vessel proceeding from the Pilot Ground of Victoria or Esquimault Harbours, or of Royal Bay to that of Nassau Harbour, Burrard Inlet, or the Sand-heads of Fraser River, or vice versa, he shall receive additional pay at the rate of \$2 per foot for Vessels under 20 feet, and of \$10 per day for Steamers or Sailing Vessels in tow of a Steamer, while at Sea. Any fraction of a day to be counted as a whole day.

e. The Pilotage for Steam Vessels or other Vessels in tow of a Steamer shall be one-fourth less than the above rates, except for Fraser River and for Vessels proceeding from Esquimault to other Ports in the Colony, as provided for in Paragraph c.

f. Should the services of a Pilot be called for and accepted outside the limits of the Pilot Ground of Victoria or Esquimault, and within the radius of the Flagstaff Light-House, or within two miles of Race Rocks Light-House, bearing North, he shall receive extra Pilotage at the rate of \$1.50 per foot.

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

4. Every Master of any Ship who shall employ as a Pilot any unlicensed person, or any licensed person acting out of the limits for which he is qualified or beyond the extent of his qualification, after any Pilot licensed shall have offered to take charge of such Ship, shall forfeit for every such offence double the amount of the sum which would have been legally demandable for the pilotage.

4. Any person may legally, and without being subject to any penalty, assume or continue in charge of any Ship as a Pilot so long as a Pilot duly licensed shall not have

offered to take the charge, or where said so long as such Ship shall be in distress, or under circumstances which shall have rendered it necessary for the Master to avail himself of the best assistance.

5. Any licensed Pilot, within the limits of his license and the extent of his qualifications, may supersede in the charge of any Ship any person not licensed or acting beyond the extent of his qualification; and every person continuing in the charge of any Ship without being a licensed Pilot, or without being licensed to act within the limits in which such Ship shall be, or beyond the extent of his qualification, after any Pilot licensed and qualified shall have offered to take charge of such Ship, shall forfeit any sum not exceeding Two Hundred and Fifty Dollars, nor less than One Hundred Dollars.

6. If any person suspended or adjudged to have forfeited his license shall, during the time of suspension or after such adjudication, take upon himself to conduct any Ship as a Pilot, such person shall be liable to all such penalties in like manner as are provided against any person who shall pilot any Ship without having been licensed. (vide Paragraph 5).

7. All sums due for the pilotage of any Ship trading to and from any Port in the Colony of British Columbia, shall be recovered in a summary manner, before any Stipendiary Magistrate, or two Justices of the Peace, from the Owners, or Master, or from the Consignees or Agents who shall have paid or made themselves liable to pay any other charge for the said Ship, in the Port of her arrival, as to pilotage inwards, and in the Port from whence she shall clear out as to pilotage outwards, which sums may be levied in the like manner, according to the amount, as any penalty of the like amount may be levied under "The Pilotage Ordinance, 1867."

8. Any Vessel, not otherwise exempted by these Rules and Orders, or the Schedule hereto, shall pay half rates of full Pilotage inwards to the first duly qualified Pilot who shall hail any such Vessel outside the Pilot ground, or exhibit the Pilot flag at a distance not greater than one mile from such Vessel, in the event of his services not being accepted.

9. Any Vessel, not otherwise exempted by these Rules and Orders, shall pay half rates of full pilotage outwards to the first duly qualified Pilot who shall offer his services to the Master or Commander on board for the time being, in the event of his services not being accepted.

10. No Vessel shall be rendered amenable to half pilotage rates for the Straits navigation by desisting the services of a qualified Pilot.

11. All Vessels requiring the services of a Pilot shall hoist the usual signal at the fore, and when ordered hoist not less than two hours prior to departure.

12. The Pilot Flag shall be the same as established by law in all countries under British jurisdiction, viz: horizontal white and red, (size at discretion of Pilot Board).

13. Any Vessel driven either by stress of weather or other cause to anchor or seek shelter in any of the Bays or Roadsteads of the Colony shall not be liable to Pilotage.

14. In all cases where a Vessel shall be in tow of a Steam Vessel the Pilot on board the Vessel towed shall have the command and direction of both Vessels so long as the Steamer shall be fast to the other Vessel, notwithstanding a Pilot may be on board the Steamer.

15. It shall be competent for a qualified Pilot in the employ of the Owners of any Vessel to pilot such or any other Vessel belonging to the same Owners; but such qualified Pilot shall not leave any Vessel in which he may be employed, and which may be exempted from pilotage to pilot other Vessels not belonging to the same Owners, to the injury of Pilots who shall be qualified for such services.

16. In all cases where a Government Pilot shall have been established it shall be lawful for the Governor to make and from time to time vary the duties of such Pilots, and the rates at which such Pilots shall be engaged, and of their remuneration, as the Governor shall deem expedient.

COLONIAL SECRETARY'S OFFICE,
2nd November, 1867.

THE following Rules and Regulations for the government of Pilots and Masters of Inland Steamers plying on Fraser River and other waters of British Columbia, having been made and passed by the Governor in Council, in pursuance of "The Pilotage Ordinance, 1867," are hereby published in conformity with the provisions of the said Ordinance.

By His Excellency's Command,
WILLIAM A. G. YOUNG.

RULES AND REGULATIONS FOR THE GOVERNMENT OF Pilots and Masters of Inland Steamers

PLYING ON
FRASER RIVER AND OTHER WATERS OF BRITISH COLUMBIA,
Made in pursuance of "The Pilotage Ordinance, 1867."

1. When Steamers are meeting each other the signals for passing shall be one sound made by the steam whistle to keep to the right, and two sounds made by the steam

whistle to keep to the left; and these signals shall be observed by all Steamers whether by night or day, or whether in a narrow or wide river; and no such Vessel shall be justified in coming into collision with another, if it shall be proved by evidence that such collision could have been avoided.

2. In all cases of Steamers meeting on the Inland Waters of the Colony, the Pilot of the ascending Boat shall have the right to choose and decide which side to pass, and the descending Boat shall, in accordance with the Rules here laid down, immediately obey the signal given by the ascending Boat.

3. When two Steamers are about to meet each other, it shall be the duty of the Pilot of the ascending Boat to sound his steam whistle once, if he shall wish to keep his Boat to the right; and it shall be the duty of the Pilot of the descending Boat to answer the same promptly by one sound of his steam whistle, and both Boats shall be steered according to such signal; or if the Pilot of the ascending Boat shall wish to pass to the left, he shall sound his steam whistle twice, and it shall be the duty of the descending Boat to answer promptly by two sounds of his steam whistle, and both Boats shall be steered according to such signal; should the Boats in meeting be likely to pass near each other, and should the signals not be made and answered by the time they shall have arrived at a distance of five hundred yards from each other, the engines of both Boats shall be stopped; or should the signal be given and not properly understood from any cause whatever, both Boats shall be backed until their headway shall be fully checked, and the engines shall not be again started ahead until the proper signals are made, answered, and thoroughly understood.

4. In all cases where signals are not understood, three sounds of the steam whistle, given in quick succeeding notes, shall be the signal to repeat.

5. When two Boats, the one ascending and the other descending, are about to enter a narrow channel at the same time, the ascending Boat shall be stopped below such channel until the descending Boat shall have passed through; but should two Boats unavoidably meet in such channel, then it shall be the duty of the Pilot of the ascending Boat to make the proper signal, and to lie as close as possible to that side of the channel which he may have selected, until the descending Boat shall have passed clear beyond risk of collision.

6. When a Steamer is ascending, and running close on a bar or shore, the Pilot shall in no case attempt to cross the river when a descending Boat shall be so near that it would be possible for a collision to ensue therefrom.

7. When any Steamer, either ascending or descending, is nearing a short bend or point in the River, when, from any cause, a Steamer approaching from an opposite direction cannot be seen from a distance of six hundred yards, the Pilot of such Steamer when he shall have arrived within six hundred yards of such bend or point, shall give a signal by one long sound of his steam whistle as a notice to any Steamer that may be approaching; and should there be any Steamer within hearing of such signal, it shall be the duty of the Pilot thereof to answer such signal by one long sound of his steam whistle, when both Boats shall be navigated with proper precautions, as required by Rule Third.

8. In all cases not previously provided for in these Rules, Steamers passing each other, whether steaming in the same or in the opposite directions, shall not approach each other, or pass nearer to each other than one hundred yards.

9. It is specially provided that Steamers shall not pass each other at the undermentioned places on Fyfe River at any stage of water, viz: the Junction of Harrison and Fraser Rivers, the Orchard, the Bend at Maria Ville, (commonly known as Right Angle Bend), Fort Hope Bend, the Sisters, the lower end of Strawberry Island, Emory's Bar, and Saw Mill Riffle, nor at Murderer's Bar at low stage of water.

10. The descending Boat shall have the right of fair-way or mid channel at all times, and it shall be the duty of the Pilot of the ascending Boat to steer his Boat accordingly.

11. Every Boat plying on the Inland Waters of the Colony shall carry one convenient and suitable Boat, and, at the least, four Life Boats, to be hung up in places readily available in case of their being required.

12. Any person who has filled or shall fill the position of Pilot on any Inland Steamer for not less than six months, or who shall furnish certificates of competency and good conduct to the Pilot Board (specifying his qualifications) from any Master or Owner of such Steamer, shall be entitled to receive a license; any willful misstatement in any such certificate, shall be deemed and punishable as an infraction of "The Pilotage Ordinance, 1867."

13. Applications for Licenses must be sent in to the Chairman of the Pilot Board.

14. Any person or persons in charge, whether as Master or Owner, of any Inland Steamer wilfully infringing or countenancing any infringement of any of these Rules and Regulations shall, upon conviction, be liable to make good any damage which may occur, either to a Steamer or her Freight, through such infringement, in addition to any fine that may be imposed upon him under "The Pilotage Ordinance, 1867."

15. Any Pilot in charge of any Inland Steamer, wilfully infringing any of these Rules and Regulations shall, upon conviction, be liable, at the discretionary power of the Magistrate convicting, to be suspended for Twelve Months for the first offence, and for the second offence altogether from ever holding any such position on any Steamer on the Inland Waters of the Colony, in addition to any fine that may be imposed upon him under "The Pilotage Ordinance, 1867."

16. Three Printed Copies of these Rules and Regulations shall be framed and hung up continuously in conspicuous places, on board every Steamer plying on the Lower Fraser, (viz: in the Saloon, over the Boiler Deck, and in the Pilot House), at the expense of the Owner of such Steamer.

New Westminster: Printed at the Government Printing Office.

Copy to
11 Dec 12 1867 Navigation F356
23

1629
Victoria

November 9th 1867.

Sir
I have the honor to -
request that the enclosed notice
may appear in the next issue
of the Government Gazette.

I have the honor to be

Sir

Your Obedt Servant

J Amell Cooper
Harbour Master

The Hon:

The Colonial Secretary

Pilot Board Notice

The Members of the Pilot Board are hereby notified that their attendance is requested at the Office of Captain Raymond Wharf Street Victoria at 11th A.M. on the 25th & 28th Inst

Victoria
November 9th 1867
James Cooper
Chairman

Candidates for licensed Pilots must apply by letter on or before the 25th Inst to the undersigned.

Examinations will be held on the 25th & 28th Inst when the attendance of candidates will be required at Captain Raymond's Office Wharf Street Victoria at 11th A.M.

James Cooper
Factor & Merchant
& Chairman of Pilot Board
Victoria
November 9th 1867

Suggested
R.H.
14 Nov 1867

Copy James



Navigation

F 356
E 7

J. P. M.

Victoria

6
November 15th 1867

for

In reply to your note,
I have the honor to state for His
Excellency the Governor information
that Messrs Stamp, Rayner, -
Swanson and myself were present
at the meetings of the Pitt's Board
in Victoria with the exception, if
I remember correctly, of the absence
of Captain Stamp at one sitting.
I wrote personally to Captain Irving
as chairman, urging upon him
the importance of attending, but he
positively refused stating that his
private

The Hon^{ble}

The Colonial Secretary
to the Hon^{ble}

private business would not -
allow him at that time to
leave the Order. It was however
resolved that the Rules and
Regulations as passed by the
members of the Board at Victoria
were subject to the approval of
Captain Irving before finally
receiving the sanction of the
united Board. Therefore by the bye
laws then being a quorum, the
Rules, Orders &c as passed were
duly submitted to Captain Irving
at New Westminster in the presence
of Captain Swanson and myself,
and read over in detail by Mr
Warkley the Army Secretary, and
received his full approval and
indorsement

as indorsement, as the minutes
of the Board will show.

The several members of the
Board were, in addition to the
Official notice in the Government
Gazette, privately advised by me
as Chairman of every meeting and
solicited to attend.

I have the honor to be

Sr

Your Obedt Servant

James Cooper
Major & Quarter Master

Cooper James

Navigation

F356
25



1823
Victoria

Dear Sir

Sir

In reply to your memo
I have the honor to state that it
has been my practice this year to
send in a Requisition for His
Excellency's approval every two
months, to cover the expenditures
in supplying the Light Ships
for that time. Sometimes ton of
Coal exceeds the quantity usually
supplied to that vessel and will
last about 7 or 8 months. I wrote
to the Superintendent of the Coal Co
at Nanaimo requesting him to
Charter

The Hon:

The Colonial Secretary
Victoria

FILE 356 COOPER, JAMES 1867

COLONIAL CORRESPONDENCE PABC

charter a small vessel from that
port, and received his reply stating
that no such vessel could be obtained
I also tried to hire the local traders
to deviate from their usual course to
put a few tons of coal on board
which I found impossible. I
therefore had to hire the sloop Eagle
for the special purpose and it
was only by offering to the master
the advantage of two trips that he
would undertake the matter. Vessels
thus laden are sometimes detained
several days before they get along-
side to discharge, hence the apparently
high rate of \$4.00 per ton.

I have the honor to be

Sir

Your Obedt Servant
James Cooper Harbour Master

I suppose this must be paid. The rate of freight
is certainly very high, and the quantity large for
a small consignment, but Mr. Cooper
Explanation seems satisfactory -

W. J. Cooper
5 Dec 67

Very truly, W. J. Cooper
It must be paid.

C.
The. Cooper
Ed. J. J.

Victoria
Monday Morning
Dear Mr. Young
As you oblige
me by giving an order on
the Treasury for the amount
of the enclosed voucher,
the Creditor urges payment
and I promised to do all
I could to get it for him
Yours Very Truly
James Cooper

Cooper James

Kingston

F356
26

1713

My Victoria

Dear 9th 1867

Sir

I have the honor to request that the enclosed advertisement may appear in the next issue of the Government Gazette.

I have the honor to be

Sir

Your Obedt Servt

James Cooper

Stai Madras

The Assistant

Colonial Secretary

There can be no objection to Mr. Cooper inventing this
advertisement, but I think the Light House should
be under the control of the Land and
Water Department. Mr. Cook, in my opinion,
is far higher than it should be. The
average cost of fueling the vessels at
the Fore Dock Light House is
61 cents per diem: at the Light
ship 78 cents. In the former
case the difficulties of
conveying the supplies
are extreme, and
~~the~~ ^{the} ~~cost~~ ^{cost} ~~is~~ ^{is}
add to the
cost in
the
the Light House is
around 50 cents per diem.
Mr. Cook's
advertisement
is
Mr. Cook's
advertisement
is
Mr. Cook's
advertisement
is

- Light Ship -

Provisions are wanted until the 11th prox^o
for the supply of the undenominated articles
in such quantities as may be required for
12 months. To be delivered on board
tender at the Wharf at New Westminster
or Victoria.

Beef } Salt Beef (Corned)
Mutton } " Pork - Vegetables -

- Groceries -

Flour Sugar & S^o Tea (Congee)
Coffee, raw, Bacon - Biscuits
Rice - Oatmeal Soap (Eng. Yellow)
Soda Matches Mustard
Pepper Salt Vinegar (Eng. Brown)

Security for the due performance of the Contract
will be required and the names of two
persons willing to become Security in a sum
not exceeding \$~~5000~~²⁵⁰⁰ must be forwarded with the
Tender.

The lowest or any tender not neces-
- sarily accepted.

Address - Harbour Master

Tender for
Light Ship

James Cooper

I think Capt. Cooper may administer
in his present capacity. I shall write
the position is affecting all the
light vessels on our coast. The
others would probably be
supplied cheaper from the
other large quantities
discontinued

21 Dec. 1867

Col. Cooper
Colonial Secretary
P.O. Box 100
Melbourne

Cooper James
NOV 23 1867

Navigation

F356
27

Victoria
20th Dec 1867.

I have the honor to acknowledge receipt of your letter of the 19th inst addressed to me as Chairman of the Pilot Board, and most respectfully beg leave to point out to His Excellency how undesirable it is, in my opinion, that the Master of the Light Ship should be required to leave the vessel for any other duty. While admitting that the Light Ship is permanently the place for a vessel bound up the River to receive a

The Hon^{ble}
The Colonial Secretary
Pilot

I think Capt. Cooper may administer
in the present crisis. I shall write
the position is striking all the
lights under our nostrils. The
stars would probably be
sufficient cheaper from the
demon boys' presentation
unproductive

D.

21 Dec. 1867

Col. Cooper
I have the honor to acknowledge
the receipt of your letter of the
19th inst. addressed to me as
Chairman of the Pilot Board, and
most respectfully beg leave to
point out to His Excellency how
undecidable it is, in my opinion,
that the Master of the Light Ship
should be required to leave the
Vessel for any other duty. While
admitting that the Light Ship is
permanently the place for a tided
board up the Taker to receive a
Pilot

Cooper James



Navigation

F356
27

Hectoria
20th Dec 1867.

I have the honor to acknowledge receipt of your letter of the 19th inst. addressed to me as Chairman of the Pilot Board, and most respectfully beg leave to point out to His Excellency how undecidable it is, in my opinion, that the Master of the Light Ship should be required to leave the Vessel for any other duty. While admitting that the Light Ship is permanently the place for a tided board up the Taker to receive a Pilot

The Hon^{ble}

The Colonial Secretary
to to to

Pilot

pilot from, it must not be forgotten that the complement of men on board is reduced to the minimum and that the Master is the only responsible person on board, that the duties of pilot, when qualified, would in many instances take him away for several days.

I have not unadvisedly written this communication, nor without considering the circumstances under which the Government is actuated in desiring Mr Solly to pass an examination as pilot for Trades River. But I believe it to be my duty to faithfully represent my opinions before finally carrying out His Excellency's instructions. As an illustration, I may be permitted to state that it would

would not be considered advisable that the Master of Race Rocks Lightship should pilot vessels to Victoria, if qualified. And if the Master of the Light Ship should be taken away for similar duties, it may be held that one man too many is retained on board.

During Mr Finch's administration this question was on more than one occasion a subject of correspondence, I had the honor of representing the same views then, that I hold now, with reference to it; because I see difficulties that must arise, that would induce me to recommend the abolition of the Light as -
conducting more to the interests of the Government rather than
add

(Copy)

Light Ship

Decr 20th 1867

Dear Sir

In answer to your letter of the 16th inst. I am sorry to find the Pilot question again renewed. I thought by your discharging the two men that all thought of wanting me a pilot had ceased, however if the Governor insists on it, I suppose I must comply. I have no more men on board than is sufficient to attend to the duty of the ship. And it will be impossible for me to take them away in the boat to make myself acquainted with the Channel, and should the weather be bad for me, I cannot be absent from the ship all day, as I have the lamps to trim. A duty I should not like to trust to other hands, for since Mr Standys discharge, I have trimmed the lamps myself, so that neither of the men on board understand
the

the way to attend to that duty and I hope that your representation to His Excellency the Governor will not require me to pass for a pilot.

I remain

Your obedient servant

(Signed) James Dolley

To Captain Cooper

I cannot see the force of Mr. Jolly's objection
if the pilot a ship into the river he
will get certain pay. It may be
difficult for him in the winter
to make himself acquainted
with the navigators of the
land heads between the
long day of the
summer to visit
has ample
time for doing
W. Jolly
11/11

James Cooper Esq³
Harbor Master

S. O. 11 Jan 1868

Sir,
I have duly received and laid before
the Governor your two letters dated the 20th
and 21st December 1867 respectively upon the
subject of Mr. Jolly qualifying himself for
and undertaking the duties of a government
pilot, for the purpose of piloting His Majesty's
the Light Ship and her Machinery.

2. In reply thereto I am to acquaint
you that H. C. cannot see the force of
the objections urged to the by Mr. Jolly, and
yourself to the arrangement. It is true
that it may be difficult for him in the
winter to make himself acquainted
with the navigation of the Land Heads
but

Executive Council

C.

4/26/67

M. D.

Pilot Board

Victoria Decr 26th 1867

Moved by Capt. Stamp

Sec^d by "Swanson

& Resolved that the

- Board are unanimously of opinion
- that at such ports of the Colony
- where it is found desirable or
- necessary to establish Government
- Pilots, that the Schedule rates as
- established for Victoria, Harbour
- Pilot + Nanaimo, would be
- an equitable pilotage rate
- collectable for the services of a
- Government Pilot."
- King 10 ft and upwards 4.00 p. port
- Under 10 feet — 3.00 . . .

Agreed to
M. D.

(P. 2. 0)

Moved by Capt. Stump

Lieut. Swanson

Resolved that the Board
are ready, in compliance with His
Excellency's wish to examine Mr
Dolly as pilot for Fraser River.
But they are of opinion that
the Master cannot absent
himself from his special
duties without serious risks to
the interests of the Public Service
which he is then to protect.

James Cooper
Chairman

What has been done as regards
fixing Govt. pilotage rates for the
River. &

D.

4 March 1867

Col. M.

I enclose the Report of the Pilot Board which was
read in Executive Council on the 6th Jan^y 1867. The rates
proposed were agreed to, but further action is delayed
until a government pilot be appointed -

The Governor

M.
S. Marshall

I don't see his objection to giving
W. Kelly his instructions for
his accounts

RB

6 March 68

Col. Kelly

Instructions were given

to W. Cooper on the

11 Aug last, and

I understand

W. Kelly is

performing

W. Kelly
H. J. Cooper

W. Kelly
H. J. Cooper

Cooper James

Selma

F356
29

Victoria B.C.
30th Dec 1867

Sir

I have the honor to -
respectfully submit the subjoined
statement for the consideration of
His Excellency the Governor.

During the year 1867 my
salary had been reduced from \$940.
to \$1000. I have not thought it
advisable to officially notice this fact
until the present time. But now, the
exigencies of my circumstances, leave
me no other alternative.

I would respectfully
beg leave to remark that I stand
alone
The Honble
The Colonial Secretary
L. L. L.

FILE 356 COOPER, JAMES 1867

COLONIAL
CORRESPONDENCE PABC

alone, as the only solitary instance
in the Public Service of the Colony
who has never had an increase of
pay during their terms of service.
And I take it as a matter of very
great hardship, that, my salary
under those circumstances should
have been reduced. Moreover I
may be permitted to question the
legality of the Government in
doing so, without breaking faith
with my engagement with the
Secretary of State for the Colonies,
for certainly the sum I have
hitherto previously received was
guaranteed: and any change
that might have taken place
I have shown in my previous
correspondence, I had good
reason to hope it would have
been

been on the other side.

My creditors are
pressing for payment, which I
am utterly unable to meet in
consequence of the many disappoint-
ments, during the last three years,
I have had to suffer. After having
earned actual remuneration, under
the strong conviction that it would
have been paid, and never receiving
it, is the cause of my present difficulties.

I am therefore reluctantly
compelled to ask for the small
sum which I claim as legitimately
due to me, in order to part-
satisfy a compromise which
I found absolutely necessary
to offer to my creditors, and
which they have accepted —
Conditionally

Conditionally, that it will be paid on or before the eleventh proximo.

| | |
|-----------------|-----------------|
| Right of Salary | \$140.00 |
| Allowance | 160.00 |
| Pilotage, etc | 300.00 |
| Total | \$600.00 |

I can give no opinion on the circumstances of the reduction in Mr. Cooper's salary as it was settled before my time.

With respect to the other income he claims, it is the matter which has been already settled before your Excellency, and was left to me to settle.

I have not paid it because I think there are other outstanding claims

entitled to preference, but

because it must be eventually paid

5/1/67

Wm. Pitt Rivers

Superintendent

of the

Prison

Handwritten notes and signatures, including "Your Obedt Servt" and "Wm. Pitt Rivers".

81 Acknowledge & inform Mr Cooper that I fully expect the inclosure British he has been paid. The same which is the estimate must however be collected &c. As regards the paper held out to him by the Secretary of State I am glad that they were strong. It was however at a time when speculations were entertained respecting H. C. which have proved wholly unproductive. It was decided in my own case that office should be filled in the recommendation of the H of S, State as his Excellency has been paying higher Pabulation than the prisoners in number & treats his salary on his Office is no longer required.

Wm. Pitt Rivers

13th July 1867

81
224
L. J. 18 June 1867
James Cooper Esq
Karbon Martin
British Colonies

Sir
I duly received and laid before the
Governor your letter of the 28th ultimo upon the
subject of the reduction of your salary during
the year 1867.

2 - In reply thereto H.C. instructs me to
acquaint you that he greatly regrets the
inconvenience to which you have been
put. The sum voted in the Estimates for
your salary must however be adhered to.

3. With reference to the hopes you
entertained of an increase of salary consequent
upon the circumstances of your appointment,

81

H.C. fully admits that they were not a
desire of foundation, but at the time
of your appointment expectations were
entertained regarding the future of British
Columbia which have utterly failed of
realization. It was decided in the
governor's own case, when filling another
office in another colony, that offices whether
filled on the recommendation of the Secretary
of State or of the Governor are necessarily
liable to abolition when the finances
are unable to bear the salary or the
office is no longer required. -

M.