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THE RESOURCES OF BRITISH COLUMBIA.

"WESTWARD THE STAR OF EMPIRE TAKES ITS WAY."

VOLUME 1
No. 7.

VICTORIA, B. C., SEPTEMBER 1, 1883.

PER ANNUM \$2.00
PER COPY, 25 CTS.

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BRITISH COLUMBIA IMMIGRATION BUREAU.

INFORMATION, EMPLOYMENT AND HOMES FOR EMIGRANTS.

The Government of British Columbia having established an Immigration and Employment Bureau at Victoria, all persons desirous of obtaining authentic information about the country are hereby notified to apply, either personally or by letter, to the Agent. Pamphlets and hand-books descriptive of the country and its resources will be supplied on application, free of charge. Employers of labor (skilled and unskilled) in the province are hereby invited to place themselves in communication with the Bureau. Office at Government Buildings, James Bay, Victoria, British Columbia. All communications to be addressed to

JOHN JESSOP, *Immigration Agent.*

FEW FACTS ABOUT BRITISH COLUMBIA.

British Columbia is entering upon an era of great prosperity. Fully \$3,000,000 are expended upon public works annually. Thousands of men are employed on the construction of the Canadian Pacific Railway. A railway along the eastern coast of Vancouver Island is almost certain to be under construction soon. A large graving dock is being made at Esquimalt. The provincial industries are flourishing. Trade is sound, and exports and imports are annually increasing.

LABOR IS MUCH WANTED.

The railway works and many of the provincial industries are hampered by want of labor. Every man and woman able and willing to work can find employment. Wages are high. Board and clothing are reasonable. Domestic servants are wanted. The supply of professional men, clerks and shopmen is perhaps sufficient.

CLIMATE, CROPS AND FRUIT.

The climate is the best in America—serene and invigorating—its varieties ranging from the climate of the South of England to that of a large portion of France. The Marquis of Lorne, Governor-General of Canada, says respecting it: "*No words can be too strong to express the charm of this delightful land.*"

Soils are fertile. Crops do not fail. No drought. The wheat, barley, oats and hops of British Columbia beat those of California. The root crops of British Columbia cannot be surpassed in any country. Fruit can be raised to any extent and of almost every kind.

MINING.

Gold mining keeps its place and is capable of great extension. Fields of coal and mountains of iron lie side by side, and rich silver ledges abound. Other valuable minerals exist in great variety.

FISHERIES.

The fisheries are boundless, and, although comparatively untouched, already yield about \$2,000,000 a year for export alone. Food fish can be had almost any where for the taking.

TIMBER.

British Columbia has the most extensive and valuable forests in North America, and although this industry is yet in its infancy, the annual product of manufactured lumber is about 30,000,000 feet.

SCHOOLS AND CHURCHES.

A free public school is placed within the reach of every child in the province, and high schools and colleges are to be found in the centers of population. No state church, no tithes, but a fair supply of churches throughout the country, including the Anglican, Roman Catholic, Presbyterian and Methodist.

POLITICAL AND MUNICIPAL SYSTEM.

The political system is as free as man can desire—full self government, and citizenship easy of attainment by aliens. Any settlement of not less than thirty householders may form themselves into a municipality and manage their own local affairs.

ADMINISTRATION OF JUSTICE.

Law and order prevail to a high degree, and justice is firmly and fairly administered. Petit jurors are paid from \$1.50 to \$2.00 a day for every day they attend, and witnesses are well paid.

MAIL COMMUNICATION.

Three or four mails a week reach the province from abroad, and the interior mail service is for the most part liberal.

THE LAND SYSTEM.

British Columbia possesses one of the most liberal land systems in the world. Crown lands can be preempted or purchased at one dollar (four English shillings) an acre, on easy terms of payment, and the settler can have his homestead to the value of \$2,500, and personal property to the value of \$500, registered and thereby effectually secured against all creditors.

ALL ARE WELCOME.

Emigrants from every civilized country are cordially welcomed to this "glorious province" (*vide* Lord Dufferin's speech). Aliens can purchase Crown lands and hold and convey real estate with every freedom. Aliens can be naturalized after one year's residence, and thereafter enjoy all the rights of citizenship. Taxation is light and the utmost freedom compatible with law and order is enjoyed.



1870

Sir Alexander Campbell.

MINISTER OF JUSTICE.

RESOURCES OF BRITISH COLUMBIA.

"WESTWARD THE STAR OF EMPIRE TAKES ITS WAY."

VOLUME I
No. 7.

VICTORIA, B. C., SEPTEMBER 1, 1883.

PER ANNUM \$2.00
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SIR ALEXANDER CAMPBELL.

In this issue we present our readers with a portrait of the Minister of Justice, Sir Alexander Campbell, together with the following short biographical sketch: As the name indicates, he is of Scotch descent, although born in Yorkshire, England, in the year 1822. When very young, Sir Alexander came with his father, to Canada, where he received his education. In 1843, was called to the Bar, Upper Canada. In 1855, married Georgina Fredrica Locke, daughter of Thomas Sandwith, Esq., of Beverly, Yorkshire. Created Q. C. in 1856. Represented "Catawaqui" division in Legislative Council, Canada, from November, 1858, until the Union. Was Speaker of that body from 12th February, 1863, until the dissolution of Parliament in May, same year, and member of Executive Council and Commissioner of Crown Lands from March, 1864, until the Union. Was a member of the Quebec Union Conference. Called to the senate by royal proclamation, in May, 1867. Sworn of the Queen's Privy Council, 1st July, 1867, and was Postmaster-General from that date until 1st July, 1873, when appointed Minister of the Interior (on the creation of that department), which he continued to hold until the resignation of the Macdonald Government, in November, same year. On 17th January, 1880, accepted portfolio of Minister of Militia and Defence, which he held until 29th October, same year, when he was re-appointed Postmaster-General. In the senate, 1881, advocated building the Canadian Pacific Railroad. May 20th, 1881, was gazetted Minister of Justice and Attorney General of Canada. At the hands of British Columbia, Sir Alexander is entitled to, and is heartily given, the welcome accorded bearers of glad tidings. His courteous and kindly demeanour to all who have sought interviews with him, has won for him universal esteem and from the interest he has shown in all matters pertaining to the well-being of British Columbia, there can be no doubt but that his visit here will result in permanent advantage to this Province.

Dewey & Co., 252 Market Street, San Francisco, Agents and Solicitors for patents are also the publishers of the *Mining and Scientific Press*, a large, illustrated weekly paper, ably conducted, price \$4 per annum; single copies 10 cents. Subscriptions received at this office.

CHANGED HANDS.

With this number of the RESOURCES, the proprietorship changes, but not the aim and object of the journal. To advance British Columbia is still its aim and with that purpose in view, no tabulated statement or report of what has been done, (so long as it is authentic) will be left unculled, and new tables prepared as fast as information can be obtained, and as figures do not speak falsely, we shall endeavor to show exactly, the great resources of this country. The results obtained by the methods employed (immature because time and experience have not as yet, pointed out where improvements can be made) will be placed before our readers so that they may see what has been done in infancy and draw their own conclusions as to what may be the case when the time of full vigor has arrived.

REAL ESTATE.

The following sales of real estate have been made by H. F. Heisterman & Co.:

Lots 8, 9 and 10, Block A, Finlayson's Addition to Victoria City, Lots 60x85, \$2500.

Lot 1204, Vancouver street, \$1550.

Lots 6, 7, 8 and 9, Block A, Harber Estate, \$800.

Lots 1, 2, 3 and 4, Block A, Harber Estate, \$800.

Seven acres, Oaklands Estate, \$2100.

Lot and dwelling house on Fisguard street, between Douglas and Blanchard, \$2750.

Independent Church, Pandora street, \$4000.

USEFUL INVENTIONS.—A German has invented a safe that on its lock being tampered with, throws open its doors, seizes and drags and locks in the burglar, and handcuffs and holds him in readiness to be conducted to the Police Court in the morning. Another fellow is experimenting with a set of books for the use of county officers, which, as soon as a fraudulent entry is made in them, will, by means of a clever electrical contrivance, sound an alarm on the Court House Bell.

We call the attention of our readers generally to the shipping intelligence contained on page 15. We believe the table is correct as to dates, but the different companies may substitute other steamers for the ones we have given.

It is never advisable to transplant bearing raspberry bushes. Young roots, if put out in the fall, will come in bearing quite as soon as those that have been in bearing, and will remain healthy much longer.

Resources of British Columbia.

PUBLISHED AT VICTORIA, B. C., ON THE FIRST OF EVERY MONTH.

MUNROE MILLER, - - - Publisher and Proprietor

TERMS TO SUBSCRIBERS:

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All matter intended for publication should be sent in not later than the 25th of the month. Correspondence solicited.

NO QUESTIONABLE ADVERTISEMENTS INSERTED IN THIS JOURNAL.

THE man who would attempt to foretell a definite limit to the growth and prosperity of Victoria during the next twenty-five years would be justly styled an ego-tist, if not an idiot. Communities, like individuals, have their ups and downs in the world, their season of hope, dissatisfaction and prosperity. Everyone who starts out poor, single-handed and unknown, to fight the battle of life, will meet with many trials and difficulties, and feel many a pain and ache, both of body and mind, before he obtains the first \$1000 that he can call his own. One-half of the battle is fought and the victory, which ensures prosperity, half gained when a man has obtained a fair start in the world. So it is with countries, communities and cities. Victoria has not been an exception to the general rule. She has had her ups and downs. Her days of hope, which in turn have been over-shadowed by the dark cloud of disappointment, chilling confidence and creating that apathetic emotion which springs from a state of doubt, bordering on despair.

Many an old pioneer who fondly hoped to share in the prosperity looked for at the time of the union of British Columbia with the Dominion, in 1871, has taken his departure to the unknown land. Even while I write, the bells are tolling the funeral signal of one who, when in life felt a lively interest in the welfare of his country, and who, in common with many others, now gone, was most active in striving to build up a perfect union in a strong effort to obtain the faithful fulfilment of the terms of Confederation. Many and bitter have been the denunciations hurled at the Dominion Government on account of its failure to carry out the terms in their integrity. The Province has suffered many losses in consequence of such failure. The confidence of the people has been shaken and the welfare of the Dominion materially retarded thereby. Whatever may have been the causes which led to such an unhappy state of affairs, many of which, no doubt, were unavoidable, it is gratifying to know that a brighter dawn has appeared and that the prospect for the future is now the more brilliant, emerging as it does, from beneath the sombre cloud of uncertainty, discontent and doubt, so long pending in the past.

Victoria has now arisen, phoenix-like, from her

embryonic state, and has obtained a position from whence, henceforward, she will continue to grow and prosper. What her full destiny in the future may be no man can tell, but present indications would appear to justify the hope that before many years elapse, Victoria will be the chief commercial city of the Pacific north of San Francisco. When a few days ago \$30,000 were offered for what might be called a naked lot, 60x120 feet on Government street and peremptorily refused, the general feeling was that of surprise, while many openly declared that two fools had again met. If we glance for a moment at the history of real estate in other places, the natural conclusion is, that the above parties were far from being fools, but, on the contrary, shrewd, calculating men and fully alive to their own interests.

Prior to 1848, the United States Government had disposed of 2,700,000 acres of land in and around Chicago, realizing therefor the sum of \$2,900,000. Twenty-five years after, when the Government were about building a Post-Office in that city, over \$2,200,000 were asked by the then owners for a piece of ground suitable for the purpose, and in 1868, as high as \$25 00 per square foot was paid by the First National Banks, for a lot on the south-west corner of State and Washington Streets. At the same rate the lot on Government street would bring just \$180,000, or six times as much as the sum offered. The price of land, like that of commodities in general, is regulated by the well-known principle of supply and demand, and as the demand for real estate in Victoria is sure to be more active in the future than in the past, it is not at all surprising that property in the business parts of the city is looking up.

We do not claim for Victoria the same *great* advantages possessed by Chicago, but we do know that our resources are of a more diversified character, and therefore, that we are less liable to be overtaken by the periodical panics which sweep over all countries that depend principally on agriculture for support. This country, unlike many others, is not subject to drought, and if we do occasionally have a dry summer, there is always sufficient rainfall in winter, and the nature of the subsoil is such, that enough moisture is retained to ensure, at least, an average crop. Our resources, so to speak, all dovetail in, one with the other, thus presenting a perfect combination, and forming a complete safeguard against disasters which might arise through the failure of any one. The climate here is superior, in every respect to that of Chicago. The situation of Victoria, on the south side of Vancouver Island, easily accessible at all times of the year from the Pacific Ocean, beyond the range of icebergs so dangerous to navigators, and holding the commercial key to the vast region north of the 49th parallel, whose immense resources are scarcely in their infancy of development, together with the gigantic public works now going on, and to be further aug-

mented in the immediate future, certainly indicate the rapid approach of a brilliant epoch.

It is now known that the Dominion Government has taken over the Dry Dock at Esquimalt upon what are thought, by some, to be most favourable terms, and that the work will be pushed on vigorously to a speedy and satisfactory completion. A company has been formed for the construction of the Island Railway and it is their intention to proceed with the work as soon as final arrangements have been made and a charter granted by the Provincial Legislature. The lands in the railway belt on the Mainland are to be thrown open to settlement next year, so that the difficulties, so long pending between the two Governments, are now practically settled. The barrier to Provincial advancement has been removed and a general boom of prosperity is confidently looked for.

IN THE RESOURCES we shall endeavor to put our Province before the world as nearly as it exists as possible. To this end we shall pay all reasonable attention to the farmer and farming interests. Believing that class of our community will profit by a little attention, we place at their disposal a page or more, hoping they will fill it with their various experiences. The yield per acre of any crop will be of value, as we may thereby show the capabilities of our soil and climate, the locality in which it was obtained, and the chance for intending settlers to procure land in the neighborhood. Cuts of all descriptions of live stock will be printed as regularly as we can receive them, together with the best information obtainable, relative to their successful production.

DELAY.

We have delayed publication of this issue five days in the hope of having our new heading as well as cuts of some very desirable horned cattle, but

"The best laid schemes of mice and men gang aft agley."

The cuts have not come—we are disappointed—and hope our patrons will take this excuse for apparent tardiness.

REAL ESTATE TRANSACTIONS.

Henceforward we shall endeavor to give the real estate transactions as far as they can be obtained, and to this end we ask the assistance of real estate dealers generally. Without their assistance, of course, we can do nothing. We make this move knowing that the same thing is done in San Francisco daily, and can see no reason why British Columbia should be behind in this particular.

SCHOOLS.

We have made one of our correspondents say that the sum of \$50,000 is annually expended on public schools in Victoria. Well, we presume the wish was father to the thought on the part of the compositor. It should be, however, in British Columbia.

AGRICULTURAL EXHIBITIONS.

There can be no doubt that the agricultural exhibitions held within the last fifty years, the wide world over, have done more to promote an enlightened system of cultivation and breeding than any other movement whatsoever. Half a century ago, there was, properly speaking, little or no scientific farming. Success was the result of chance rather than the well merited reward of careful study. The constituents needful in soils for the proper development of grasses grain etc., were unknown; the value of the rotation of crops was also unknown. Lands were cropped year after year until they were rendered barren by exhaustion. This sad state of things has almost passed away. By means of agricultural exhibitions, agriculturists meet one another, compare notes, give the results of their varied experiences, show what crops are the most profitable to plant in succession, and what fertilizers best meet the requirements of the various kinds of land, and supply the waste incurred by the cultivation of the different cereals. Farms that were once considered worthless have been rejuvenated, and cereals of a much higher, and more prolific order, have been produced. These exhibitions have done very much to increase the value of the stock raised on farms. Breeders now recognize the fact that it will not pay to raise poor stock of any kind. That "like begets like," and if the parent on either side be inferior, the progeny will be inferior also. Some cows are found to be more suitable for dairy purposes than others, whilst other breeds, by their early maturity and rapid growth, are better adapted for the butcher. Let farmers and stock-raisers in British Columbia remember these facts and get rid of the ill-bred, cross-grained stock which in many instances still are found in this land. Like the lean kine they devour all the fat cattle. The coming agricultural Fair at New Westminster ought to be a success. True, the dry weather has somewhat marred the crops, still enough, remains to show what intelligent farming can do. The Delta lands of the Fraser ought to be able to supply first class exhibits of cattle and horses. The country is likely to be full of strangers—let it be shown to them that British Columbia is a land of Goshen to any who, with intelligent industry, will take up their abode here.

We desire to have as much news as possible in our paper. It is circulated abroad extensively, and as it is hard to find a person who has not friends in a foreign land, we intend publishing, in each issue, a list of births, marriages and deaths, free of charge. Notices, to insure publication, must be properly authenticated.

THE Saanich agricultural fair will take place early in October.

PORT HAMMOND JUNCTION.

The auction sale of this new townsite, by J. P. Davies & Co., auctioneers, was held on Thursday, 30th August. The attendance was large and the bidding spirited. Mr. Joshua Davies, the auctioneer, stated that only a limited number of lots would be offered, and the selection could be made by any one naming the number of the lot to be put up; that when any lot was offered and received two bids, it would be sold; that there was no upset price on any lot, and that the only reserve the owners made, was the right to stop the sale when they desired.

Port Hammond Junction is located on fine rising ground on the north bank of the Fraser River, in the heart of the garden land of British Columbia, where active railway operations are now in progress.

The railway station house, freight and engine sheds have been built on a centrally situated block of fifteen acres, which was selected and reserved by the Dominion Government. It is about eleven miles above New Westminster and fourteen miles from Port Moody to the Point where the Canadian Pacific Railway first strikes the river. Its situation commands the entire trade of New Westminster City and the district below Langley, and will probably become the terminal point of river steamboat traffic. It is the intention of the Canadian Pacific Navigation Co. to commence immediately the construction of a wharf, having made large purchases at this embryo city.

There were fifty-three lots sold at prices ranging from \$230 00 down to \$55 00, according to size and location. Building is to be commenced upon a number of the lots as soon as work on the wharf is commenced.

GIVE IT TO THE GIRLS.—Give your daughters a thorough education. Teach them to cook and prepare the food of the household. Teach them to wash, to iron, and to darn stockings, to sew on buttons, and to make their own dresses. Teach them to make bread, and that a good kitchen lessens the doctor's account. Teach them that he only lays up money whose expenses are less than his income, and that all grow poor who have to spend more than they receive. Teach them that a calico dress paid for fits better than a silken one unpaid for. Teach them that a full healthy face displays greater lustre than fifty consumptive beauties. Teach them to purchase, and to see that the account corresponds with the purchase. Teach them good common sense, self-trust, self-help, and industry. Teach them that an honest mechanic in his working dress is a better object of esteem than a dozen haughty, finely dressed idlers. Teach them gardening and the pleasures of Nature. Teach them, if you can afford it, music, painting, etc., but consider them as secondary objects only. Teach them that a walk is more salutary than a ride in a carriage. Teach them to reject with disdain all appearances, and to use only "Yes" or "No" in good earnest. Teach them that happiness in matrimony depends neither on external appearances nor wealth, but on the man's character. *Philosopher.*

COST NOT COUNTED.

A reporter of the Montreal *Star* recently interviewed Mr. Van Horne, with the following result:—

"We are," said Mr. Van Horne, "at this season of the year at the very height of our expenditure, and it is safe to say that we are spending \$100,000 a day. We have about eighteen thousand employed in construction alone, and with our service hands I suppose the total number of employees will nearly amount to twenty-five thousand in all, and we are giving employment to all laborers who are presenting themselves, and who are fit to work. To-night or to-morrow morning we will be at the foot of the Rockies, and our track will be laid to Calgary. I have just received a report from Major Rogers that the pass through the Selkirk Mountains exceeds his most sanguine expectations, that it has turned out to be one of the finest mountain passes ever seen, and in fact that the difficulties to be overcome are not nearly so formidable as anticipated. Our line is now located through from Montreal to Kamloops, and with anything like good luck we will be through to that point, where we join the Government work, in about two years."

"How much will it cost per mile through the Rockies?"

"We don't know."

"Have you not estimated the amount beforehand?"

"The Canadian Pacific Railway," replied Mr. Van Horne, bracing himself up and speaking as if he wanted the reporter to understand that he meant every word he said, "has never estimated the cost of any work; it hasn't time for that; it's got a big job on hand, and it's going to put it through."

"Well, but if you haven't estimated the cost of the construction through the mountains how do you know that you have sufficient funds to push the road, as you are currently reported to have?"

"Well, if we haven't got enough we will get more, that's all about it."

HOW TO TREAT THE HANDS.—Scapsuds will not chafe or injure the hands even if kept a long time in it, if on taking them from the suds they are thoroughly sponged, or dipped in lemon juice or vinegar. The acid destroys the corrosive effects of the alkali and makes the hands soft and white. Indian meal and lemon juice, used when washing the hands when roughed by cold or hard work, will heal and soften them. Vinegar will answer if lemons are not easily obtained. Rub the hands in this, then wash thoroughly, and if you have it, after drying, put on a few drops of glycerine. Those who suffer from chapped hands in the winter will find this comforting, and will make sewing much easier.

BRITISH COLUMBIA BOARD OF TRADE

Sprung out of the Chamber of Commerce, of Victoria, which institution was first formed under a memorandum of Association dated the 9th of February, 1863, and had a membership of some forty-four members among whom are noticeable many of our pioneer merchants. These enterprising persons, even in the early days of our commerce, banded themselves together for the better regulation of Trade and the furtherance of our commercial interests.

On the 10th of September, 1872, the Chamber was re-organized with a membership of fifty, with Henry Rhodes, Esq., as President, Thomas Lett Stahl-schmidt, Esq., as Vice President, R. Plummer, Esq., Secretary and Treasurer, and a Committee of Arbitration consisting of G. R. Findlay, M. T. Johnston, P. McQuade, G. Sutro, F. J. Roscoe and A. J. Langley, Esqs. The regular meetings of the association were held on the first Tuesday of each month in the city of Victoria, unless it happened to be "steamer day," when the meetings were held on the Tuesday following—annual meeting in September—dues \$5 a year. Members of the association paid no fees of arbitration other than \$5 to the Secretary for services on said committee and a further sum of \$5 for each copy of the award he might furnish—but when neither party was a member, two-and-a-half per cent. on the amount of the award, provided such fee was not less than \$10 nor more than \$50. They had in those days a schedule of rates of commission, chargeable when no express agreement to the contrary existed, varying from one-half to ten per cent. upon the customary classes of business transacted by merchants, and varying according to the nature of the business transacted; a schedule also of rates chargeable for the storage of merchandise and regulations concerning the delivery of merchandise, payment of freight, and rules as to foreign bills of lading.

The present Board of Trade was started on the 23rd of July, 1878, by thirty persons of the old Chamber of Commerce, and others, signing a Certificate of Association and forwarding the same to the Secretary of State for Canada, who, on the 28th of October of the same year returned the certificate from the Registrars Bench at Ottawa, with an additional certificate officially announcing the "British Columbia Board of Trade to be incorporated under the following Acts of Parliament of the Dominion of Canada, viz:—37-38 Vict. Chap. 51 "An Act to authorize the incorporation of Boards of Trade in the Dominion;" assented to the 26th of May, 1874; and the Act 39. Vict: Chap: 34, "An Act to amend the Act 37 Vict. Chap. 51 as intitled," assented to 12th April, 1876. At the date of incorporation there were 34 members, and within the

first twelve months the strength increased to 83, and stands at that number at the present time, with every prospect of a material increase during the ensuing year; Robert P. Rithet Esq., has been the President, William Charles and Roderick Finlayson Esqs. the Vice-Presidents, and Edgar Crow Baker Esq., the Secretary-Treasurer from the commencement to the present.

The Annual General Meeting of Members is held at the Office of the Board, Langley Street, Victoria, on the first Friday in July, and regular quarterly meetings on the first Friday in January, April, July and October, besides, on an average, a monthly meeting of the Council, consisting of eight (in addition to the three officers) viz: Messrs. J. H. Todd, M. T. Johnson, Thomas Earle, Robert Ward, H. F. Heisterman, A. A. Green, J. H. Turner, and Joshua Davies.

There is also an Arbitration Board consisting of twelve members (also elected annually) viz: Messrs. W. J. Jeffree, E. G. Prior, M. W. T. Drake, and Albert Ofner, in addition to the members of Council above quoted.

Only four members have died since the incorporation of the Board, viz: Henry Rhodes, F. J. Roscoe, J. P. Davies, and E. Gracini, a little under one per cent. per annum of the strength of the Board! The By-Laws provide for the payment of dues (\$3 00 per quarter and \$10 00 entrance fee), the expense of arbitrations according to time occupied and ranging from \$5 00 to \$10 00 for each of three arbitrators.

Members in good standing (i. e. dues paid up according to By-Law) can hold two proxies, and no more, for the purpose of voting at any general meeting.

The By-Laws also make provision for commissions that may fairly be chargeable upon various business transactions in the absence of any special agreement, rates of storage on merchandise, and regulations concerning the delivery of merchandise, vessels lying at the wharves. A very useful compilation in book form has been issued by the Board, containing lists of Officers, Council, Arbitration Board, names of members, certificate of incorporation, acts of incorporation, By-Laws, Harbor Masters and Port Wardens' Acts and Regulations which must prove invaluable to ship masters and consignees of vessels.

In addition to the above the Board issues every year (the fourth being now in type) a very useful and comprehensive work of some fifty or sixty pages, in the shape of an "Annual Report" of its transactions, a perusal of which will show that enrolled under its banners are the leading merchants, mechanics, insurance agents, etc., in the cities of Victoria, New Westminster and Nanaimo, as also from Burrard Inlet, Yale, Kamloops, Clinton and Cassiar, and that the beneficial results of its legislation and lively advocacy of all matters tending towards the true interests of trade and commerce are amply exemplified in the subjects dealt with from time to time, and which we shall take much pleasure in briefly reviewing in our next issue for the benefit of our readers.

CORRESPONDENCE.

PROGRESS AND DEVELOPMENT.

ERROR RESOURCES. British Columbia is at last feeling the effects of eastern development despite of all the drawbacks it has experienced from political and other sources classified under the name of expediency.

Political grievances of a very serious nature may be regarded as settled, and social evils will be ameliorated as opportunities arise for their consideration. The tide of immigration will flow from the east to the west as the line approaches a junction with the one already in course of construction, and thousands in search of permanent homes will prefer the evergreen shores of the Pacific, to locations subject to great variations of climate, and other casualties from which we are comparatively free. The limited quantity of land on account of its quality, and productiveness, will rise to great value, and its distance from the grain producing regions of the east, as well as having a protective tariff on the seaboard, will always make farming a profitable and independent business. The rolling country of the interior will echo the lowing of cattle, and prove the great beef emporium of the north-west coast. The almost virgin forests of pine will form one of the chief staples of commerce, and assist in creating a mercantile navy equal to that of any other Province in the Dominion.

Whilst our vast mineral deposits will furnish numerous industries with the raw material necessary for the manipulations of labor, and the permanent sustenance of thousands of skilled artizans, every mountain will be pierced for its wealth, and cities spring up at new commercial centres, at present beyond the visions of the most hopeful. The past quarter of a century with its trials and disadvantages, will be remembered only as a dream. The future, pregnant with a thousand different changes, will be the all absorbing consideration of those desirous of benefiting by the new era of progress and development. To some this may appear visionary and to others exaggerated; but it is not so, if a proper spirit animates the people to work in harmony for the general good instead of for individual aggrandizement.

Fair and desirable as our country may be, teeming with hidden wealth and favored climatically, it is only valuable when utilized and made a source of productiveness. By energy and the concentration of wealth, roads will be made from points on the seaboard to the interior, and our numerous harbors be made the distributing centres of inland wealth. The Island of Vancouver particularly so, abutting on the ocean front, with splendid harbors to receive the wealth

of distant lands, with a climate modified by the influence of the gulf stream and her inlets alive with every variety of fish, forming an imperishable trade, her extensive fields of coal as yet scarcely touched, with which to reduce her mountains of rebellious and other ores combined with other resources of a valuable nature all tend to crown her as Queen of the North Pacific Ocean or the New Zealand of the Northwest. Yea, even from her vast deposits of variegated marble and superior granite, palatial residences will spring from her mountain sides and exist as monuments of her wealth in future history.

An Island railway along the boundary of the east coast can only complete its usefulness by the construction of lateral lines into the interior, radiating from one grand centre to which all new tributaries and enterprises will be drawn. To develop in this manner we must however, be generous to capitalists, on whom the risk of venture lies, and observe one fact that many portions of the country in their present condition are useless to us, and that before settlement can take place, roads must be built, canyons and streams bridged, and large swamps reclaimed, none of which improvements can be effected by individual settlers or pre-emptors. Consequently capital must be invited to do the work, and in its train settlement will follow and find means of employment. Many of the old residents of British Columbia would prefer to see prosperity in their day without deferring it to the unborn. And why not? A timorous policy never succeeded in any undertaking and if we do not reap the benefits of past labors during the capability of enjoyment we foolishly bequeath to others the chances which by right belong to us.

In order to enhance values we must have increased population, and in the absence of large areas of land ready for immediate settlement we must have industries. But, as we cannot compete with the East and as yet have no established lines of trade in the west, it is clear that our consumption must keep pace even with the supply of commodities, and our encouragement of every legitimate enterprise be equal to the necessities of so primitive, yet so valuable, a country.

Progress and development are synonymous with prosperity and wealth—by encouraging the former we ensure the latter and prove ourselves by works of science and art, worthy descendants of a vigorous and liberty loving race.

REGINALD NUTTALL.

BRITISH COLUMBIA.

ERROR RESOURCES.—Arriving at Victoria in the early spring after many years of travel through various countries celebrated in song and romance, we are at last constrained to exclaim in the language of the great philosopher of old, "Eureka." One of the most important things to be taken into consideration

by man or woman, before starting on a tour of recreation and pleasure is to decide upon some country whose natural outlines are of an attractive character, and where there are the best possible conditions in regard to health and for the promotion of social enjoyment. That British Columbia possesses advantages in this respect equal, if not superior, to any place on the Pacific Coast is now generally admitted. Until the Province became a part of the Dominion of Canada in 1871, very little was known of the magnificent country comprised within its extensive boundaries. A country which is now exciting the wonder, and attracting the admiration of many prominent and distinguished people. British Columbia must, before the lapse of many years, occupy a proud position as a link in the long chain of Provinces stretching from the Atlantic Ocean in the east to the Gulf of Georgia in the west and forming, as it does, an open gate to commerce on the Pacific Ocean. In obtaining possession of British Columbia as a Province of Canada, that sagacious and profound statesman, Sir John A. MacDonalld disclosed a rare exhibition of political acumen and erected to his memory a monument more durable than chiseled granite: a memorial that will continue to grow and strengthen, and as years roll by increase in beauty, made manifest by the love and gratitude of his fellow men. The resources of this vast territory are numerous, and practically speaking, unbounded. Its natural attractions are by no means limited to any particular locality. There is not a spot within its extensive area that is not replete with natural surroundings of the grandest and most sublime character. But it is our intention chiefly to devote this article to a consideration of Victoria and its vicinity as a desirable locality for those seeking recreation and pleasure. And in this connection, perhaps no better evidence of the position can be given than that presented by Her Royal Highness, the Princess Louise in her long visit to the Province during the past year. Surely, a new country that can retain the presence and occupy the attention of so gifted and distinguished a person as Her Royal Highness for months together and cause her to exclaim when at last compelled by pressing duties elsewhere, to take her leave, "I quit your shores with feelings of regret," must present natural attractions seldom found in other countries. Lord Dufferin predicted a bright and glorious future for this Province. He went so far as to say, "British Columbia is destined at no distant period to become the Golden Gate of the Dominion." And in doing so he but reiterated the opinion of many deep thinkers. For ourselves we feel certain that a vigorous development of the resources of the Province, together with its central position on the great highway of the world's commerce that will

be opened up simultaneously with the completion of the Canadian Pacific Railway across the continent, is a positive guarantee that before many years pass, British Columbia will have arrived at that proud epoch of her history so confidently foretold by the great orator and statesman. But to the question. The great object of mankind is to obtain and perpetuate human happiness. The possession of great wealth is not essential to this end. Remunerative employment, good society, pleasant surroundings and a healthy body which carries with it a contented mind will ensure to the industrious and sober man, a fair proportion of the pleasures of life and place him on an equality, in this respect, at least, with his more wealthy neighbor. People secure wealth thinking to obtain happiness but in their desire to become rich are frequently led to disregard the laws in relation to health, forgetting that a sound body alone is the foundation on which to build, and without which the object sought for must ever be like the "Will-o'-the-Wisp," but dimly seen in the distance. They are the happiest who participate in legitimate enjoyment by the way, as they pass through life. To the workingman no country in the world affords better opportunities, or holds out more favorable inducements than the Province of British Columbia.

Good wages are paid to skilled laborers and other workmen. There are no white slaves here. People labor, they do not toil. Employers are, or have been, workmen themselves, and their experience as such, enables them to form a correct conception of the rights of individuals, and their proper relation to one another. Hence, a fair day's work is all that is required, while wages are invariably paid in coin, no truck, no store pay, no discount on payments, and the employee stands upon an equal platform with the employer. This enables him to participate in the enjoyments so common to all in this beautiful country.

It will thus be seen that not only does British Columbia possess natural resources equal to the peculiar and wonderful requirements of the mind during its hour of physical leisure, but the means, also, whereby the most humble may obtain leisure to improve the mind and enjoy the pleasures which spring from a contemplation of the wonderful works of nature, so forcibly and sublimely demonstrated in this land of beauty. Every man and woman is naturally a pleasure-seeker. The high and low, rich and poor, young and old have implanted within their very being, an ardent desire for the enjoyments of life, and it is this fixed principle of nature that is leading mankind on to a period of universal brotherhood and sisterhood, the grand consummation of which shall proclaim a time when pain and sorrow, poverty and crime shall have ceased to exist, and the welfare of

one be the glory of all. To the individual struggle for life and home comforts rendered so difficult by the grasping disposition and cultivated selfishness of our race, our almost total disregard of the rights of others, and unwholesome customs of society, may be traced nearly all the evils which beset the human family.

In a country, then, where the struggles of life are reduced to the least possible minimum, and selfishness is not a predominating feature of the people, where the rights of others are rigidly respected, and the customs of society guarantee freedom of thought and speech, and where the liberty of the individual is intercepted only when its further extension would be an infringement on the rights and privileges of others, where the law is ably and impartially administered, and equal justice meted out to all and every individual, regardless of country, color, or sect, and the benefit of public institutions, available equally to all, where devastating floods, horrible epidemics, blood-chilling and death promoting blizzards, the dreaded home and life destroying tornado, sweeping and annihilating in an instant, and without warning, the accumulations of a lifetime, making men and women beggars, children orphans and homeless, and spreading desolation and want in its uncertain track, are unknown; and where even grasshoppers are regarded in the light of a curiosity, presents attributes of the most sublime and fascinating character, and is a most desirable place for those who are willing to work, and by the exercise of economy and sobriety build up for themselves a home that shall be a credit and comfort to them and their families in the declining years of life. A country possessing advantages like these, while it holds out every encouragement to the workman, becomes a veritable paradise to those possessed of wealth and leisure, who are in pursuit of pleasure and pastime. Such a place is British Columbia. Such have been my observations during my short stay in the beautiful city of Victoria. To my mind one of the most attractive and interesting spots in Victoria is the natural Park, better known as Beacon Hill. From this point, stretching out from the South-west, is seen the grand Olympic Range of mountains, which in one continuous chain extends in an apparent circle to the South, and, sweeping round to the North-east, terminates, as it were, in that sublime and majestic monarch of the group, Mount Baker, whose snow-capped peaks pierce the skies at an altitude of ten thousand feet. Taken all in all, nothing can be more pleasing than the landscape as it opens out in every direction from this favored quarter. The deep blue waters of the Straits of Fuca; the lowland of the Metehosin shore, terminating at Race Rocks; the lighthouse on the stony point separated from the mainland by a narrow

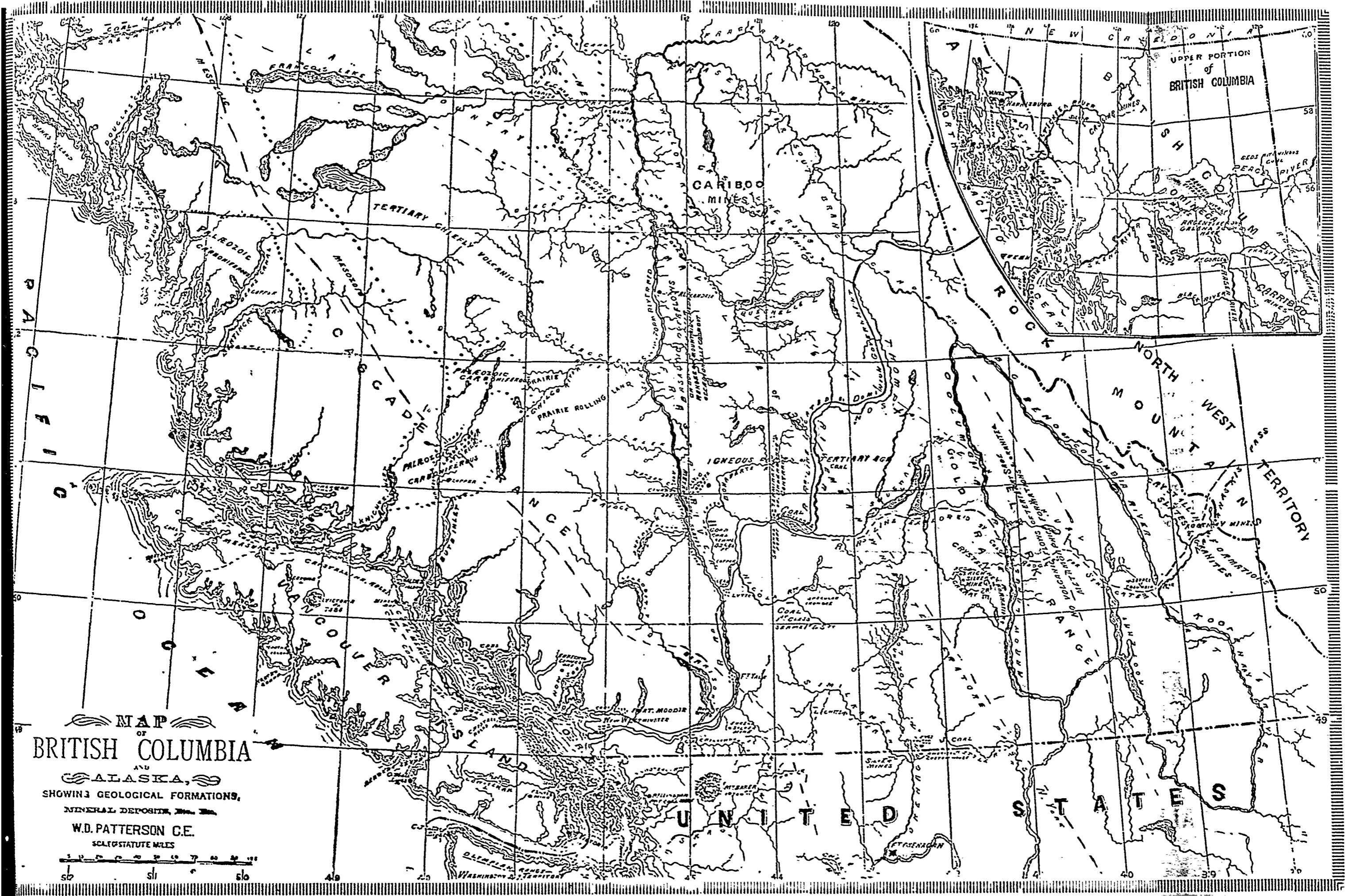
channel through which steamers sometimes pass; the dark shores of Washington Territory, and the mountains in the background; numerous small islands which here and there raise their heads above the surrounding scenery to the East; the snug little city and charming domestic home grounds in the rear, all unite in making one of the most picturesque and interesting scenes the eye can behold or the imagination depict. To the admirer of nature nothing can be more agreeable, while here the artist may drink deeply from the inspiration which flows from the fount of all beauty, and draw therefrom a thousand graceful and poetic pictures.

Turning our attention to a consideration of the more practical requirements in the pursuit of pleasure, our mind is at once drawn to an observation of the many excellent roads and fine romantic drives which radiate from Victoria, and branch out in all directions for a distance of twenty miles. The city is well supplied with good horses and vehicles of all kinds; there are fine, livery stables, where gentlemanly and enterprising proprietors are most obliging and always ready to accommodate visiting parties with the best of horses, and comfortable carriages, furnished either with or without drivers, at most reasonable rates. There is also a good supply of hacks, express waggons, etc., for hire day or night, by the hour or week. Drivers are always careful, civil, and obliging and regulate charges according to the time employed. By a local Act the City Council are empowered to regulate hack fares within the city; but, although no action has been taken by them to do so, complaints in regard to exorbitant charges are seldom heard, which fact perhaps accounts for the law being permitted to remain a dead letter.

Not many miles from the city numerous small lakes abound, some of which contain innumerable trout, affording fine sport for those seeking piscatorial pastime. The adjoining groves are of the most fascinating character and seldom a day passes that picnickers do not take advantage of these lovely grounds.

Persons having families, and contemplating a visit to this city will be gratified to know that the public schools are open and free to all; about fifty thousand dollars are expended annually for school purposes in Victoria. Thanks to the wisdom and liberality of the government, there is an excellent high school, where the higher branches of education are taught; besides which there are a number of very excellent private schools; so that all in all, Victoria presents many advantages in favor of pleasure, recreation, and profit. Hotels are numerous, well-conducted, and charges moderate.

AN ITINERANT.



MAP
OF
BRITISH COLUMBIA
AND
ALASKA,
SHOWING GEOLOGICAL FORMATIONS,
MINERAL DEPOSITS, &c.
W.D. PATTERSON C.E.
SCALE STATUTE MILES

KURTZ & CO.

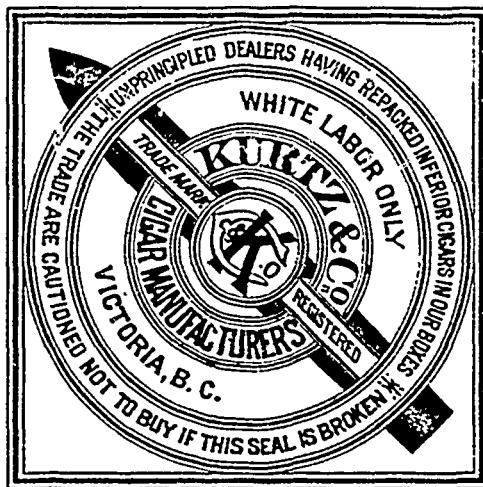
PIONEER

WHITE LABOR CIGAR

MANUFACTURERS

Government Street, - VICTORIA, B. C.

We have lately completed large additions to our Factory and otherwise increased our facilities, and now have upwards of sixty operatives, employing White Labor only.



We will have ready 1st Oct. a superior All Tobacco Cigarette, manufactured from selected Havana tobacco. Orders for Cigarettes will be booked from 1st Sept. and filled in their turn.

See that our **TRADE MARK** is on each Box Uncut.

WE HAVE IN STOCK

500,000 WELL SEASONED CIGARS

Made from the best Vuelta Havana Tobacco.

ALL OUR GOODS ARE WARRANTED FIRST-CLASS.

WE MAKE NO COMMON CIGARS.

✓ COAL.

We have lately received letters from abroad asking for general and varied information about our Province. The queries cannot be answered in one number, and for the benefit of our correspondents and others at a distance we have determined to quote, in the RESOURCES, largely from the Government Reports on the various industries. The following, from the report of the Minister of Mines, shows what our coal mines did last year:

The following figures show the output of each year from 1874 to 1882, inclusive: 1874, 81,000 tons; 1875, 110,000 tons; 1876, 139,000 tons; 1877, 154,009 tons; 1878, 171,000 tons; 1879, 241,000 tons; 1880, 268,000 tons; 1881, 228,000 tons; 1882, 282,000 tons.

During the year ending 31st December, 1882, coal mining was carried on by the Vancouver Coal Mining and Land Company, at Douglas Pit, Chase River and Southfield and by Dunsmuir, Diggle & Company, at North and South Wellington Collieries.

The output of coal for 1882 at the above named collieries, amounted to 282,139 tons; being an increase of 54,139 tons above the product of 1881 and the highest yet attained in any year.

The coal in stock on the 1st January, 1882, amounted to 9,318 tons; which quantity together with 282,139 tons raised, made a total of 291,458 tons of coal for consumption and sale.

In 1882, 232,411 tons of coal were shipped from this Province to San Francisco, and ports in California; Portland, Oregon; Seattle, Washington Territory (for gas making); ports in Alaska Territory; Mexican Ports; China; and the Hawaiian Islands; and to mail steamships and vessels calling.

Sales of 59,161 tons have been made for home consumption by local steam vessels, manufactories, and for gas making, and household and other uses. The domestic sales for the year are 15,970 tons more than the sales of 1881.

The stock of coal which was on hand at the Collieries at the end of the year 1882, amounted to 2,885 tons.

It is proper that I should explain that although the general output of coal for 1882 has been kept up comparatively well, yet if the operations at Chase River Mine had not been so much hampered by troubles by flooding, and other mining casualties, which prevented the Vancouver Coal Company from producing their usual output from their mine, the aggregate output for the year would have still further exceeded any former returns. I believe, however, that the mining difficulties which have beset this company are being surmounted, and I anticipate that with the extension of the lower workings of Chase River Mine, and the continued development of the Southfield seam, the company will soon be able to realize their former output from these mines alone.

With regard to the shipments of coal for 1882, about 158,000 tons were destined for San Francisco, being slightly less than the consignments of 1881.

The total receipts for 1882 at San Francisco (our principal foreign market), as shown by the commer-

cial returns of that port, amounted to about 883,000 tons, contributed as follows:—

	Tons.
Mount Diablo.....	113,255
Coos Bay.....	14,533
Seattle.....	154,611
Tacoma.....	54,627
British Columbia.....	157,762
Australia.....	158,901
Great Britain.....	188,771
Cumberland.....	14,860
Anthracite.....	24,996
Chili.....	580

Total..... 882,896

It will be observed that British Columbia stands high in rank as a source of the coal supply of the important market of San Francisco, where our article holds a well-established reputation.

One able commercial publication at that port recently remarks—"British Columbia has been supplying this market with coal for about a quarter of a century. The oldest claims of this character are at Nanaimo. For a dozen years or more Departure Bay has been gaining in prominence as a source of coal and the Wellington Colliery sends along its regular quota monthly; its popularity as a domestic coal finds it a ready sale at top prices.

With such a record, and bearing in mind the fluctuating character of the supplies from Great Britain and Australia, this Province may reasonably reckon upon finding room in the San Francisco market for an expansion of its coal trade full commensurate with the probable increase of production, and at fairly remunerative prices for many years to come.

For some time past a considerable portion of the exported coal has been shipped direct from this Province to Wilmington in Southern California, as railway lines and other consumers in that part of the State that formerly drew their supplies from San Francisco are now chiefly supplied at Wilmington.

His Excellency the Marquis of Lorne, Governor-General of Canada, during his stay at Nanaimo, visited the collieries, and by personal investigation obtained a knowledge of our mineral resources and an insight into the mode of working and shipping our coal that appeared to impress him very favourably.

In this connection, I trust it will be pardonable for me to refer to the comments of the London Times upon the remarks as to our coal industry made by His Excellency the Governor-General at the Victoria banquet.

The Times says:—"The Colony (British Columbia) may be said to have owed its existence to the discovery of gold in 1856; and now that the supply of nuggets has ceased and the gold has to be sought for by the costly method of a regular siege, there is still wealth to be gained from the coal fields. The coal from the Nanaimo mines now leads the market at San Francisco, and there is no reason to doubt the Governor-General's forecast that before long Nanaimo will become one of the chief mining stations on the American continent."

The Canadian Tariff still presses upon our coal industry, and the inequitable impost of 75 cents per ton heavily handicaps our coal on its entry into the United States.

NANAIMO COLLIERY.

DOUGLAS PIT.

At this mine there are only a few miners sending out coal at present, but that will not last long as they

are taking out pillars (of coal) which were left on the road to the working faces further in, and which now that these inside places are worked out, are no longer required.

CHASE RIVER MINE.

The workings here are from a slope about 500 yards long. The coal is mined principally from what is known as the No. 1 level, but there are a few other places where they are taking out pillars. About 100 yards along the above level a slant branches off in a northerly direction, angling across the pitch of the coal, and is down about 400 yards at the bottom. It is under the sea at head of Nanaimo harbour. The thickness of strata intervening between the salt water and the workings underground is about 500 feet, made up of shale, sandstone and conglomerate rock. This is quite a sufficient cover for safety against the salt water. There is a little water that comes out of the coal and rock, but it is found to be quite free from salt. At the bottom the coal is four feet thick, hard, and of good quality. This mine is wrought on the pillar and stall system, the coal varying in thickness from four to six feet, with a pitch varying from 10 to 45 degrees. Nearly all the way down this slant the coal is good and hard. The miners have not met with anything to hinder their progress, and at the face now it is almost flat. This drive continued on its present course would come close to the shaft which is being put down at the Esplanade, in Nanaimo, about 1,000 yards distant. This mine is almost entirely free from fire-damp. The fireman on going into the places in the morning will occasionally see just enough to let him know that there is gas in the mine. This place is ventilated by a large furnace at the bottom of the upcast shaft. The air is conducted in on the separate split system. Ventilation is very good, and the air is conducted close into the face of the stalls, the pillars between being thin, so that whenever it is required there is a connection or place put through to the next stall, hence the return; so that after the air has gone around the working faces it returns by the furnace to the upcast shaft. The workings of this mine and the workings of Douglas pit are connected, and are all as one, which makes them very extensive. In the winter season the flow of water gets to be very heavy in this place. Being the lowest of all those workings, it drains to the pumps here; and this winter the present pumping machinery has not been large enough to keep the water out, so that there has been very little coal coming from the lower level for some time. Now they are erecting another large pump, which will be working two or three days from now, so that the mine will be kept dry without causing any delay to the working of it.

FITZWILLIAM MINE.

There has been nothing done at this mine in the way of taking out coal since the end of April last, but there is a likelihood of it being started again. This company has been carrying on very extensive works in exploring and opening new mines. Amongst them is the shaft I mentioned in my previous report. It is now down to the depth of 450 feet, which leaves 150 feet to get to the coal. Owing to a strong inflow of water they had to stop work in the bottom about two months ago until they get a large engine erected, which is to be a double engine with two 30-inch cylinders, seven feet stroke. This engine is supposed

to be able to do all the work in the way of taking out water, and all the hoisting that will be required at this place. About 75 yards to the north of No. 1 shaft they are putting down another shaft 16 feet in diameter, which is now down 120 feet, having gone through one vein of coal two feet thick, which is hard and good. At this shaft there is also a double engine with two cylinders, 16 inches in diameter, four feet stroke. This engine has been worked in the No. 1 shaft for a short time. All this machinery, with boilers and appliances for the same, with pumps, gearing, rails, etc., came from England during the past year.

There is also a new mine starting at Southfield. A tunnel has been put in 250 yards in the coal, but it is not so thick and regular as it is expected to be when further in. From the commencement it has varied in thickness from one to ten feet. Ahead of this tunnel there were a series of bore-holes put down some time ago, which proved that the coal they went through with those borings varied in thickness from six to twelve feet. It is to be hoped that at this place there will be a profitable and extensive mine. As the tramway is nearly all graded and about one-half of it laid with rails, and the other half is about ready for them, there will be no delay, when they once get into the coal, to get it to the wharf.

In the Westfield, they put down a bore-hole, but did not succeed in finding the coal. Now, they are putting down another, which shows good indications of getting what is known here as the Wellington coal.

WELLINGTON COLLIERIES.

WELLINGTON MINE.

This slope is down about 1,000 yards. The coal mining here as in all the other mines belonging to this company is wrought on the pillar and stall system, and is hauled out by a powerful double engine erected some distance from the entrance or mouth of the slope. This being the main traveling way into the mine, it is kept in good order and is quite safe. The roof is supported on timbers from 12 to 15 inches in diameter, which are always renewed from time to time as required, being put in in a substantial and workman-like manner. The signal, or telegraph, runs the entire length of the slope, with a battery in the engine-house to which is attached a bell fixed near to the engine-driver. This signal can be immediately utilized on any part of the slope. There are four levels worked from here, two to each side of the slope, known as 9 and 10, on one side, and 7 and 9 on the other. The coal in these places is from six to ten feet thick and is of well-known good quality.

The ventilation of this mine is obtained partly by a large furnace at the bottom of one of the upcast shafts, and partly by a large fan worked by a double engine erected at the top of another upcast shaft. The No. 2 shaft is also ventilated by means of this fan, being 30 feet in diameter and 10 feet wide. Ventilation is good. There are three main divisions of air travelling here, which are conducted well into the workings by stoppings, and when near the face of the stall by brattices. In this mine there is now very little fire-damp met with. The fireman sometimes sees it when examining the works in the morning previous to his notifying the miners that the works are all clear or otherwise. I have been through all the working places, airways, and a great part of the old works, and I have

not seen any gas in the mine during the past year, having a safety lamp with me sometimes, but not always, when making these inspections.

There are six different ways out from this mine. Most of them are in order for use if required. I have always found a good stock of timber on hand and every other thing which would appear to be necessary for the safety of the workmen and the working of the mines.

NO. 2 SHAFT (OR SOUTH WELLINGTON).

I have examined this pit frequently during the year, but at the end of the month of October work was stopped in it, and there is not likely to be any coal taken out before spring. The works are in good order, standing ready to take out coal which will be principally from the pillars. Up to the time of stopping, the works were kept in good order; and I may here state that there has not been any accident of any kind in the pit, with the exception of a miner getting slightly burnt by injudiciously returning to a shot. This place is well ventilated, which is caused by the same fan mentioned as partly ventilating the Wellington mine. I have frequently found 300 cubic feet of air per minute for each man, and it has been almost entirely free from fire-damp.

NO 3 PIT, WELLINGTON COLLIERY.

The works are in good order and they are getting out about 1500 tons per day, but at present they cannot employ more than twenty men in it at any one time, as there is no connection or outlet, and the law restricts them to the above number. This will be got over, however, in a few days, as they are about to connect with the place known as the fan shaft, which will also be the means of ventilation. As they are limited to the above number of men, they are utilizing them to the best advantage by extensive opening out and proving their coal.

There is a slope down about 500 yards, with good hard coal all the way varying in thickness from eight to eleven feet, which is being continued and proving to be a good and extensive mine. There is a double engine placed at the top of this slope made by Mr. Joseph Spratt of Victoria, which any engineer might be proud of. Ventilation here at present is obtained by a steam jet, which makes good air for the number of men employed.

To all appearance there is every probability of there being a large output from this pit this year.

ADIT LEVEL.

This level was run in about 300 yards, where it connected with the Wellington mine, which is now all as one mine. At present there is quite a large output of coal per day from this place. The workings here are, as in the other mines, on the pillar and stall system, the coal being six feet thick and very hard. This level is of great value to the company, as all the water from the mine above this level will run out here.

Ventilation is caused by a large furnace built at the bottom of the upcast shaft. Air is good, although sometimes the brattice here, as in all the other mines, is generally further back than the Mining Law allows. The blasting is done with heavy charges of gunpowder, sometimes as much as two pounds in one charge, so that brattice nine feet off would be almost sure to be broken down, which would be labour lost as well as timber destroyed; but considering that

there is little or no gas seen here it is not necessary to keep it so close.

NO. 4 SHAFT, WELLINGTON COLLIERY

This shaft which was recently put down, is on the bluff overlooking the valley. It is 633 feet deep, with a bore-hole in the bottom 63 feet further, so that this is the deepest shaft about here, being about 700 yards east of No. 3 shaft, and about 250 yards in a north-easterly direction from the bottom of the slope in No. 3. In going down this shaft, they went through several thin veins of coal, but, at the depth of 350 feet from the surface, they struck what is known as the Wellington seam of coal, which proves to be ten feet thick, hard, and of its usual good quality. Though the drive is only in about thirty yards, yet it gives off a considerable amount of gas, the miners only working by the light of a safety lamp. But it is most likely that, like all the rest of the mines about here, as it gets opened out, the fire-damp will decrease. At present, they are working about the shaft; and on the top, getting everything in good working order, so that everything may be safe, as far as can be seen.

A contract has been let for building a railway to this pit, being over a mile in length, to connect with what is known as the North Wellington railway. This company may be congratulated on their success in finding this coal, as well as the prospect of having a large output of coal during this year (1883).

EAST WELLINGTON COAL Co.

This is a new work, with Gabriel Wingate, mining engineer, superintendent. This company having purchased what was known as the Westwood estate, in Mountain district, situated in the valley of the Millstone river, and about half-way between Nanaimo and Wellington; and having obtained possession of this property in August last, immediately commenced operations by starting to sink a shaft 18 feet by 8, throwing out the gravel and rock to a depth of 30 feet, where they found the rock solid, and commenced to build up with timber, filling up the space between the timber and the wall with clay, and continued this to the surface, so that they have the satisfaction of knowing that the surface-water is shut out from the shaft. A steam-engine has been put up as a temporary one, to hoist the rock out, and what water may be met with, which, so far, is very little. They have gone through three thin seams of hard coal, one of them 2 feet thick. Now the shaft is down about 200 feet, and they have the prospect of getting very soon, what is known as the Wellington coal. The line of railway is also located and surveyed to Departure Bay a distance of $3\frac{1}{2}$ miles. It is of easy grade, and will not be difficult to get ready for the rails, a good part of which is already on the ground. There is also another large hoisting engine ready to start, in addition to that mentioned above. This is a double engine, having 14-inch cylinders with three feet stroke, and two large tubular boilers generate steam. This machinery will be able to hoist a large quantity of coal per day, at the depth this shaft will be.

There has been some prospecting done at Comox, by Mr. T. D. Jones, of Nanaimo, during the past year. He has put down a bore-hole in the

valley to the depth of 675 feet. The coal has not been reached, although the prospects for it are good; but it may be very deep in that locality.

From the energy and enterprise of these different coal companies in carrying on their works and opening out new coalmines, thus investing a large amount of capital, we may expect a considerable increase of the output of coal during the year we are now commencing. All these works will doubtless soon add very largely to the output of coal of this district, and cause such an influx of workmen as will give a fresh impetus to trade and contribute in no small degree to the general welfare and prosperity of the Province.

The coal mines gave employment to 874 persons, whose salaries ranged from \$2.50 to \$5 per day.

THE KOOTENAY COUNTRY.

The Kootenay Country began to attract attention on account of the discovery of rich alluvial mines on Wild Horse Creek in 1863.

A floating population flocked into this hitherto unknown region and were surprised to find that they traveled through some of the most enchanting landscape scenes: large, level, grassy plains, with running creeks of pellucid water, fringed with willow borders; foot-hills abounding with the rich bunch grass peculiar to that portion of this continent.

The rush of gold-seekers, feverish with the flying reports of the richness of Wild Horse Creek, created a dearth of provisions, for though the country was a packer's paradise—high rates of freight and abundance of feed for the mules—yet the men outnumbered the supplies, and the consequence was, that many men had to go out and "spread themselves," some living with the Indians some fishing and living on "the muzzle of their guns." One party of 60 or 70 went up to the head waters of the Columbia, built themselves houses for the winter, fished, trapped, and shot deer, bear, geese and the far-famed Rocky Mountain sheep, whose horns alone will sometimes weigh 35 pounds; and thus they waited for the Spring breezes and warm sunshine.

At length "Earth burst her Winter-chains," the boys returned to the camp, pack-trains began to come in, but it had fared ill with those who were obliged to stay on the Creek. Some who had secreted their provisions came out fat in the Spring, but many who had come down to Reynold's corral to welcome in the first train, smiled their approval of Dakin and his flour but they had not strength to get up a laugh.

The diggings however turned out well and most of those who had wintered there made a good haul, though at one time in their distress they would gladly have given \$2 or \$3 a pound for flour, and one cargo was sold for \$2.50 a pound, tobacco at \$15 and oats became a recognized medium of exchange, anyone planting a few pounds of oats on the counter could get anything he wanted but food. Opium I have seen sold at its weight in gold, or \$190 a pound.

The creek and benches paid well up to Gold-Hill Tunnel, when the supply seemed to scatter and come from every direction.

Several tunnels were driven—notably the Perseverance—to tap the back channel, and these claims were afterwards worked from the surface, making the tunnel carry the dume and washing everything right through. Other hydraulic claims were then opened up and paid well, as for instance the Nip and Tuck which has been worked continuously to within a year or two. Several other creeks were afterwards prospected and good results obtained.

Perry Creek, a branch of the St Mary's, turned out well; and Finlay Creek, both from the Selkirk Range, the latter never having been much worked on account of the difficulty of bringing in water on the rocky benches; but that country has not been half prospected, and may turn out lots of gold yet.

The scene has changed; abundance of flour and bacon can be had there as cheap as in Victoria and a person to see now the splendid valley of the Kootenay, can hardly conceive of the distress which existed twenty years ago, for want of the staff of life.

On coming to the river above Galbraith's Ferry, the open terraces of bunchgrass and river bottom lands are dotted with cattle; the long stretch of open country, mostly good arable land, without timber in the valley, will make one of the most desirable valleys in the Province when railway communication or increased population affords a market for the produce. The whole of the magnificent valley from a few miles above the ferry to the Columbia Lakes—about 50 miles—is one long stretch of farming land, and at the crossing of the Kootenay, just below where it issues from its magnificent rocky portals; so nearly is it on a level with the waters of the Lakes, that a plough furrow would carry the water across the mile or two of thinly timbered meadows from the Kootenay to the head of the Columbia. Striking up to a spur of the Rockies we see the headwaters of this mighty river, and come upon the upper reaches of this extensive lacustrine plateau from the head.

The climate here is milder than would be imagined possible on the slopes of the Rocky Mountains, but may be judged from the fact of stock having been wintered there in '66-7 by Lord and Johnson, and since by the cattle owners without a bite except the grass, and were fit for the butcher long before any could be driven into the mines, from other quarters.

Farther to the east and down the river from the mines the valley widens out again into the Tobacco Plains, a region of unlimited grazing capacity, to say nothing of the splendid farms awaiting a cultivator along the river bottom lands and at the mouths of the branch streams, as Sheep Creek, St. Mary's, Elk River, etc. Below the tobacco plains the river enters United States territory with a large sweep passing

through some moderately large meadows, but mostly through hilly country, till you come to Bommer's Ferry a few miles north of the line where the rich alluvial bottoms again spread out from two to five miles wide, the river making a very serpentine course almost down to Flat-Bow Ferry, where the Kootenay widens into Flat-Bow Lake. All this—about 15 miles in length—is splendid land and comprises sedgy swamps, rich alluvial deposits, alder bottoms; and the benches, as at Commission Creek, are good arable land.

At the northern end of Flat-Bow is the line of railway surveyed by Major Rogers; found at first by Reynolds, the express man, and afterwards traversed by Sam. Weaver, sent by J. Normansell while in charge of the Kootenay country.

The river flows out of the lake to the west about midway and falls into the Columbia about twenty miles north of the boundary line.

The Indians of the upper Kootenay are migratory and keep large bands of horses, using certain trained animals for the buffalo hunt with which they regularly cross the Rockies for their annual supplies of pemmican, dried meat and robes, returning home about April, as the buffalo has to be hunted before he leaves for the plains, but sometimes they return with more horses and scalps than pemmican, as they are at deadly war with the Blackfoot Indians and keep up an internecine war and shoot at sight, or surprise the enemy in the early morning, and massacre them, but they are peaceable towards the whites and lent their aid at one time when an attack was anticipated from the Blackfeet and their picket fires were seen on the hills.

Gold has been found almost everywhere in the slate-formation and probably many of the tributaries of the upper Columbia and Kootenay will be found to yield profitable returns to the venturesome prospector.

This whole country is cut off from the British Columbia Coast by the Selkirk Range, Salmon Mountain, Cascade Range and numerous rivers, but when the iron horse goes tearing through the valleys it will furnish homes for thousands in the now over-crowded cities of the old world and for those who are now enduring the miseries of the Arctic circle in the east.

Crowds Coming. Mr Meacnie, a Scotchman from Aberdeen, in a letter to the Immigration Agent, says: I am coming. Two hundred and seventy-six Scotchmen now in Dakota are selling out and will follow me to British Columbia. They wish to have a district entirely by themselves. They are all good farmers and have plenty of money. I will be with you on the 21th inst. To these Scotchmen we say, Welcome!—*Guardian*.

GOVERNMENT LAND SALE.

On the 13th August, at noon, J. P. Davies & Co., auctioneers, on behalf of the Provincial Government, offered, to the highest bidder, all government lands remaining in the districts of North and South Saanich, Lake and Metchosin, and all the government surveyed lands in Highland and Sooke Districts. Mr. Joshua Davies, the auctioneer, stated that the upset price was one dollar per acre, one-third cash, and the balance to be paid at the Lands and Works Office, within ten days, and when a parcel of land exceeded one dollar per acre, the buyer had the option of purchasing, at the same price, the remaining sections of the range. The land was wild, and the greater portion of a rocky nature. The sale occupied two hours and was numerously attended. Below, we give a tabulated statement of the sale:

DISTRICT.	RANGE.	SECTION.	ACRES.	PURCHASER.	PER ACRE.	AM'T.
North Saanich.	II W	11	34	D. Moses	\$1	34 00
North Saanich.	I W	12	74	Lawson & Felt	1 25	92 50
North Saanich.	I W	E 11	20	Lawson & Felt	1 25	25 00
North Saanich.	I E	11	50	Lawson & Felt	1 25	62 50
North Saanich.	II E	11	100	Lawson & Felt	1 25	125 00
North Saanich.	II E	11	100	F. G. Taylor	1 25	125 00
North Saanich.	II E	11	27	F. G. Taylor	1 25	33 75
North Saanich.	II E	11	28	Lawson & Felt	1 25	35 00
North Saanich.	II E	11	100	Lawson & Felt	1 25	125 00
North Saanich.	II E	11	40	N. Sandberg	1 25	50 00
North Saanich.	II E	W part 3	50	R. G. Taylor	1 25	62 50
North Saanich.	I W	N 1	100	S. I. Kelly	1 25	125 00
North Saanich.	II W	11	122	J. H. Todd	1 25	152 50
North Saanich.	I E	11	100	X. Marotte	1 25	125 00
North Saanich.	I E	11	100	X. Marotte	1 25	125 00
South Saanich.	II E	11	50	R. G. Taylor	1 25	62 50
South Saanich.	III W	11	51	A. McArthur	1 25	63 75
South Saanich.	II W	11	100	W. Thompson	1 25	125 00
South Saanich.	I W	W part 1	66	W. Thompson	1 25	82 50
South Saanich.	III W	11	61	A. McArthur	1 25	76 25
South Saanich.	III W	11	58	H. A. Harrison	1 25	72 50
South Saanich.	II E	11	100	F. Verhoy	1 25	125 00
South Saanich.	II E	11	50	F. Verhoy	1 25	62 50
Lake		11	100	H. Castleton	1 25	125 00
Lake		11	100	Freest	1 25	125 00
Lake	W part 115	11	23	Lable	1 25	28 75
Lake	116	11	23	Lable	1 25	28 75
Lake	E part 117	11	50	H. Holmsten	1 25	62 50
Lake	118	11	50	H. Holmsten	1 25	62 50
Lake	119	11	50	J. H. Innes	1 25	62 50
Lake	120	11	100	S. J. Pitts	1 25	125 00
Lake	121	11	100	Cable	1 25	125 00
Lake	122	11	54	J. Stevens	1 25	67 50
Lake	123	11	54	A. A. Green	1 25	67 50
Lake	124	11	100	F. White	1 25	125 00
Highland		11	88	W. Fisher	1 25	110 00
Highland		11	88	W. Fisher	1 25	110 00
Highland		N 1	50	W. J. Wake	1 25	62 50
Esquimalt		11	150	W. Fisher	1 25	187 50
Esquimalt		11	150	W. Fisher	1 25	187 50
Esquimalt		11	150	T. Pritchard	1 25	187 50
Metchosin		11	100	A. A. Green	1 25	125 00
Metchosin		11	100	J. Taylor	1 25	125 00
Metchosin		11	100	W. R. Clarke	1 25	125 00
Metchosin		W part 11	100	Fisher	1 25	125 00
Metchosin		11	100	Fisher	1 25	125 00
Metchosin		11	100	Fisher	1 25	125 00
Metchosin		11	100	J. H. Hilde	1 25	125 00
Metchosin		11	100	J. H. Hilde	1 25	125 00
Metchosin		11	100	J. H. Hilde	1 25	125 00
Metchosin		11	100	W. Fisher	1 25	125 00
Metchosin		11	100	W. Fisher	1 25	125 00
Sooke		11	100	J. R. Hede	1 25	125 00
Sooke		11	100	J. R. Hede	1 25	125 00
Sooke		11	100	Jan. Fell	1 25	125 00
Sooke		11	100	Fisher	1 25	125 00
Sooke		11	100	F. Kaye	1 25	125 00
Sooke		11	100	F. Kaye	1 25	125 00
Sooke		11	100	R. G. Taylor	1 25	125 00
Sooke		11	100	R. G. Taylor	1 25	125 00
Sooke		11	100	R. G. Taylor	1 25	125 00

There were 5,003 acres of land sold, which brought \$7,709 37; or a little over \$1 54 per acre.

An account of the sale of lots of Port Hammond townsite, by J. P. Davies & Co., on the 30th ult., will be found on another page.

Steamer Movements--September and October.

NORTHERN COAST.—C. P. N. Co.'s Steer. Otter or Princess Louise leave for Skeena River, Alport Bay, Rivers Inlet, Fort Simpson, Metlakatla and Wrangell, twice every month, about the 1st and 15th, carrying freight and passengers.

- 3** For San Francisco—Str. Geo. W. Elder, Capt. Hayward, leaves wharf at outer harbor at 12 m. Mail closes at 11:15. Express at 11:45 a. m.
San Francisco steamer due.
From Puget Sound—Steamer G. E. Star due at 1 p. m.
For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m. C. P. N. Co.'s through steamer from Yale due.
- 4** From Puget Sound—Str. North Pacific due at 1 p. m.
For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
For Nanaimo, calling at Cowichan, Burgess Bay, Maple Bay, Salt Spring Island and Chemainus—Str. Wilson G. Hunt leaves Spratt's wharf at 7 a. m.
For Burrard Inlet—Str. Maule leaves Spratt's wharf at 7 a. m.
For New Westminster, calling at Ladner's Landing—Str. Yosemite leaves H. B. C. wharf at 7 a. m. connecting with str. for Yale and all way ports.
- 5** Steamer Mexico, Capt. Huntington, leaves San Francisco for Victoria and Puget Sound ports.
From Nanaimo and way ports—Str. Hunt due at 4 p. m.
For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. Geo. E. Star due at 1 p. m.
For Yale and way ports—C. P. N. Co.'s through str. leaves H. B. C. wharf at 1 p. m.
From New Westminster—Str. Yosemite due.
- 6** For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. North Pacific due at 1 p. m.
From Burrard Inlet—Str. Maule due at 4 p. m.
- 7** For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. Geo. E. Star due at 1 p. m.
For New Westminster, calling at Ladner's Landing—Str. Yosemite leaves H. B. C. wharf at 7 a. m. connecting with steamer for Yale and all way ports.
C. P. N. Co.'s through steamer from Yale due.
For Nanaimo, calling at Cowichan and Maple Bay—Str. Wilson G. Hunt leaves Spratt's wharf at 7 a. m.
- 8** For San Francisco—Str. Dakota, Capt. Morse, leaves wharf at outer harbor at noon. Mail closes 11:15. Express 11:35.
From San Francisco—Str. Mexico, due.
For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. North Pacific due at 1 p. m.
From New Westminster—Str. Yosemite due.
From Nanaimo and way ports—Str. Wilson G. Hunt due at 4 p. m.
C. P. N. Co.'s through steamer from Yale due.
For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
Str. Geo. W. Elder, Capt. Hayward, leaves San Francisco for Victoria and Puget Sound ports.
From Puget Sound—Str. Geo. E. Star due at 1 p. m.
For Burrard Inlet—Str. Maule leaves Spratt's wharf at 7 a. m.
- 10** For New Westminster, calling at Ladner's Landing—Str. Yosemite leaves H. B. C. wharf at 7 a. m. connecting with steamer for Yale and all way ports.
From Puget Sound—Str. North Pacific due at 1 p. m.
For Nanaimo, calling at Cowichan, Burgess Bay, Maple Bay, Salt Spring Island and Chemainus—Str. Wilson G. Hunt leaves Spratt's wharf at 7 a. m.
For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
C. P. N. Co.'s through steamer for Yale leaves H. B. C. wharf at 1 p. m.
From New Westminster—Str. Yosemite due.
For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
From Nanaimo and way ports—Str. Wilson G. Hunt due at 4 p. m.
- 11** For San Francisco—Str. Mexico, Capt. Huntington, leaves wharf at outer harbor, at noon. Mail closes 11:15. Exp. 11:35. San Francisco steamer due.
For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. North Pacific due at 1 p. m.
- 12** For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. Geo. E. Star due at 1 p. m.
From Nanaimo and way ports—Str. Wilson G. Hunt due at 4 p. m.
- 13** For San Francisco—Str. Mexico, Capt. Huntington, leaves wharf at outer harbor, at noon. Mail closes 11:15. Exp. 11:35. San Francisco steamer due.
For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. North Pacific due at 1 p. m.
- 14** For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. Geo. E. Star due at 1 p. m.
For New Westminster, calling at Ladner's Landing—Str. Yosemite leaves H. B. C. wharf at 7 a. m. connecting with steamer for Yale and all way ports.
C. P. N. Co.'s through steamer from Yale due.
For Nanaimo, calling at Cowichan and Maple Bay—Str. Wilson G. Hunt leaves Spratt's wharf at 7 a. m.
- 15** Str. Dakota, Capt. Morse, leaves San Francisco for Victoria and Puget Sound ports.
From New Westminster—Str. Yosemite due.
C. P. N. Co.'s through steamer for Yale and way ports leaves H. B. C. wharf at 1 p. m.
For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. North Pacific due at 1 p. m.
From Burrard Inlet—Str. Maule due at 4 p. m.
From Nanaimo and way ports—Str. Wilson G. Hunt due at 4 p. m.
- 17** C. P. N. Co.'s through steamer from Yale due.
For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. Geo. E. Star due at 1 p. m.

- 18** For San Francisco—Str. Geo. W. Elder, Capt. Hayward, will leave wharf at outer harbor at noon. Mail closes at 11:15. Express at 11:45.
San Francisco steamer due.
For New Westminster, calling at Ladner's Landing—Str. Yosemite leaves H. B. C. wharf at 7 a. m. connecting with steamer for Yale and all way ports.
For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
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For Burrard Inlet—Str. Maule leaves Spratt's wharf at 7 a. m.
From Nanaimo and way ports—Str. W. G. Hunt due at 4 p. m.
From New Westminster—Str. Yosemite due.
From Puget Sound—Str. Geo. E. Star due.
C. P. N. Co.'s through steamer for Yale leaves H. B. C. wharf at 1 p. m.
For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
- 19** Steamer Mexico, Capt. Huntington, leaves San Francisco for Victoria and Puget Sound ports.
For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. North Pacific due at 1 p. m.
From Burrard Inlet—Str. Maule due at 4 p. m.
- 20** For New Westminster, calling at Ladner's Landing—Str. Yosemite leaves H. B. C. wharf at 7 a. m. connecting with steamer for Yale and all way ports.
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For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m. C. P. N. Co.'s through steamer from Yale and way ports due.
For Nanaimo, calling at Cowichan and Maple Bay—Str. Wilson G. Hunt leaves Spratt's wharf at 7 a. m.
- 21** For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. North Pacific due at 1 p. m.
From Burrard Inlet—Str. Maule due at 4 p. m.
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From Puget Sound—Str. North Pacific due at 1 p. m.
For Nanaimo, calling at Cowichan, Burgess Bay, Maple Bay, Salt Spring Island and Chemainus—Str. Wilson G. Hunt leaves Spratt's wharf at 7 a. m.
For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
Str. Geo. W. Elder, Capt. Hayward, leaves San Francisco for Victoria and Puget Sound ports.
C. P. N. Co.'s through steamer for Yale and way ports leaves H. B. C. wharf at 1 p. m.
From New Westminster—Str. Yosemite due.
For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
From Nanaimo and way ports—Str. Wilson G. Hunt due at 4 p. m.
- 25** For Puget Sound—Str. Geo. E. Star due at 1 p. m.
From Puget Sound—Str. North Pacific due at 1 p. m.
From Nanaimo and way ports—Str. Wilson G. Hunt due at 4 p. m.
- 26** For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. North Pacific due at 1 p. m.
- 27** For San Francisco—Str. Mexico, Capt. Huntington, leaves wharf at outer harbor at noon. Mail closes 11:15. Express 11:35.
San Francisco steamer due.
For New Westminster, calling at Ladner's Landing—Str. Yosemite leaves H. B. C. wharf at 7 a. m. connecting with steamer for Yale and all way ports.
C. P. N. Co.'s through steamer from Yale and way ports due.
For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. Geo. E. Star due at 1 p. m.
For Burrard Inlet—Str. Maule leaves Spratt's wharf at 7 a. m.
- 28** For Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. North Pacific due at 1 p. m.
- 29** For San Francisco—Str. Mexico, Capt. Huntington, leaves wharf at outer harbor at noon. Mail closes 11:15. Express 11:35.
San Francisco steamer due.
For New Westminster, calling at Ladner's Landing—Str. Yosemite leaves H. B. C. wharf at 7 a. m. connecting with steamer for Yale and all way ports.
C. P. N. Co.'s through steamer from Yale and way ports due.
For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. Geo. E. Star due at 1 p. m.
For Burrard Inlet—Str. Maule leaves Spratt's wharf at 7 a. m.
Str. Dakota, Capt. Morse, leaves San Francisco for Victoria and the Sound.
C. P. N. Co.'s through str. from Yale due.
For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.
From Puget Sound—Str. Geo. E. Star due at 1 p. m.
- 1** San Francisco steamer due.
For New Westminster, calling at Ladner's Landing—Str. Yosemite leaves H. B. C. wharf at 7 a. m. connecting with steamer for Yale and all way ports.
From Puget Sound—Str. North Pacific due.
From Puget Sound—Str. Geo. E. Star leaves H. B. C. wharf at 5 a. m.
For Nanaimo, calling at Cowichan, Burgess Bay, Maple Bay, Salt Spring Island and Chemainus—Str. Wilson G. Hunt leaves Spratt's wharf at 7 a. m.
For Burrard Inlet—Str. Maule leaves Spratt's wharf at 7 a. m.
- 2**

PENDRAY'S CELEBRATED SOAPS, SODAS AND WASHING POWDERS.
FOR SALE BY ALL RESPECTABLE GROCERS.

KOOTENAY.

On another page we give a sketch of what Kootenay was some years since. The following, from the *Inland Sentinel*, relates to an enterprise which is calculated to play an important part in the future, not only of that region but of the entire Province:

THE KOOTENAY RAILWAY Co. This company are carrying out in good faith the promises which they made when their Bill was under discussion last spring. The construction of the Eagle Pass Wagon Road is being carried on with an evident intention of completing it during the present season. All men that offer for work are employed by the Company. They also have a strong force of surveyors laying out the line of railway on the Kootenay River, and will be ready to begin grading as soon as the progress of the Canadian Pacific gives them an opportunity to bring in their rails and equipments for the road. They have shipped from Puget Sound a small propeller, for temporary use on the Columbia river, and are having machinery made for another one to ply upon the Kootenay Lake. They have a large force of men working the mine which they own, and are receiving bids for the erection of smelting works in that vicinity large enough to turn out one hundred tons of metal per day. Their expenditure on the wagon road and otherwise during the present season will not be much less than one hundred thousand dollars.

This evidence of their *bona fide* intentions has changed the feelings of very many who were originally the opponents of the Bill, and we now hear a general opinion in its favor. It is quite apparent now that the principal cause of the opposition to their scheme, was a feeling of doubt as to their sincerity which their prompt action has greatly removed.

But they have recently given another proof that they intend to follow the course originally professed by them—that is to ship the products of their mines through Canadian territory. When Sir Alexander Campbell, who had this matter to consider, among others, suggested to the promoters of the Bill, that amendments should be made at the next Session of the Provincial Legislature, binding them to do this, they at once assented, and an understanding was arrived at, which is satisfactory to the Dominion Government and must disarm the hostility of the bitterest foes of the Act.

The Minister of Justice has acted wisely in thus recognizing the power of the Province to deal with local matters. If a grievous wrong was clearly inflicted upon the entire country by any local legislature, the Ottawa government would be right in disallowing, or at least causing the act to be amended. But surely British Columbia is quite able to legislate regarding her own lands, and local lines of railways and steam transportation and our people would cry out loudly against any interference with this right.

We venture to predict that within a twelve-month the progress of the Canadian Pacific in the Selkirk Range of mountains, and the construction of steam-

ers, blast-furnaces and railway work by the Kootenay Company, will cause such a "boom" in that now deserted region, that no one can be found in the whole country who will acknowledge that he opposed the Bill.

In days past, there were more worshippers of the rising than of the setting sun. History repeats itself.

ELECTRIC LIGHT IN MACHINE SHOPS.

A correspondent of *Cotton, Wool and Iron* gives his experience in the use of the electric light in a machine shop as follows:

"I have used the electric light in my shop for the past three winters. I obtained the necessary apparatus in 1881 through doing some work for one of the electric light companies. When I first contemplated its use in the shop I had but little faith in it. I was afraid that it would spoil our eyes; that its sharply defined shadow would interfere; that the flickering and unsteadiness would be unbearable, and the first few days' experience seemed to confirm this anticipation.

We soon learned that it was not absolutely necessary to look at it all the time, as most of the workmen seemed to think for awhile, and we very soon became accustomed to the light, and to learn that whatever little annoyance we experienced from the flickering were more than counterbalanced by the fact that the whole room was illuminated so that the men could go about, find tools, or do jobs in any part of the room as in daylight. I am speaking of the arc light, and from my experience, and what I have seen of the incandescent plan, I prefer the arc light for shop use."

In regard to the supposed difficulty of working in the shadow, he says:

I have never experienced any such difficulty with my three years' use of this light in a shop working from twenty to thirty men, all on fine or small work, such as hand tooling, small brass work, turning, boring, mitring and drilling, or cutting fine threads, both external and internal. I have never seen a man light a match or use a hand lamp, and as for working under a lathe, I have moved twice in the three years and in both cases have put the light into operation the first thing, and had done quite a share of setting up the shop, even including hanging the main shaft at night, and if there is any one place where this light shows at its best advantage it is on just such a job as this. I think it almost goes ahead of daylight for this kind of work; it certainly would do so in many shops in Boston. As for its cost, I have never gone into that enough to give any accurate figures. Of course the power used to drive the dynamo is the principle cost, but in buying fuel for the twenty horse power boiler to furnish power, heat and light, I have never been able to separate the part belonging to the lighting so that I could feel it, and therefore, whatever the real cost has been, it has seemed to be very cheap. In regard to the 'flickering' he says that unpleasant feature in mostly confined to the use of a single lamp while in a room filled with lights the flickering is not perceived, as there are no shadows to make it visible. It is like looking for shadows in the daylight. The sun, of course, casts a shadow, but if there were another sun on the other side there would be no shadow, and in a room supplied with a number of electric suns there will be no trouble from shadows."

LUCERNE.

Lucerne, or Alfalfa, as it is frequently called, is one of the most profitable grasses that can be found. A native of Lucerne, in Switzerland, it is remarkably hardy in its growth and withstands alike the rigors of an Alpine winter and the heat of California and Australia. As a fodder it is unrivalled, eight crops a year being commonly cut on the Hunter River lands, of New South Wales, and four in the cooler climate of New Zealand. The leaf is like clover, the flower a bright blue, the root a tap root which sinks deeper and deeper in the earth as the ground becomes dry, and following the moisture has frequently been known to descend eighteen feet; thus it is enabled to withstand the driest seasons, and when all other grasses are burnt up, still to continue fresh and green. Floods will not kill it, and it springs up through the deposit left by a flood more luxuriantly than ever. It is practically a perennial plant, and on the low lands of New South Wales, fields that were sown seventeen years ago are as fruitful as ever. It must always be sown "broadcast" and "thickly," about twenty-four pounds to the acre. This will prevent the stalks from being coarse and make much better hay. If sown thickly, the frequent cutting it will require will effectually destroy all weeds. It will grow on any kind of soil, but, of course, does best on low lands. As hay it is preferred in New South Wales to oat hay. To ensure good hay it must never be allowed to go into flower, but be cut as soon as the least symptoms of flowering appears. If allowed to flower the stalks become too hard and woody even to make good hay. The best time to sow it is in the fall of the year. After cutting, sheep may be put on it for a few days, but cattle never ought to be allowed to tread it down. In New South Wales, where there are many thousand acres planted with Lucerne, it is deemed of the utmost importance to mow it as quickly as possible. When ready for cutting, mowing machines are employed, and in a couple of days after the horse rake gathers the Lucerne in wind-rows. It is taken from the field in what would appear to many to be a very green state. After being gathered, it remains under an open shed, until it is deemed to have sweated sufficiently; then it is taken from the stack and baled by a screw press into bales of five hundred weight; strapped with rivetted iron bands and is ready for the market. When thus baled it will keep for years, and when opened smells and looks as fresh as if only just cut. Let our farmers try the experiment of sowing, say, two acres, and they will certainly next season sow a great deal more.

THE WRONG SIGN.

A miserably ragged fellow was seated on the low wall of old St. Paul's Church-yard. Suspended from his neck was the familiar sign, "Please help the Blind." A young merchant passing by looked at the beggar, paused, looked again, and then walked up to him and pretended to strike him with the cane he carried. The mendicant dodged the blow.

"Ha! ha!" the young man almost screamed, you dodged that, just as I expected. You humbug! you

fraud! you scoundrel! Now will you go a'out your business, or shall I call the police?"

The mendicant's face showed alarm, but he uttered not a sound. The angry merchant bid him speak quickly. A crowd gathered. The beggar went into a paroxysm of earnest, almost frantic, gesticulation. The merchant grew furiously angry, and as he stormed and the beggar made pantomimic gestures, a policeman came up.

"What's the matter here?" the officer inquired.

The mendicant made signs that he didn't know, and that he was innocent, apparently, of everything.

"Why, this villain is no more blind than I am," said the merchant. "I saw him turn his head to look at me as I was passing by. I pretended I was going to strike him, and he dodged the blow."

At this the mendicant's face worked as if he were in mortal agony.

"Och, bad cess to it, I must shpake or I'll bur-r-r-st!" he said; "I'm not blind at all, at all. And have I the blind soign on? Sure I cannot rade a loine or letther. Oh, wurra! wurra? I beg your pardon, sir; it's all amislake intirely. I thought I had the dif-and-doomb soign on me, so I did."

Then, after a pause, he added, desperately, "Plase let me go, gintlemen, that I may be affther foinding me brother. Sure he'll be bringing dishgrace on the family. Upon me word, sor, me brother is blind complately, and begorra he musht be shstanding somewhere wid me dif-and-doomb soign hanging onto him, and him a singing out, 'Plase help the blind.'"

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