says there was only a eft, though others think o last a month. Howhe explorers were forced good supply was caught but Lieut. Peary would ed unless actual necesthis would have lasted most three months. Had reach them all of Lieut, have been compelled to il winter. At last, how-le her way into Falcon of famine was removed. of those concerned deby her. Indeed, if they could not have of the lack of provisions. uses of dissatisfaction outlined. Some assert with emphatically say h on the relief expediwould be willing to go ns. Those who have alleged, under contract iewed or give away the ty until five days after delphia, but they do ing statements.

IER AT KAMLOOPS.

t. 18.- (Special)-Hon. party addressed a large ight. Mr. Laurier spent and attended church; the party only arrived layed train-in conseg was very late starting. the Presbyterian church, and Mr. Hyman was He discussed the similarith regard to government ted States, declaring that as in the power of mon-

Mr. Laurier welcoming to which the Liberal king those present for essed. He said that he our. He blamed British ing too much to the per-of candidates for parliathe political prin trade as in England. party's goal. He comia not being a manuf people here were taxed aufacturers of Eastern oked in vain for factory vored free trade because y the people. A com-ted, but its good intenstered by monopolists. lessen the expenditure not needed in Quebec there anyway-he did not British Columbia Laurier concluded by as a Canadian speaking nterest of their

r. Sutherland also spoke. Mr. Laurier held an in-

CONFERENCE.

-(Special)-The Methference elections, this follows: Dr. Carman, ent ; Dr. Potts, educa-ev. H. Maiken, mission-Sutherland, missionary Withrow, editor Maga ce, editor of the Guare on conference boun-that the work of the Intario and Quebec be rmed into five. After the report was adopted wo-thirds vote, the vote 41 against.

18. - Minister of Public abandoned for the the Northwest Terri-

British Pacific Review

SUPPLEMENT TO THE DAILY AND WEEKLY COLONIST.

SPECIAL ISSUE.

VICTORIA, B. C., FRIDAY, SEPTEMBER 21st, 1894.

10,000 COPIES.

man's Road.

From the Egypt of the Northwest to the Port of Victoria, and Purely a British Columbia Enterprise.

This is pre-eminently a railroad age. The transition from the slower methods The transition from the slower methods of transportation and travel, which obtained a half-century ago, and which was begun with many doubtful forebodings, has continued with a constant increasing by daring pace until within the last decade what had previously been thought impossible or problematical has become both possible and probable. There is cause for gratulation in the fact that in the haste of railroad building so few mistakes have been made. There is

tages of the most prosperous lines on the continent. Unlike the Canadian Pacific, it will pass through but little country where it will not have a paying way-

It is without any desire to draw damag

ing comparisons, but to state the simp

truth, that we call attention to the fact that the true interests of British Columbia, except in se far as a trans-continen tal railway would advance them, were entirely disregarded in choosing the route of the Canadian Pacific Railway. The rich agricultural lands of the Province, largely composed of prairie whose produce must find a market on this coast, were entirely ignored. Except in so far as we are helped by having an out-let to the East without crossing the line into the States, and the benefit to our mining interests, the advantages a cruing to British Columbia from the Canadian Pacific have been reduced to the minimum by the fact that its course passes through the most mountainous and sterile part of the Province. At a first glance this may be regarded as most unfortunate; but upon second thought it may be said to be not altogether with out its compensation, for had the upper route which passes through the rich prairie lands of the Northwest, been selected by the Canadian Pacific, it is quite probable that rich mineral sec-tion of British Columbia might have been left for many years without a railroad, and in as much as the prospects are now so bright for the building of the British Pacific, there is good reason to rejoice, for when this new road shall have been completed, all the varied and rich resources of the Province will be accommodated with modern methods of conveyance to their natural market in the

coast cities.

After traversing more than half the length of Vancouver Island, passing through its great coal fields, tapping the rich agricultural lands of Comox District, and passing through the section whose numerous bays and inlets premise to make it one of the centres of the salmon canning industry, the British Pacific will cross to the mainland about one hundred miles north of the City of Vancouver. The first hundred miles after couver. The first hundred miles after reahcing the mainland it will pass through a country abounding in timber with valleys suited to agriculture. Leaving the timber of the coast region, the reattern of the coast region, the route enters an open country, and for over two hundred miles, traverse one of the richest prairie sections on the globe. This great agricultural section which is to pour its products into the laps of British Columbia cities, while

The British Pacific

one hundred and fifty miles north of the Canadian Pacific Railway. Other tributaries of the Fraser are followed or crossed after the main stream; and the route crossed after the main stream; and the provincial boundary at the Yellow Head Pass, and enters the Northwest Territories a hundred miles north of Donald.

At Yellow Head Pass the British Pacific will connect with the Manitoba and Northwestern Railway, which passes through the richest agricultural country in the Dominion, and has advantageous connections with the cities of the Atlan tic coast.

The Farmer's Read, the Dairy
Railway.

The Farmer's Read, the Dairy
Railway.

The Parmer's Read, the Dairy
The Farmer's Read, the Dairy
The Head The The Miner

Resources of the Country along the Route. Of the valuable resources which will be tributary to the British Pacific, we

be tributary to the British Pacific, we are able to quote from authentic Government publications the following:

Vancouver and Other Islands.—The submerged mountain range which lies to the west of the mainland, is represented by an archipelago of islands, great and small, the most prominent being Vancouver and the Queen Charlotte Islands. Of the others it may be briefly stated that they reproduce in minature all the physical features of the larger group.

in minature all the physical features of the larger group.

Vancouver Island occupies greater prominence than it would otherwise have done had it not been for two circumstances, one that the capital of British Columbia is situated upon it, the other that coal has been discovered and worked very extensively. The former is perhaps rather the effect than the cause of the wholesale trade of the Province centreing in Victoria. The Hudson Bay Company, driven from its post—Fort Vancouver—on the Columbia River, by the Ashburton Treaty, which ceded the Puget Sound districts to the United States, chose Victoria as the seat of its chief trading station and the port of entry. From this time the city became of first importance as an entrepot for English trade with the interior of the Provunce, and, stimulated by the wealth derived during the gold excitement, it assumed a position which it has never yielded.

The island may be described geologically,

ment, it assumed a production of the island may be described geologically, as a group of upturned gneissic rocks, embracing certain tertiary areas and worm down by glacial action, so that in one place extensive gravel moraines, in another beds of boulder clay, are to be found, while in a third a regular series of late saudstones alternate with the barsen cliffs of trap. Upon such unpromising surface, generations thought impossible or problematical has become both possible and probable. There is cause for gratulation in the fact that in the haste of railroad building so few mistakes have been made. There is compensation, too, for the few failures; and the business man of average information to-day is better able to decide upon the practicability of a given line than the best informed of a quarter of a century ago.

The great pre-requisite of a proposed line of railroad a that it will, when completel, commands per military road; and the Mother military road of great strategic importance can alone be excepted. The Canadian Pacific Railway may be classed as a semi-military road; and the Mother Country would deem it expedient to make up any loss which may occur in its operation. The proposed British Pacific Railway will be a first class commercial road, combining all the advantages of the most prosperous lines on the same semi-marked and combining all the advantages of the most prosperous lines on the same semi-marked and combining all the advantages of the most prosperous lines on the continent. Unlike the Canadian Pacific Railway will be a first class commercial road, combining all the advantages of the most prosperous lines on the continent. Unlike the Canadian Pacific Railway will be a first class commercial road, combining all the advantages of the most prosperous lines on the continent. Unlike the Canadian Pacific Railway will be a first class commercial road, combining all the advantages of the most prosperous lines on the continent. Unlike the Canadian Pacific Railway will be a first class commercial road, combining all the advantages of the most prosperous lines on the continent. Unlike the Canadian Pacific Railway will be a first class commercial road, combining all the advantages of the most prosperous lines on the continent. Unlike the Canadian Pacific Railway lines on the canadian pacific Railway will be a first class commercial road, combining all the advantages of the most prosperous lines on the continent. U appear to have succeeded in some places the burnt out pines; indeed in time much the same sequence of soft and hard timber might be expected on this coast as is known to have occurred on that of the Atlantic, where firs, oaks and beeches have followed

Saanich Peninsula which trends to the north. Auriferous gravels have been worked in fhe neighborhood of Sooke, about twenty-five miles distant on the southern extremity of the island, but with inconsiderable results. Iron ore has been discovered in the same locality in what promises to be profitable quantity. Victoria is connected by the Island Railway with the coal fields of Nanaimo. Here and at Wellington, about five miles distont, are collieries which now supply the chief mineral export

fields of Nanaimo. Here and at Wellington, about five miles distont, are collieries which now supply the chief mineral export of the Province.

The excellence of the coal fields of British Columbia has obtained such wide recognition that it is hardly necessary to refer to them here at any considerable length. In this particular respect, Nature would seem to have dealt in a spirit of partiality, for there are no coal measures known to exist upon the Pacific coast to compare with those which are to be found within the borders of the Province.

Upon Vancouver Island, the Nanaimo and Wellington collieries of the New Vancouver Coal Co. and of Messrs, Dunsmuri & Sons, respectively, and those of the Union mines at Comox, belonging to the latter firm, furnish a quality of coal which is able to hold its own in the San Francisco market against all comers, notwithstanding the heavy duty imposed. The output of these mines has quadrupled in the last ten years, and now amounts to over a million tons per annum, with every prospect of continual increuse. The coal if a first-class bituminous coking coal, the seams being from six to ten feet thick. They occur in a late series of rocks of cretaceous formarion. The following is a fair average analysis:

Fixed Carbon — 64.65

Volatile Conbustible Matter — 28.19

Fixed Carbon 64.65
Volatile Conbustible Matter 28.19
Hygroscopic Water 1.47
Ash 1.6.29

The Nanaimo coal measures cover an area of some two hundred square miles; those of Comox about three hundred. The quantity of workable coal in the latter district has been computed at 16,000,000 tons

per square mile.

The British Pacific will pass through the The British Pacific will pass through the Cowichan District, an extensive farming country where there are several thriving settlements, thence into the Nanaimo and Comox districts, spoken of above. The valley of Comox contains some of the finest agricultural lands in British Columbia, and is the center of the great coal fields in the district. Off the east coast lie many islands, the largest of which is Sait Spring. These islands are chiefly occupied by small farms and sheep ranches. In the interior of the Cowichan District is the lake of the same name, on the shores of which is a dense growth of magnificent timber, and which is the site of an important lumbering industry.

which is to pour its products into the laps of British Columbia cities, while having all the natural advantages of the great prairies of the Mississippi valley, also possesses the additional advantage of being interspersed with timber sufficient for building, fencing and fuel.

About two hundred miles northeast of the City of Victoris, the route enters the rich Cariboo District. Continuing in a northeasterly direction, it crosses several tributaries of the Fraser River; and, about seventy miles north of where that stream enters the Lillooet District, crosses the Fraser itself. From the point of crossing the main Fraser, the route is more easterly; and at the northermost point the British Pacific will be about

In vicinity of the proposed crossing of the British Pacific to the mainland, iron ores of superior quality are met with in abundance, Knight's Inlet, Calvert Island, Redonda Island, Guilford Island, and other small islands being the localities of their known occurrence. These deposits all appear to present the same general features, and, so far, have been found as concontact segregations between granite and limestone.

westminster District, which the British Pacific route enters on crossing to the mainland, contains 36,000,000 acres of land, is practically divisible into two, the southern portion comprising the delta of the Fraser and the coastline up to the head of Jarvis Inlet, lat. 51 deg. 21 min., and the northern a vast triangle of territory between lat. 54 deg. and long. 124 min., bounded by the coast, and including the many large islands adjacent.

The western part of this district is the

many large islands adjacent.

The western part of this district is the principal seat of British Columbia's vast imbering industry; and in it are situated twenty-eight of the forty four large milis now being operated in the Province. The daily outcome of these twenty-eight mills is 1,268,000 feet, which is four-fifths of the entire product of the Province. Of the remainder Vancouver Island has eight mills with a daily capacity of 224,000 feet. There are two mills in Yale District, five in Kootenay, two in Caribeo and one in Cassiar. The large proportion produced on the coast is a fair indication of its relatively greater importance as regards this industry.

Passing from the heavily timbered regions of the coast, the route enters the

gions of the coast, the route enters the triangle which forms the northeastern part of Westminster District. This section pre-

where firs, oaks and beeches have followed in successive order.

There is much good farming land in the vicinity of Victoria, especially upon the Saanich Peninsula which trends to the north. Auriferous gravels have been worked in fhe neighborhood of Sooke, about twenty-five miles distant on the southern accompanies of the island but with incomidations.

Carlboo contains 59,250,000 acres. This district, which lies between lat, 52 and 60 and long, 129 and 124 deg.—the lower east-earn boundary line from lat. 59 deg., being extended along the main water-shed of the Rockies to long, 118 deg.—may be considered as comprising a Pacino and an Architecture.

tic slope.

The Pacific slope, or surface which drains into the Pacific Ocean, is covered with broken mountain ranges, the northern-most masses of the Selkirks, here called Cariboo Mountains. West of the Fraser and north of the Chilcotin there is a fine and north of the Chilcotin there is a fine country, watered by the Blackwater, Nechaco and Buckley Rivers, containing much land suitable for agricultural purposes. This may be said to be the only extensive farming area in the Pacific portion of Cariboo. It is shut into the north by the highlands forming the Pacific Arctic water-shed. To the east of the Fraser, though there is a limited extent of good bench-land in the immediate neighborhood of the river and some of the lakes, the district is pre-eminently a mining one, and can only be expected to support a large populasion by its mineral development. In the past this has not been inconsiderable, some fifteen millions of dolment. In the past this has not been in-considerable, some fifteen millions of dol-lars worth of gold having been washed out of the placer claims in the immediate neighborhood of Barkerville. Seeing that neighborhood of Barkerville. Seeing that the entire area of these claims is not more than a few miles in extent, the gold field Cariboo ranks for its size as one of the richest that has ever been discovered. At the present time the industry languishes, since the most profitable placers have been exhausted, and the era of quartz mining is retarded for want of railway communi-

retarded for want of railway communication.

The country may chiefly be described as a tract of mountains and table-land, three-fourths of which is probably over 3,000 feet above sea level. Little forest grows above this height east of a line drawn from the middle of Quesnelle Lake to the head of Swift River, which marks the contact of Mesozoio rocks with the auriferous schists of the Selkirks. Timber is therefore found only in detached clumps and in sheltered situations. Westward the surface of the country is smooth and pleasing. Snow lies over the greater part of four months in the year, and Quesnelle Lake is frozen up from November to March. East of Bear Lake valley the mointain tops are rugged, the line of perpetual snow being between 7,000 and 8,000 feet above sea level.—(Bowman, Geol. Sur.)

man, Geol. Sur.)

Though much further north and upon the Arctic slope, the country of the Peace River and its tributaries has been described by Selwyn as "a magnificent agricultural and pastoral country"; and again by Horetsky as "a very fine country where the excellent soil and large tracts of land facing south offer great facilities for farming."

Wealth of British Columbia," which was read before the Royal Colonial Institute on March 14th, 1893:—

"Reverting for a moment to the Cariboo district, where such notably rich deposits of alluvial gold have been found within a limited area, and where, very often, the gold obtained has been actually mingled with the quartz of the parent veins, it cannot be doubted that these veins will before long be drawn upon to produce a second golden harvest. This district has suffered and still suffers from its great distance from efficient means of communication; but, notwithstanding this, praiseworthy efforts have already been made towards the development of "quartz mining," while much also remains to be done in utilizing by operations on a larger scale, and with better appliances, the less accessible deposits which have so far baffled the efforts of the local miner.

which have so far baffled the efforts of the local miner.

It is necessary to bear in mind that alluvial gold mining or placer mining requires but a minimum amount of knowledge on the part of the miner, though it may call for much individual enterprise and effort when a new and difficult region is to be entered. Any man of ordinary intelligence may soon become an expert placer miner. It is after all, in the main, a poor man's method of mining; and, as a rule, the placer miner lacks the knowledge as well as the capital necessary to enable him to undertake regular mining operations on veins and lodes. However promising the indications may be for such mining, he either does not appreciate them, or passes them over as

lodes. However promising the indications may be for such mining, he either does not appreciate them, or passes them over as being beyond his experience or means. He would rather travel hundreds of miles to test a new reported discovery, than spend a summer in endeavoring to trace out a quartz reef, with the uncertain prospect of being able to dispose of it at some later date. Thus, though the development of placer mining in British Columbia hegan a new history for that great region, raising it from the status of a "fur country" to that of an independent colony, and subsequently to that of a province of Canada, there remained a gap to be bridged in order that the province should begin to realize its proper place among the mining regions of the world. It was necessary that railways should be constructed to convey machinery and carry ores, as well as to bring to the metalliferous districts men who would not face the hardships of pioneer travel in the mountains, but who are in a position to embark the necessary capital in promising emerpise. For a portion of the Province, the construction of the Canadian Pacific Railway has afforded these facilities, but by far the larger part still awaits railway communication. Had the Canadian Pacific Railway, in accordance with some of the surveys made for it, traversed, for instance, the

Access from the west was named in the interest of the coast. Nevertheless somewhat glowing reports were found from time to time brought down by the miners and found their way accross the region. In 1890 the present government took steps to interest government took steps to great developments there. This railway has, however, been constructed across the southern portion of the province, and in its vicinity, and concurrently with its progress, new mining interests have begun to grow up, of which something must now be said."

Northern Alberta.—This division of the contains a very large extent of time the province of the contains a very large extent of the contains a very large extent of the contains a very large extent of the contains a very large and not the contains a very large are the contains and the contains a very large are the co

good treatment to bring it to its best, when it is most profitable. There is a varied and nutritive pasture during a long season in summer; there is an abundant supply of hay procurable for winter feeding, and an abundant and universally distributed water supply. There are few summer or winter storms. Building timber is easily procured. The winter climate is less severe than that of the districts along the Saskatchewan further east on account of the Chinook winds As a consequence, a better class of cattle can be raised more cheaply and with less danger of loss in this district than in some dauger of loss in this district than in some other parts. The advantages which tell so heavily in favor of the district for cattle raising tell as heavy in favor of dairying. There is a large flow of rich milk for a long season, and the quality of the butter made here is unsurpassed. There is a flourishing town called Edmonton on the north bank of the Saskatchewan in the vicinity of the old Hudson's Bay Company's post, of the same name, and a new town called South Edmonton at the terminus of the railway Edmonton at the terminus of the railway on the south bank. Land of the very best quality is found on both sides of the river, as well as in the neighborhood of the railas well as in the neighborhood of the railway stations, for over a hundred miles south of it. Coal is mined in the banks of the Saskatchewan, and on the bars of the river a small but paying quantity of gold is taken out during the summer months. So good is the reputation that this section of the country enjoys that settlement was made at a number of points before the railway was complete, and in 1892, when the road was in full operation, a more regular stream of settlement began. There is, however, such ample room for choice of locations that thousands can find room for selection in the free sections. This, however, will not continue to be the case for ever, will not continue to be the case for many years.

oia.—The District of Assiniboia li Assimbota.—The District of Assimbota hes between the Province of Manitoba and the District of Alberta, and extends north from the International boundary io the 52nd parallel of latitude, and contains an area of hirty-four million acres. It is divided in-to two great areas, Eastern Assinibola and Western Assinibola. Each of these divis-Western Assimbola. Each of these divisions has its own peculiar characteristics; the eastern portion being essentially a wheat-growing country, and the western better fitted for mixed farming and ranching. In Eastern Assimbola the great plain lying south of the Qu'Appelle river and stretching south to the International boundary, is considered to have the largest acreage of wheat land, possessing a uniform character of soil, found in any one tract of fertile prairie land in the North-West. The eastern part of the District is known as the Park Country of the Canadian North-West.

The Qu'Appelle District contains a large tract of excellent farming country, watered by the Qu'Appelle River and the Fishing Lakes, a chain of six lakes, in all about twenty miles long, with an average breadth of a little over a mile. The land is rolling prairie, dotted with bluffs; the soil is black loam and clay subsoil. The water of

COLTART & JENNS.

Real Estate and Financial Brokers, In surance Agents and Notaries Public. 76 Government Street.

In no other branch of business, whether in finance, commerce or trade, does it appear more important that well known and estab-lished integrity of character should obtain in a firm and its individual members, than in a firm and its individual members, than in financial agencies, where funds are placed upon, and in exchange for, reality holdings. In this connection, it is gratifying to note that Messrs, Coltart & Jeans, although a new firm, have the felicity of being both well and favorably known in connection with the two lines of business which they have combined under united interests.

Mr. John Coltart has a thorough knowledge of all matters pertaining to the financial department of the business; and his long experience in finance will prove adlong experience in finance will prove advantageous both to clients and to the firm. He was for fifteen years in the banking business in Scotland and in Canada; and, for four years previous to the establishmen of the present business, was prominently connected with a local bank. This ha connected with a local pank. This has qualified him in an exceptional degree to conduct a business requiring in its manage-ment a knowledge of values of realty pro-perty, and an intimate acquaintance with the business and business men of Victoria

perty, and an intimate acquaintance with the business and business men of Victoria and the Province.

Mr. L. H. Jenns has had much experience in British Columbia real estate transactions; and was for five years manager for one of the leading realty firms of the Province. He has carried through some very large deals in farm and city property, and his knowledge of the choice farming lands of British Columbia, both improved and unimproved, is equalled by that of a very few men in the Province. Add to this the fact that he is a man of sterling integrity of character, and it may be seen that in him the firm possesses an able and conscientious manager of its real estate department.

Messrs. Coltart & Jenns established their business during the latter part of the past year; and have already an established collentage in their several departments.

They have for sale a long list of valuable farming lands, timber limits and all kinds of city property. They make loans on improved city property, do a general financial brokerage business, and an extensive line of insurance. They make loans on improved city property, do a general financial brokerage business, and an extensive line of insurance. They make a specialty of rental business, and have listed for rent some very desirable residence of vears in the Province, and a proper regard for all the amenities of business and social life, they have proved themselves in every way worthy to take the prominent to them that, by a residence of years in the Province, and a proper regard for all the amenities of business and social life, they have proved themselves in every way worthy to take the prominent to them that he province, and a proper regard for all the amenities of business and social life, they have proved themselves in every way worthy to take the prominent to the machines of business and social life, they have proved themselves in every way worthy to take the prominent to the leading real for all the amenities of business and social life, they have proved themselves in ev

some very desirable residence, business and farming property.

Messrs: Coltart & Jenns are general agents for Vancouver Island for the Atlas Fire Assurance Company, of London; and for the United Fire Insurance Company, of Manchester. They are also Victoria agents for the Equitable Life Assurance Company, of New York; the Manchester Fire Insurance Company, of Manchester; the Globe Savings and Loan Company, of Toronto; and for the Union Steamship Company, of British Columbia, 144

LING COMPANY, Ltd.

Mills at Ocean Dock, Office and Warehouse at 125 Government Street.

The Brackman and Ker Milling Company new mining interests have begun to grow up, of which something must now be said."

Northern Alberta.—This division of the territory contains a very large extent of farming land unexcelled for grain and root crops and vegetables by any on the continent of America. Live stock of all kinds is raised extensively, including horses of all grades, from heavy draught to Indian ponies, horned cattle, sheep, pigs and poultry, including turkeys. Native horses do well without stabling all the year round, but, good stock of whatever kind requires good treatment to bring it to its best, when In the basement floor is a 120 horsepower wheelock engine, manufactured by Goldie & McGulloch of Galt, Ontario. The main shafting furnishes motive power for all the other machinery in the building. The ground floor is fitted up with five run of stones for grinding the different cereals. The second floor is furnished with bins for holding the different grains, and on this floor are situated the steel rollers for making rolled oats. The oats have to be passed through a special process of steaming before being rolled, and are afterwards dried. On the third floor the grains are passed through cleaning machinery before reaching the bins on the second floor. The top floor is fitted with machinery for operating the elevator and for driving the machinery in the cleaning machinery in the room below. The specialties produced are oatmeal rolled oats, split peas, pear! Barley, etc. In connection with the mill is a wharf, and all extha handling of material and products to the control of the control of the machinery of the second of the control of the co all extra handling of material and products is avoided.

Besides its extensive milling business, the Company deals in flour, bran, hay, grain,

the Company deals in flour, bran, hay, grain, meal, pearl, barley, grass, clover, and all kinds of seed grain.

It is especially worthy of note that this firm was awarded a gold medal for the best rolled oats exhibited at the late world's Columbian Exposition at Chicago.

When it is generally conceded that every branch of trade will be so greatly benefited by the building of the British Pacific Railway, comparisons are hardly in order; but it may be said that, inasmuch as the road will pass through the great grain country of the Northwest, the milling interests of Victoria would be greatly prospered by its Victoria would be greatly prospered by its arly completion.

C. BRAUND & CO'Y. Wholesale and Retail Stationers, 62 Government Street.

There is a cumulative evidence of Victoria's growing importance as a jobbing centre in the increasing number of its

wholesale houses.

The members of this new firm, Mes Charles Braund and Paul A. C. Armfelt, are, individually, both well and favorably known in Victoria. Mr. Armfelt is ably known in Victoria. Mr. Armfelt is an Englishman of seven years residence in British Columbia, this being his first yenture in trade. Mr. Braund has been many years a resident of the Province, and for ten years connected with the stationery trade in Victoria. He resigned his position to make a business trip abroad; and while absent purchased in England and Germany the major part of the large and exceptional-

States and Europe. In text books and school supplies, the house begins business with a very complete stock. An exceptionally large stock of fancy holiday goods will contribute much to the popularity of the house in the first year trade. The firm is agent for the Alberni Paper Mills, and carries a full line of the product of these mills in stock. In office supplies the firm has the most modern supplies the firm has the most modern stock ever brought into the Province. This line includes all kinds of filing devices, inks, mucilages, pens, penholders, letter and pencil tablets, type-writer and minicograph supplies, etc., etc.

The business of the firm includes importing and wholcosic and

porting and wholesale and retail mer-chandising.

Mr. Braund's extensive acquaintance

Mr. Braund's extensive acquaintance with the wants of the trade will be supplemented by his making occasional business trips, and no regular traveling salesman will be employed. It is expected, however, that a considerable wholesale business will be done, as well as a retail trade, through the mails and express

We could add no personal mention of the members of the firm which would be a greater compliment to them than the simple statement that, by a residence of

propriate association of business men-comprising any firm in Victoria than in that of Messrs. Perry & Turner.

Mr. Perry is an exceptionally skilled and successful manufacturer of sheet metal cornice work, sky-lights, and sheet metal ornamental work of all kinds. He established himself in business in Vic-toria in 1890, and was immediately ac-corded a leading place in the building trades, and soon secured important contrades, and soon secured important con-tracts. In 1892, he added merchandis-ing to his business, beginning with a carefully selected stock of shelf-hardware, stoves, tinware, plumber's supplies, etc., etc. Mr. John Turner has been for the last

venteen years a prominent co the honorabe and responsible positions so long held by the members of the firm are a sufficient guarantee that the management of its affairs will be wise, and its financial success certain.

THE BRACKMAN & KER MIL.

The score of the firm's business as in-

The scope of the firm's business, as indicated by its letter-head, is wholesale and retail dealing in builder's hardware, stoves and tinware. In contracting the firm do sheet metal and cornice work, sky-lights, roofing and plumbing and heating. They have the Victoria agency for, and carry a line of, "Varsity" and

"Courier" cycles and cycle supplies of all kinds, and for "Happy Thought" stoves and ranges. It is significant of the standing of this new firm that Messrs. Perry & Turner, in the first half-year of their co-partnership, should have secured contracts aggregating in amount over \$25,000. The most important of them is for the copper work on the new Government buildings.

work on the new Government buildings.

Messrs. Perry & Turner occupy, at No.
42 Johnson Street, one of the finest modern double store buildings in Victoria. The salesroom is spacious, and, having a full piate glass front, is exceptionally well lighted. The basement, the full size of the building, serves for the manufacturing department, and is provided with all the latest improved machinery and machine tools because the trade and machine tools known to the trade A specialty of the contracting department is steam, hot water, and hot eir heating. The firm are able in this line to compete for favor, and to supply any style or make of furnace that may be re-quired. All contract work done is under Mr. Perry's personal supervision; and the highest class of work and material is

guaranteed in all cases.

Like Mr. Perry, Mr. Turner devotes his attention both to the store and to contracts on hand. Both stand deserv-edly high in business and building circles, and together constitute a firm second to no other in the Province in mechanical ability, responsibility, or fair and honorable methods of dealing.

CHAS. HAYWARD.

Funeral Director and Embalmer, 52 Government Street.

Mr. Charles Hayward has been known as one of the leading undertakers and embalmers of British Columbia since embalmers of British Columbia since 1867. It was in that year that he estab-lished his business in Victoria. He had, however, attained to prominence in the profession before that time; and, in fact, has had more than thirty years exper-ience in performing the last sad offices of the dead.

of the dead.

Mr. Hayward is a graduate of the celebrated Clarke School of Embalming, and employs two skilled assistants, who also have diplomas from embalming schools of recognized standing. He is a dealer in all kinds of undertaker's goods, and carries one of the most complete lines o caskets, burial caskets and coffins north of San Francisco

signed his position to make a business trip abroad; and while absent purchased in England and Germany the major part of the large and exceptionally complete opening stock of the new firm.

The stock occupies three full floors at No. 62 Government Street; and includes staple and fancy stationery, blank books, office supplies, books, school books, maps, artist's supplies, civil engineer's supplies, surveyor's supplies, legal forms, admirful the firm will receive subscriptions for all publications of Canada, the United supplies and while absent purchased in England and Germany the enterprise and commendable public spirit in building and equipping one of the finest establishments of the kind in the Province, and in providing three fine hearses for the use of his patrons. Two of the hearses, one of them white, and the other black, are among the finest modern hearses in the Province.

This undertaking establishment is at No. 52 Government street. There are four rooms on the first floor, and a basement underneath gives ample space for a workshop and embalming room. All