

Among the railway projects that are now in course of accomplishment, may be mentioned the construction of the Shuswap and Okanagan railway, which will pass through a fine rich country, hitherto isolated from any market. The modifications in the original plan of the C.P.R. bridge across the Fraser river at St. Mary's Mission, due to representations from the British Columbia and New Westminster Boards of Trade, as well as the improvements of the channel at the mouth of the river have been favourable to navigation. Sea-going vessels of considerable draught can now ascend as far as New Westminster, to the great advantage of that city and the surrounding district.

The Board of Trade of British Columbia, while acknowledging the beneficial results of the limitation of the number of boats employed by the canneries on the Fraser to 330—with 100 "outside" or fishermen's licenses—is of opinion that, to do justice to all concerned, a thorough inspection of the rivers during the fishing season on the part of the Fisheries Department is still necessary. It also calls attention to the need for a survey of the Cod Banks that exist off the coasts of Vancouver and Queen Charlotte Islands. These banks are said to be extensive, and, in addition to black cod or "skill," halibut has been taken in considerable quantities.

The coal in Vancouver Island is deemed to be practically unlimited. Coal has been shipped from the new mines in the Comox district during the past two years. The quartz mining operations in the Kootenay district are said, through lack of communication with the rest of the province and the Dominion, to be largely controlled by aliens. Deposits of iron and copper ore in various localities throughout British Columbia await the hand of enterprise, backed by capital. Altogether the mineral industries of this great province are only on the threshold of development.

Considerable progress has of late been made in the development of British Columbia's virtually exhaustless timber resources. The Board of Trade report mentions the recent incorporation of a number of wealthy and enterprising companies. Under favourable circumstances, this important industry is sure to assume proportions worthy of the country's vast areas of forest land.

VICTORIA.

The Queen of England reigns, in name as in fact, at three widely severed points on the shores of the vast Pacific. In every case, the region or spot thus honoured forms part of an island. Of the islands in question, one is the largest in the world: it is the spacious Terra Australis, the great new world of the southern seas, and its most flourishing province is Victoria. The second of these islands is one of the smallest in any ocean, but by no means the least important. For half a century the British flag has waved over its rugged cliffs and its busy capital bears the name of our Gracious Sovereign. Eastward across the broad Pacific, until east has been transformed into west, lies our course from Hong Kong to that other Victoria, third of the name, in which just now we are more especially concerned. Its history, though brief, is not without its romance. It is associated with great deeds of valiant explorers, and with the enterprise of men whom Canada holds in honour. The waters that gleam in its genial sunshine bear in their names the

records and traditions of many a bold adventurer—Spanish, Russian and English, and even Greek. For Juan de Fuca, though in the service of Spain, was of Hellenic origin, and bore in early life a long Hellenic name. His entrance through the Strait which preserves his memory took place, we are told, just a hundred years after the discovery of America by Columbus. Two centuries later Spanish captains, in company with English commanders, undertook to map out the Strait of Fuca and to solve the problem of the north-west passage. The English vessels on that occasion were commanded by George Vancouver, who left his name to the island on which Victoria stands. Grateful for the helpful courtesy of his Spanish colleague, he would have associated him in the honour of the nomenclature, but the double name was unwieldy, and Quadra's claim has long been practically forgotten. But Puget and the other lieutenants and comrades of Vancouver are still commemorated in the scenes of their labours.

Meanwhile, from another direction interested inquirers were directing their steps to the same ultimate goal. Until a comparatively recent period, men of science had not ceased to hope for the discovery of a water-route from east to west and to the north of this continent. The voyage of Henry Ellis to Hudson's Bay in 1746-47 was expressly undertaken in such a quest. Though Ellis, like his predecessors, failed to find any trustworthy indications of such a route, his faith in its existence remained unimpaired. The state of geographical knowledge in England at a much later date may be inferred from the statement attributed to the Lords of the Admiralty in connection with Vancouver's expedition. "The discovery," said their Lordships, "of a near communication between any such sea or strait (that of Juan de Fuca being in their minds) and any river running into or from the Lake of the Woods would be particularly useful." At this time, Sir Alexander Mackenzie was on his way along the only north-west passage that was to reward the zeal of so many explorers. Already Hearne had seen the Arctic Ocean at the mouth of the Coppermine, as Mackenzie did later after descending the great river that bears his name. Still persevering in the face of obstacles and difficulties that would have deterred many a bold, vigorous and experienced explorer, he was able in due time to trace on the rocks beyond the great barrier of mountains the words: "Alexander Mackenzie, from Canada by land the 22nd of July, one thousand seven hundred and ninety-three." Twenty-seven years, however,—years of controversy, struggle, and even of bloodshed—were still to elapse before that union of the rival companies, which was eventually to give birth and name to the island capital of the Pacific, took place under its founder's auspices. For Sir George Simpson, the first governor of the amalgamated societies henceforth to be known as the Hudson Bay Company, was the destined founder of Victoria. In 1843 the Fort, which was the nucleus of the future city, was erected, and until 1858 it remained a post of the company. In the year when the connection was to come to an end, a project was formed to plant a settlement under the company's influence and control. Mr. R. M. Martin made a strong plea in favour of this scheme in a work, published in 1849, and dedicated to Earl Grey. The latter statesman, who was then Colonial Secretary, was well disposed towards

the plan, and the Government adopted it. In 1849 Vancouver Island was created a Crown Colony, and began its career as a recognized civilized community.

In the meantime important events had been taking place on the mainland. The discovery of gold had attracted crowds of fortune-seekers, chiefly from San Francisco, while emigrants had also made their way across the continent. In the "Mineral Wealth of British Columbia," by Dr. G. M. Dawson, of the Geological Survey—a brief summary of which has already appeared in this paper—an interesting sketch of the discovery of gold and the progress of gold mining will be found. In 1858 the mainland was created a colony, and in 1866 the two colonies were united. In the following year the federal union of Eastern Canada took place, and in the summer of 1871 British Columbia entered the Confederation. During the intervening years Victoria had been growing into an important city. Not long since we gave some statistics of its industrial and commercial progress, and we have frequently had occasion to direct attention to the rare natural charms of the site and its surroundings, and to the singular healthiness of the climate. It is "the most charming city in America," says the Rev. Dr. Grant, and successive Governors—Lords Dufferin, Lorne, Lansdowne and Stanley—have extolled its beauties of scenery with unstinted praise. During the visit of the Duke and Duchess of Connaught, it wore its gala dress and looked as queenly and triumphant as its name.

BRITISH COLUMBIA MARBLE.

At Rudge's marble works, Victoria, two fine specimens—the one of excellent sandstone, the other of pure white marble—are at present attracting the admiration of all interested in mineralogy. The sandstone, which is of remarkably good colour and grain, was recently discovered to exist in immense quantity on Addington Island, near Alert Bay. The samples brought down are of a fine, gradation stone, which cuts, saws or bores well, and which will stand fire better than any known fire brick. This last mentioned quality rendering it especially adapted for furnace building, while it can also be used to splendid advantage by builders and in monumental work.

Addington Island, where the quarries are located, contains about one hundred acres of the sandstone. Messrs. Hewson and Rudge are the owners of the valuable find, and their intention is to develop it at once. They claim that the quality of the stone is much superior to the Nanaimo article, while it can be profitably marketed at a lower price. Addington Island, alone of the group of which it forms one, contains the sandstone which is already being used by Victoria cutters. Of the marble great things are expected. It is pronounced of harder, closer grain than the Vermont production, and is said to be comparable only with Italian. It cuts well and takes an unsurpassed polish, while its solidity ensures its durability. Of the full extent of the supply which is contained in the mountain at Knight's Inlet, little is known. The deposit appears inexhaustible—at any rate, there is enough to last the Pacific coast for centuries. Rutland marble now monopolizes the trade of America, but the owners of Knight's Inlet mine expect to compete successfully with the Vermonters, having a better article, which they will be able to sell just as cheaply. It is anticipated that the new marble will take the place of all imported material here at once, and that the trade that will be opened up by its exportation to the United States will constitute another important and profitable industry for British Columbia.—*Colonist*.

A MAP OF VICTORIA.

To make our Victoria number thoroughly comprehensive a map of the city and surroundings would be required. Time did not permit of this, as the recent compilations, necessary for a revised map of Victoria, are now in the hands of the lithographers, and ere long the enterprising publishers, T. N. Hibben & Co., of Victoria, will issue a neat pocket map at 50 cts., after the style of Brownlee's well-known Manitoba map. This map will embrace not only the city but also the suburban properties, and we can confidently recommend it to people at a distance. The compilations are made direct from the records of the Registry office, and may be relied on. Mr. John Keen, C.E., deserves particular credit for the skilful manner in which he has brought together all this valuable information.