THE RESOURCES OF BRITISH COLUMBIA.

M.1RCH, 1884.

The weather in March has been unprecedentedly We have had scant rain only on four days with abundance of the much desired "March dust." Frequent slight frosts, somewhat checking the grow h of grass, have beneficially retarded unseasonable development of plum and apple blossom-buds. Fallsown wheat on lands sufficiently dry, has perfectly withstood the rather severe frosts of February. On fields not well enough drained, such wheat has, to some extent, perished. Spring plowing and sowing is well advanced. The frog chorus, first harbinger of spring commenced early, as did blue grouse "hooting," and the crowing of the imported pheasantimported, thanks to C. W. R. Thomson, Esq. House ; martins appeared on March 4th.

- I. Clear, warm.
- Clear, warm.
- 3. Clear, warm, foggy for two or three hours.
- 4. Cloudy and misty, (house martins).
- 5. Cold, windy and cloudy a. M., clear P. M.
- 6. Cold, windy A. M., fine, calm P. M.
- 7. Cold a. M., clear, warm P. M., (frog music).
- 8 Clear, cold a M., warm P. M., slight sprinkling snow last night.
- 9. Cloudy A. M., fine P. M., cold.
- 10. Cloudy A. M., fine P. M., cold.
- 11. Raining A. M., cloudy P. M.
- Frost, rain, slight snow, cold.
- White frost, fine, clear. 13.
- No frost, clear.
- White frost, clear, very warm.
- 16, Cloudy, changeable.
- Cloudy.
- Cloudy, windy, cold. White frost, fine, with cold showers. White frost, clear, chilly. 19.
- 91. 21.
- White frost, clear, chilly. White frost, clear, warm.
- 23. Fine, warm.
- Cloudy, cold A. M., fine, warm P. M., with showers. White frost, cloudy A. M., fine P. M., with showers.

Wind

- 26. White frost, tine.
- White frost, tine. Fine, warm, cloudy at times.

Var. Min. Bar. v.M. Bar. v.M. Bam.

- White frost half inch ice, warm, clear, warm.
- White frost, tine warm.
- Fige, but chilly a. M.

	wax.	M111.	15ar. A.M.	1411. 1. 14.	24:8131.	wina.	
					-		
1	243	::	221,15	31,12		Mild South west	
3	4.1	Ξ.,	231,643	20.89		South-west.	
- 3	12	əi.	121,51	231,76		South-west.	
ŧ	224	3 1	21,127	21.68		North-wast.	
:	24		21.97	221, 76		North-west.	
•	51	234	21.57	20,00		North-work.	
7	15	201	271, 141	22.0.47	******	Sintle revet.	
	*	24	24.55	25,65		South-west.	
:4	11	31	27.37	220, 40	*******	Fresh South-west.	
311	17	21	21.31	211		Fresh Southwest.	
11	17	.74	20.77	221.54	.13	South-west.	
12	17			22 7 10		Southernst.	
13	47	at.	131,121	21,411	*******	South botters.	
- 11 .	31	==+	211.10	22.52	*******	South-nest.	
15	3.5	223	231,36	23,70	*******	North-west.	
16		42	23,33	221,114	*******	South-ny-t.	
12	3.3	31	21.71	20,00		South-west.	
14	427	24	20.00		*******	Southward.	
19 1		**	31.06	20,41	• ,	Southers.	
3:	32 .		23,33	21.51	*******	Light Southerst.	
21	341	21	321,111)	21,(11)		Light South-east.	
Hanan	3.2	3(1	271, 711	21,61	********	Light Southerest.	
777	32	374	221, 70	271,277		Light Easterly.	
21	3.3	12	ZLM .	21,21	*******	Light South- rist.	
274	- 3:2 i	44	211.77	20.24 20.24		Laght Variable	
2	19		277.341	21.74	******	Light Northeest.	
77	- San (3 :	227.73	27.53		Light Northerly.	
2	38	\$11	230.16	20110		Light South-west.	
	350	31	31,16	3:1,67		Light South-west.	
31	51	22	201,107	255.683		Light South-cast.	
31	3.3 ,	32	20.30	31.1C	*******	Light Southerly.	
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PORT HAMMOND JUNCTION

As a profitable investment, offers greater advantages than any other townsite in the Province, for the following reasons, viz:

- 1. Situated at the apex of a triangle it is about equi-distant from New Westminster and Burrard Inlet; with the former it is connected by regular steamers; with the latter by the Canadian Pacific Railway.
- 2. Any vessels which can enter the Fraser, can, at Port Hammond, discharge their freight directly into the cars, the wharves having been connected by a siding with the main line.
- 3. It is the first point at which, after leaving the salt water, the C. P. Railway touches the Fraser; and is further the central point in the largest and richest agricultural belt in British Columbia.
- 4. It is at the present moment the virtual western terminus of the C. P. R., all passengers and freight being transferred from the cars to the C. P. N. Co.'s steamers, and vice
- 5. It is the head of navigation for the Victoria hoats, which run there direct, calling at New Westminster and Ladner's Landing.
- 6. It is the natural shipping point for all the River canneries, and commands the trade of the whole of the Fraser Valley below the Mission and extending southerly to or beyond the boundary.
- 7. It is the point from which, in the future, the hest and shortest route to connect with the N. P. Railway can be obtained, and is one of the very few points where it is practicable to bridge the Fraser at a reasonable
- S. The location is permanent, while the terminus now at Port Moody is liable to be removed by the Syndicate to some other point on Burrard Inlet.
- 9. Generally, to sum up, its situation is unrivaled by any townsite in this Province; it is the terminus of the Victoria steamers; it is the point from which the passenger and freight trains start for the interior, and at which they arrive; it is the central point of a re than two thirds of the whole cultivable land on the Lower Fraser, it is the nearest station on the railway to Victoria, and it is the natural outlet for trade of both Victoria and New Westminster.