

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from: /
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

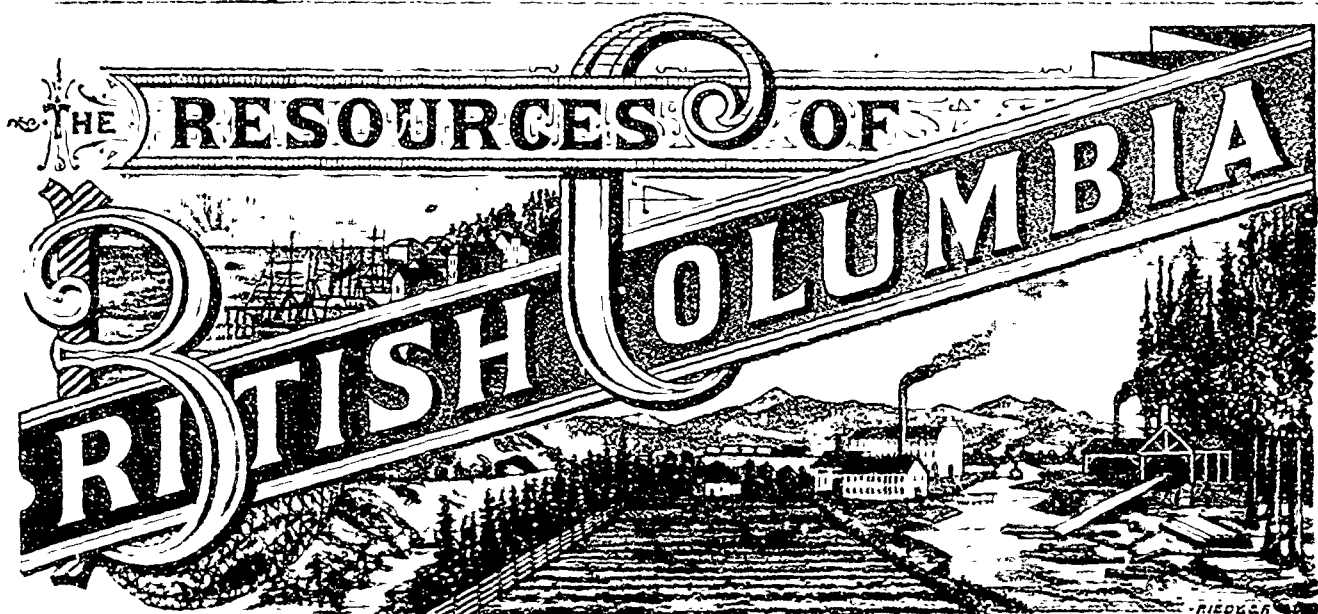
Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments: /
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 10X | 12X | 14X | 16X | 18X | 20X | 22X | 24X | 26X | 28X | 30X | 32X |
| | | | | | | | | | ✓ | | |



VOLUME 20
No. 2

VICTORIA, B. C., MAY 1, 1884.

PER ANNUM \$2.00
PER COPY, 25 CTS.

AUCTION SALE.

We will Sell

THURSDAY, MAY 8th, 1884,

At Salesroom, Wharf Street, Victoria,

LOTS IN THE TOWNSITE
OF
PORT HAMMOND JUNCTION

J. P. DAVIES & CO.,
AUCTIONEERS.

INFORMATION.

Those desiring reliable information about British Columbia can obtain the same by applying to H. C. BEETON, Esq., 36, Finsbury Circus, London, E. C., the Agent-General in England; to J. S. K. DE KNEVETT, Esq., 17, Boulevard de la Madeleine, Paris, Agent-General on the Continent of Europe; GEO. FAULKNER, Esq., Agent, Toronto, Ontario; W. J. GRAHAM, Esq., Agent, Winnipeg, Manitoba; or to JOHN JESSOP, Esq., Immigration Agent for Canada, at Victoria, B. C.; or WILLIAM ROSS, Esq., Provincial Immigration Agent, at New Westminster, B. C.

W. R. CLARKE,
PORT WARDEN AND HARBOR MASTER,
AUCTIONEER,
Appraiser & Commission Merchant,
FIRE-PROOF BRICK BUILDING,
YATES STREET, Victoria, B. C.

LIBERAL ADVANCES MADE ON CONSIGNMENTS.

H. E. CROASDAILE,
Real Estate Agent and Broker.

Loans Negotiated and a General Agency Business conducted.
Every attention will be paid to instructions sent by letter and correspondents will receive the earliest information in matters affecting their interests.
Office—Government Street, between Fort and Broughton.

C. D. RAND,
Opp. P. O., Columbia St., New Westminster, B.C.
REAL ESTATE BROKER,
Notary Public, Collector and Conveyancer, Insurance Agent, &c.
For Farms in the Fraser Valley, and Town Lots at Port Moody and New Westminster, apply to the above.

E. G. PRIOR,
IMPORTER OF
Iron, **HARDWARE, CANADIAN, AMERICAN AND ENGLISH AGRICULTURAL Machinery**
GOVERNMENT STREET, VICTORIA, B. C.

FELL & COMPANY,
Importers and Dealers in
GROCERIES, PROVISIONS, FRUIT, ETC.,
Purveyors to the Marquis of Lorne and Princess Louise.
WINE AND SPIRIT MERCHANTS, GENERAL ITALIAN WAREHOUSEMEN.
FORT STREET, VICTORIA, B. C.
All Shipping Orders Completely and Promptly Filled and Delivered per Express Van Free of Charge.

J. TURNER,
Carpenter and Contractor
ESTIMATES FURNISHED. JOBBING PROMPTLY ATTENDED TO.
FORT STREET NEAR THE INSTITUTE, VICTORIA, B. C.

GARESCHÉ, GREEN & CO.
BANKERS.

GOVERNMENT STREET, VICTORIA, B. C.

Sight Drafts and Telegraphic Transfers on San Francisco, New York and Canada.

EXCHANGE ON LONDON

Available in all parts of Europe, England Ireland and Scotland.
LETTERS OF CREDIT issued on the Principal Cities of the United States, Canada and Europe.

AGENTS FOR WELLS, FARGO & CO.

Go to A. GILMORE'S
CHEAP CLOTHING STORE.

Johnson Street, - VICTORIA, B. C.

Garments Made to Order and a
D
Guaranteed.

COUGHLIN & MASON,
BRICKMAKERS & ASPHALTUM ROOFERS.
Building Material, Lime, Bricks, Drain Pipes, Vitrified
Sewer Pipes, Plaster Centres, Cornices, Fire
Clay, Fire Brick, Dust, Cement, Etc.
P. O. Box 210. Telephone 147. Works, Saanich Road.
Office: Cor. Government and Broughton Sts., Victoria, B. C.

CLARKE & NICHOLSON,
Importers and Dealers in Stoves, Metals, Etc.
MANUFACTURERS OF
TIN, SHEET IRON AND COPPERWARE.
YATES ST., VICTORIA, B. C.
P. O. Box 77.

LETTICE & SEARS,
House, Sign & Ship Painters
Glaziers, Paperhangers and General Decorators; Dealers in Paints,
Oils, Varnish, Brushes, Putty, Window Glass, Etc.
BROAD STREET, NEAR FORT, VICTORIA, B. C.
Orders Solicited and Promptly Executed.

J. N. O. TEAGUE,
ARCHITECT.

GOVERNMENT STREET,
VICTORIA, B. C.

C. MORTON,
Importer and Dealer in
BOOKS, STATIONERY, CUTLERY.
Fancy Goods, Etc.,
Government Street, between Trowace and Fort Streets.
SUBSCRIPTIONS received for all Newspapers and Periodicals.
Mainland Orders Promptly Attended to.

MUNROE MILLER,
BOOK AND JOB PRINTER,

JOHNSON STREET,

VICTORIA, B. C.



BILSTON FALLS.
METCHOSIN, V.I. B.C.

RESOURCES OF BRITISH COLUMBIA.

THE BILSTON FALLS.

Since many illustrations and descriptions of the beauty of Esquimalt Harbor and its surroundings have been given, there are many hidden nooks and corners upon the continuous coast line of the Vancouver shore, where can be found some of the most grand and even sublime pictures of nature's art that would astonish the accustomed tourist of other distant climes. The Falls represented, are at Metchosin, in the district of Esquimalt, about two and a-half miles from Albert Head, westerly, from the harbor, and ten miles from Victoria City by a good macadamized road.

They terminate with the immense volume of water arising from the valleys and mountain sides of the back country, that flow impetuously into a lagoon, towards the straits of San Juan de Fuca. This locality is famous for its halibut banks, fish of every description, wild fowl and deer. It was particularly a favorite resort of the Marquis of Lorne and many of our naval visitors.

The ride through this part of the island is extremely pretty, on account of its varied scenery, hills, plains, valleys and mountains alike are picturesque, and the bleating of the many sheep upon the side-hills with their tinkling bells, and ever the lowing of some distant herd bringing many pleasant remembrances of the older countries in their advancement.

All through the district of Metchosin are well-matured farms, being principally held by some of the oldest settlers of the Province, and indeed it is within the precincts of some of these the roaring of the Bilston Falls can be distinctly heard.

APRIL, 1884.

The following observations were taken at Cloverdale, a short way from Victoria city :

1. Cloudy, drizzling nearly all day.
2. Cloudy, windy, showery p. m., fine evening, rain at night.
3. Fine and warm, (Humming bird Ruby.)
4. Fine, warm, showery 7 p. m.
5. Fine, very warm.
6. Fine, warm, heavy dew.
7. Fine, warm, heavy dew.
8. Fine, warm, heavy dew.
9. Cloudy, close, warm, showers in afternoon, thunder storm in evening.
10. Fine, warm.
11. Cloudy, raining nearly all day, very warm.
12. Fine a. m., cloudy and showers p. m.
13. Cloudy and rainy morning. Fine afternoon.
14. Fine, rather cool.
15. Fine, cool.
16. Fine.
17. Fine, clear.
18. White frost, fine, clear.
19. Fine, clear, heavy dew.
20. Fine.
21. Cloudy, raining p. m.
22. Cloudy a. m., fine p. m.
23. Fine, slight shower a. m.
24. Changeable, slight showers.
25. Changeable, windy, rather chilly.
26. Changeable, rather cold.
27. Fine, very warm.
28. Changeable, windy.
29. Cloudy and showery a. m., fine p. m.
30. Fine, clear.

In connection with this month's weather report we give a table compiled by Colonel Moody in 1863. Although taken a good many years since, it shows our relation to other countries as well as anything we have yet found.

The following observations were taken by Mr. Livock at Victoria:

| Therm'c Max. Min. | Bar. A. M. | Bar. P. M. | Rain. | Sky. | Wind. |
|----------------------|---------------|---------------|-------|------------------------|--------------------|
| 1 50 41 | 30.04 | 30.01 | .10 | Overcast and rain. | Light S. E. |
| 2 50 41 | 30.02 | 29.92 | .02 | Cloudy and fine. | Light S. E. |
| 3 50 41 | 30.12 | 30.20 | ..... | Fine | Light Easterly |
| 4 67 35 | 30.25 | 30.04 | ..... | Fine. | Light S. W. |
| 5 70 35 | 30.08 | 30.04 | ..... | Fine. | Light N. W. |
| 6 71 35 | 30.10 | 30.10 | ..... | Fine. | L. N. E. to S. W. |
| 7 72 35 | 30.10 | 29.90 | ..... | Fine. | Light N. E. |
| 8 63 43 | 30.02 | 29.68 | ..... | Fine. | L. N. E. to S. W. |
| 9 62 43 | 30.00 | 29.60 | ..... | Fine, Cl'd'y. Showers | Light S. W. |
| 10 60 41 | 30.00 | 29.50 | .13 | Overst. Fog on Straits | Mod. S. W. |
| 11 51 41 | 30.00 | 29.77 | .17 | Cloudy and Showers | Light S. E. |
| 12 55 40 | 30.00 | 29.60 | ..... | Overcast Threatening | Fr. S. W. to S. |
| 13 50 40 | 30.00 | 29.55 | .19 | Overcast and Ram. | Fresh Easterly |
| 14 51 40 | 30.00 | 29.70 | ..... | Overcast to Fine. | Mod. S. E. to N. |
| 15 51 40 | 30.00 | 29.70 | ..... | Fine. | Mod. to F. S. W. |
| 16 55 45 | 30.02 | 30.00 | ..... | Fine. | Mod. Southly |
| 17 55 45 | 30.02 | 30.00 | ..... | Fine. | Fresh S. W. |
| 18 59 45 | 30.02 | 30.00 | ..... | Fine. | Mod. S. W. |
| 19 59 45 | 30.02 | 30.00 | ..... | Fine. | Lt. N. W. to S. W. |
| 20 61 45 | 30.02 | 30.00 | ..... | Fine. | Light Southly |
| 21 61 45 | 30.02 | 30.00 | ..... | Fine. | Light Various |
| 22 61 45 | 30.02 | 30.00 | ..... | Fine. | Light N. to E. |
| 23 61 45 | 30.02 | 30.00 | ..... | Fine. | Fresh S. W. |
| 24 61 45 | 30.02 | 30.00 | ..... | Fine. | Light Westly |
| 25 61 45 | 30.02 | 30.00 | ..... | Overcast and Cold. | Fresh S. W. |
| 26 61 45 | 30.02 | 30.00 | ..... | Fine. | Light N. E. |
| 27 61 45 | 30.02 | 30.00 | ..... | Fine. | Mod. S. W. |
| 28 61 45 | 30.02 | 30.00 | ..... | Fine. | Lt. to M. S. W. |
| 29 61 45 | 30.02 | 30.00 | ..... | Fine. | Lt. S. E. to S. |
| 30 61 45 | 30.02 | 30.00 | ..... | Fine. | Lt. to M. S. W. |

A Meteorological Table, compiled from the published extracts from the Meteorological Observations taken at the Stations of the Royal Engineers.

| Station. | Latitude. | Longitude. | Height in feet above the sea. | Years for month possible. | Mean depth of rain in inches. | Mean no. of days of rain in 100. | Mean temp. of air. F. M. | Ex- treme max. of air. F. M. | Ex- treme min. of air. F. M. | Mean Humidity. F. M. | Barometer at 22.5 and Sea Level. F. M. |
|----------------------------|-----------|------------|--|---------------------------------|---|---|-----------------------------------|---|---|----------------------------|---|
| Auckland, New Zealand..... | 36 50 | 174 50 | 180.0 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Albany..... | 37 30 | 147 50 | 180.0 | 1859 | 50.42 | 130 | 62.0 | 81.0 | 31.0 | 0.708 | 30.030 |
| Adelaide..... | 34 50 | 138 40 | 30 | 1859 | 50.48 | 105 | 78.4 | 82.3 | 30.0 | 0.710 | 30.062 |
| Amoy..... | 23 42 | 113 42 | 17 | 1859 | 50.87 | 118 | 81.9 | 82.3 | 30.0 | 0.710 | 30.052 |
| Batavia..... | 6 52 | 106 48 | 17 | 1859 | 41.78 | 131 | 69.1 | 82.5 | 30.0 | 0.710 | 30.040 |
| Bombay..... | 18 52 | 72 58 | 17 | 1859 | 51.47 | 101 | 74.8 | 82.5 | 30.0 | 0.710 | 30.040 |
| Buenos Aires..... | 34 36 | 58 22 | 17 | 1859 | 51.47 | 101 | 74.8 | 82.5 | 30.0 | 0.710 | 30.040 |
| Canton..... | 23 10 | 113 28 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Calcutta..... | 22 32 | 88 22 | 17 | 1859 | 51.47 | 101 | 74.8 | 82.5 | 30.0 | 0.710 | 30.040 |
| Cebu..... | 9 00 | 122 50 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Colon..... | 9 00 | 80 00 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Hankow..... | 30 00 | 112 00 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Hong Kong..... | 22 15 | 114 15 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| London..... | 51 30 | 0 00 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Lyons..... | 45 40 | 4 40 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Manila..... | 14 35 | 121 00 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Peking..... | 39 55 | 116 25 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Puerto Rico..... | 18 28 | 98 40 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Rangoon..... | 16 45 | 96 10 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Singapore..... | 1 18 | 103 48 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Sourabaya..... | 7 10 | 104 10 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Swatow..... | 23 30 | 113 30 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Tientsin..... | 39 10 | 117 10 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |
| Yokohama..... | 35 30 | 139 40 | 17 | 1859 | 41.88 | 127 | 61.4 | 81.0 | 31.0 | 0.710 | 30.042 |

THE RESOURCES OF BRITISH COLUMBIA

VOLUME 2.
No. 2.

VICTORIA, B. C., MAY 1, 1884.

PER ANNUM \$2 00
PER COPY, 25 CTS.

A TERRIBLE DISEASE.

Probably the meanest trick that was ever played on a white man was played last week in this city, and the fact that there is no vigilance committee here is the only reason the perpetrators of the trick are alive. A business man had just purchased a new stiff hat, and went into a saloon with half a dozen friends, to fit the hat to his head. They all took beer, and passed the hat around so all could see it. One of the meanest men that ever held a county office went to the bar-tender and had a thin slice of Limberger cheese cut off, and when the party were looking at the frescoed ceiling through beer glasses, this wicked person slipped the cheese under the sweat leather of the hat, and the man put it on his head and walked out. The man who owned the hat is one of your nervous people, who is always complaining of being sick, and who feels as though some dreadful disease was going to take possession of him and carry him off. He went back to his place of business, took off his hat and laid it on the table, and proceeded to answer some letters. He thought he detected a smell, and when his partner asked him if he didn't feel sick, he said he believed he did. A clerk said it was evident that somebody's feet needed washing. The man turned pale, and said he guessed he would go home.

He met a man on the sidewalk who said the air was full of miasma, and in the street car a man who sat next to him moved away to the other end of the car, and asked him if he had just come from Chicago. The man with the new hat said he had not, when the stranger said they were having a good deal of small-pox there, and he guessed he would get out and walk, and he pulled the bell and jumped off. The cold perspiration broke out on the forehead of the man with the new hat, and he took it off to wipe his forehead when the whole piece of cheese seemed to roll over and breathe, and the man got the full benefit of it, and he came near fainting away. He got home, and his wife met him and asked what was the matter. He said he believed mortification had set in, and she

took one whiff, as he took off his hat, and said she should think it had. "Where did you get into it?" said she. "Get into it?" said the man, "I have not got into anything, but some deadly disease has got hold of me, and I shall not live. She told him if any disease that smelled like that had got hold of him, and was going to be chronic, she felt as though he would be a burden to himself if he lived very long. She got his clothes off, soaked his feet in mustard water, and he slept. The hat was laying on the center table, and the children would come in and get a smell of it, and look at each other with reproachful glances, and go out and play. The man slept and dreamed that a small-pox flag was hung in front of his house, and that he was riding in a butcher wagon to the pest house. The wife sent for a doctor, and when the man of pills arrived she told him all about the case. The doctor picked up the patient's new hat, tried it on, and got a sniff. He said the hat was picked before it was ripe. Then the doctor and the wife held a post-mortem examination on the hat and found the slice of Limberg. "Few and short were the prayers they said." They woke the patient, and to prepare his mind for the revelation that was about to be made, the doctor asked him if his worldly affairs were in a satisfactory condition. He gasped and said they were. The doctor asked him if he had made his will. He said that he had not, but that he wanted a lawyer sent for at once. The doctor asked him if he felt as though he was prepared to shuffle off. The man said he had always tried to lead a different life, and had tried to be done by the same as he would do it himself, but that he might have made a misdeal some way, and he would like to have a minister sent for and take an account of stock.

Then the doctor brought to the bedside the hat, opened up the sweat leather and showed the dying man what it was that smelled so, and told him that he was as well as any man in the city. The patient pinched himself to see if he was alive, and jumped out of bed and called for his revolver, and the doctor couldn't keep up with him on the way down town. The last we saw of the odoriferous citizen he was trying to bribe the bar-tender to tell him which one of those pelicans it was that put that slice of cheese in his hat lining.—*Milwaukee Sun.*

Resources of British Columbia.

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

MUNROE MILLER, - - - Publisher and Proprietor

TERMS TO SUBSCRIBERS:

One Copy, one year - - - - - \$2.00
One Copy, six months - - - - - 1.00

All subscriptions payable invariably in advance. Postage free to all parts of the world.

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 COMING COMMERCIAL REVOLUTION

Under the above heading, in the *Colonies and India* of 11th April, 1884, is a well-timed thoughtful leader. After mentioning the great changes in the course of trade, resulting from the universal adoption of steamships and from the opening of the ship canal through the Isthmus of Suez, and next referring to the various innovations in traffic hence ensuing, the writer continues:

The greatest revolution, however, in the course of trade will be that effected by the saving of from eight to ten thousand miles in the voyage between New Westminster or San Francisco and London or Liverpool. The products of the far west of America, instead of being taken by costly railway carriage to the ports of shipment on the east coast, with the alternative of an inordinately prolonged voyage via Cape Horn, will be carried to Europe by a sea route no longer than that now involved in a voyage to or from Natal. From this point of view the completion of the Canadian Pacific Railway will be of the greatest advantage to Canada, for instead of the benefits of that railway being, as has been anticipated, reduced, they will be enhanced by the encouragement which will be given to the export trade of British Columbia by the breaking down of the barrier which the Isthmus of Panama now offers to a direct trade with Europe. The same remarks apply to the development of the trade of Chili and Peru as to that of British Columbia and the Pacific States of the great American Republic—with this difference, that whereas the construction of the Canadian Pacific Railway will give a stimulus to the export trade of British Columbia, the facilities for the export trade of the Andean Republics will probably stimulate railway enterprise in the rich lands of the eastern slope of the Andes.

The country which makes the earliest preparations to take advantage of the benefits which the construction of the canal will confer will be in a position to make the most of those benefits for the longest period. And as foresight in this respect will pay commercially, so will it pay politically. The creation of a vast stream of traffic straight through the Isthmus of Panama between England and Australia, with branch currents up and down the west coast of South America, will seriously affect the position of this country as a naval power. Then we shall realize the value of our West Indian possessions as ports of call for refit in times of storm, and as harbors of refuge in times of war. Then shall we recognize the impor-

ance of our position in Fiji; then we shall have forced upon us the necessity of still further strengthening our position in the South Pacific; then will the value of our naval station at Esquimalt be appreciated; and then, more than ever, will be realized the necessity for taking some definite action to unite the interests of all parts of the empire in a system of mutual protection. A peaceful revolution in trade will be succeeded by a revolution of equally peaceable character in the constitution of the Empire."

The "peaceful revolution" spoken of in the closing sentence of the quotation is, of course, that federation of the British Empire, so long urged by its persevering advocates when few in numbers. They are now being largely reinforced. Our active minded, prosperous brother Britons, the Australasians of the Southern Pacific, viewing with deep satisfaction and much encouragement the successful working of political union in British North America, are now exercising their keen wits to devise a practicable scheme for their own federation.

Trade will commence from ports of British Columbia to the harbor on the Pacific of the Panama ship canal as soon as it may be open for navigation.

Our chief immediate exports will be coal, lumber, fish and, last but not least, flour, for, in addition to what the mainland of British Columbia may be able to spare, the solid, substantially constructed railway of Canada will at an early date have connected Manitoba and her more western sisters with the broad Pacific.

Manitoba is said, on the best authority, to largely exceed in yield of wheat Minnesota, considered for that cereal the banner State of the Union. Consequently Manitobae can be sold much cheaper than Minnesotan wheat.

The writer in the *London Times* quoted from speaks of Esquimalt as a naval station, but in mentioning its future importance, he evidently has regard to commerce. In June, 1858, at the dawn of our existence as really a British colony, when the *London Times* was still termed "the Thunderer," its San Francisco correspondent gave a graphic description of the harbor as it then was:

"I left San Francisco on Thursday, the 24th June, at half-past four p.m., and arrived in Esquimalt harbor, near Victoria, on the following Tuesday at six in the morning—distance 800 miles.

Having for several years entertained a conviction of the vast importance to England of the possession of Vancouver Island, both politically and commercially, and of the absence of any other point on the coast which can ever rival it north of San Francisco, I watched with much interest the different bays and anchorages as we passed them. There is not a safe harbor, not a spot adapted for a commercial port, between San Francisco and the island. Humboldt Bay is capacious, and vessels can lie with tolerable safety when once in; but it is inaccessible in heavy weather and is difficult of exit.

There are several harbors along the coast which are good enough in summer, during the prevalence of

north-west winds; but in winter the south-east winds blow up the coast, and make them all unsafe and difficult of access. The captain's remark was, "There is either a heavy swell or the access is difficult." There are no hidden dangers on the coast.

Steamers can keep close in shore, where the sea is smooth and little current, but sailing vessels should keep a good offing, particularly from April to October, when the wind blows from the northward and westward, and causes a strong current.

The harbor of Esquimalt is a circular bay, or rather a basin, hollowed by nature out of the solid rock. We slid in through the narrow entrance between two low, rocky promontories, and found ourselves suddenly transported from the open sea and its heavy roll and swell into a Highland lake, placid as the face of a mirror, in the recesses of a pine forest. The transition was startling. From the peculiar shape of the bay, and the deep indentations its various coves make into the shore, one sees but a small portion of the harbor at a glance from the point we brought up at. We, therefore, thought it ridiculously small after our expectations had been so highly wrought in San Francisco.

The whole scenery is of the Highland character--the rocky shores, the pine trees running down to the edge of the lake, their dark foliage trembling over the glittering surface which reflected them, the surrounding hills, and the death-like silence. I was both delighted and disappointed--delighted with the richness of the scenery, but disappointed at the smallness of the harbor. Can this little loch, imprisoned within natural ramparts of rocks, buried in the solitude of a forest, be the place which I hoped would become so famous; the great destiny of which has been prognosticated by statesmen and publicists, and the possession of which is bitterly envied us by neighboring nations; this the place where England is to centre a naval force hitherto unknown in the Pacific, whence her fleets are to issue for the protection of her increasing interests in the western world; this the seaport of the Singapore of the Pacific, the modern Tyre into which the riches of the East are to flow and be distributed to the western nations; the terminus of railway communication which is to connect the Atlantic with the Pacific?

A survey of the bay satisfies one that it is a capacious harbor capable of containing a large fleet--hundreds of vessels when its capacity is made available by engineering--the building of wharves, throwing out of jetties, scarping the rocky shores, &c.

And it has the natural advantages of a good bottom for anchorage, is almost landlocked, and by a little building at the entrance can be made completely so: deep water, five six, seven, and eight fathoms, easy of access, Royal Roads or Victoria Bay, over which vessels pass in entering, being itself a safe anchorage, and of great capacity. The harbor is admirably adapted for fortifications, which could be built at its entrance in such a manner as to make it impregnable. Guns could be so placed on the promontories and on an island just outside, in Victoria Bay, as to completely command the entrance, and under the fire of which no vessel could live;--and what is of infinite importance--there is a portion of the harbor which could not be shelled, and which is well adapted for the building of a dockyard.

The ground on two sides of the harbor is eligible for a city, and--what is a curious feature in the landscape, and may become yet of great commercial im-

portance--an arm of the sea, called the Victoria Arm, runs up into the country from Victoria several miles to within 600 yards of Esquimalt Harbor. This is navigable for small vessels; and should Victoria continue to be the capital of the colony and the commercial city, nothing is easier than to carry merchandise in a variety of craft from the harbor to the city by the Victoria Arm (which would be an inland navigation) free from the swell of the open sea between the two places."

This letter is copied for the information of readers abroad. Our readers one and all, will take note that; according to the *Argus* of Port Townsend, that harbor in the neighboring U. S. territory of Washington, is to be a railway terminus connected with the east. The *Argus* editor seems gratified at the announcement in the Dominion House of Commons by Sir Charles Tupper, on the 11th April, that the Canadian Pacific Railway will, as announced in a local daily of the 20th, "be pushed on to Victoria," which, by railway, will soon be one with Esquimalt.

NOW AND HEREAFTER.

The transitory lull in speculative transactions enables us to make a retrospective and prospective survey of the situation, and discuss the several agencies which will form the chief factors of Provincial ascendancy. Contrary to the wishes of those who sought to keep the Island and Mainland divided by petty prejudices and small interests, our future becomes one of undivided action and profit. Development of the Island, contemporaneous with that of the Mainland, will lead to the settlement of the two sections, and by maintaining the balance of political power, will be advantageous to the interests of the whole, and allay the feelings of distrust which emanate from unequal political forces. We are all eye-witness to the fact that the construction of the Canadian Pacific line from the Atlantic to the Pacific ocean is of a magnitude which taxes the resources of the Dominion Government to its utmost limits, and that the completion of its present huge undertaking will be sufficient for the means at its command. Therefore its co-operation with another powerful syndicate headed by our esteemed countryman, will complete the necessary developments on its western frontier which were essential to its sovereignty as an independent line.

It is possibly a necessary evil that all stupendous undertakings partake of the character of monopolies, in order to accomplish by centralized action what it is impossible to accomplish otherwise. Unlike many capitalists of the old world, those of the Central Pacific as well as Mr. Dunsmuir, have concentrated the whole of their respective energies for the development of localities in which they reside, and the spirited action of the latter gentleman instead of being the cynosure of envious eyes, should be regarded as a patriotic act bearing corresponding risks to the pro-

fits expected to be made from it. The building of an Island Railway, as some politicians averred, commencing nowhere and ending nowhere, is the *fauna* of a new creation of enterprise and industry. The beginning of a new era in our colonial life and the groundwork of all latent vigor. Topographically the Island of Vancouver is the natural distributing point of the interior with its vast resources of unlimited wealth, and without our Eastern line with lateral lines touching all portions of the Island, our advantages would never have been utilized.

The Mainland would have monopolized inflowing population, co-equal with which would have been a growing feeling of antagonism, such as a stronger absorbent exercises over a weaker. This would have engendered bitterness on the part of the neglected Islanders, keeping the Province in an unhealthy state of commotion. Now, however, all that is averted. One section of the country offers equal inducements to the other, and capital will be directed where it has the best chance of remuneration. Whether on the Island or Mainland our efforts will be collective and our federal arrangements cemented by bonds of interest and progress.

Rapid construction of the Island line means an absorption of every class of labor arriving in our midst; and the money made during its construction will lead to settlement and permanency of population. Every acre of land on the Island will rise to great value, and our city of Victoria will justly become the choice resort of Canada's most enterprising and energetic men of means.

Our immense coal fields will lead to the development of iron for manufacturing purposes and our lumber will be exchanged for the cotton, sugar and coffee of Central and South America. It will also be a purchasing factor for wool in Australia, until eventually the factories and industries of the Province become a powerful competitor for the Pacific Ocean trade with its millions of beings just merging from torpidity into civilized life and usages.

Instead of envy and opposition, all honor and respect should be entertained for the progress of an enterprise which, while benefiting them, enriches the country and gives to property a value it could not otherwise have attained.

This is an age for workers, not for drones, and everyone having energy and the necessary ability to deserve success will achieve it through the shrewd but unpretentious and meritorious action of our worthy colonist, Mr. Dunsmuir, whose good work will remain a legacy of stability after the circumstances of the fact are forgotten.

Two parties of surveyors have been equipped and despatched to the two objective points, viz: Esquimalt and Nanaimo, and we have no doubt but that in two months time, estimates of certain sections of the road will have been prepared and tenders in-

vited for the work. We believe it is the intention of the Syndicate to sub-let all the work in sections to responsible men, who in turn will no doubt give every preference to white labor, and thus retain the profits derived from labor in the Province, a thing to be desired by even the Syndicate, who wish to enhance the value of their property by permanent settlement.

BRITISH COLUMBIA.

The following is an extract from a letter received from Mr. W. A. Baillie-Grohman, dated Victoria (British Columbia), Dec. 9, 1883:

"I reached British Columbia in June, making the trip *via* the Northern Pacific Railway (not counting several days' delay in Montana to start my men and pack train, which I had left in Butte from my last year's shooting trip) in seventeen days from London, rather better time than the thirty days it took last year *via* San Francisco, and the fifty or sixty days before the Union Pacific was finished. After a very hasty inspection of the most attractive Kootenay district, which, as you know, lies in the south-easterly corner of the province, I proceeded to Victoria *via* Portland and the Puget Sound steamers. Portland is a very rising western metropolis—city in the usual western meaning is altogether too small a term to describe this Oregon town. It is rather picturesquely situated—wooded heights back the town, the Willamette river in front, and in the distance the lovely cone of Mount Hood, one of the great volcanic giants of the Pacific coast rising in beautiful lines and brilliant whiteness to a height of 13,000ft., and forming a beautiful contrast to the dark green sea of forest that clothes its foot, and the bright blue of the western sky. Portland is a "live"—a very live—town. It proves that even the somewhat enervating climate of the Pacific coast, particularly when compared with the sparkling elixir of the upland plains, cannot subdue the push and energy of your true Western man. The trade the town does is something enormous, as one item alone will show. Portland exported in 1883 (up to Nov. 1) 629,000 cases (50 lb. each) of salmon, the trade in breadstuffs, lumber and cattle being equally surprising. Portland has one distinguishing feature—the badness of its hotels; they are below criticism. Two days' trip by river steamer, rail and Sound-steamer, brought me, after a most enjoyable trip, along the Puget Sound coast to Victoria, the capital of our hitherto so remote and isolated province of British Columbia. Lying on the south-eastern extremity of Vancouver Island, the view that can be enjoyed from almost any prominent house in the town is something quite unique, for it combines alpine scenery with very perfect sea-coast landscape.

LAKE HILL PROPERTY

VICTORIA AND LAKE DISTRICTS.

We have received Instructions to Offer the Valuable Estate known as

McKENZIE'S FARM,

Subdivided into 110 Lots of 5 Acres Each, More or Less, at \$110 per Acre

TERMS

\$50 to be paid as first Monthly Instalment; balance in Monthly Instalments of \$25. NO INTEREST ON DEFERRED PAYMENTS UNLESS OVERDUE. NO TAXES FOR 1884-1885.

Purchasers will share equally in the Profits realized on the 110 Lots above \$110 per acre.

DISTRIBUTION

When the land is ready for distribution, the Lots will be offered at Auction to those holding interests, and the highest bidder above the upset price shall have such Lot assigned to him.

Lots upon which no advance can be obtained will be drawn for, as per agreement to be signed.

ALL PREMIUMS

Bid, less one per cent. for expenses, will be divided among those holding interests.

TIMBER.

About 300 Acres of Timber, the nearest, most accessible and valuable Timber tract to the City of Victoria, goes with the property.

SOIL.

Mostly a Rich, Black Loam of from one to two feet deep.

WATER.

The City Water Mains run through the Property, besides there being many fine springs on it.

ROADS AND STREETS.

Two Government Roads run through the Property and new streets of from 40 to 66 feet wide will be laid and cleared by the present owner.

DOUGLAS EXTENSION.

Arrangements have been made with Dr. W. F. Tolmie, to extend Douglas Street 66 feet wide towards Beaver Lake, commencing at the junction of Saanich and New Government Roads, running through Cloverdale Estate, thence continuing through Lake Hill Estate along the Corporation Water Mains, making one of the most level and finest drives of the many excellent thoroughfares to and from Victoria.

—O—

Maps showing provisional subdivision are now ready and will be delivered upon application.

To persons desirous of purchasing Suburban Residence Property, with near City advantages, with Charming Scenery, Good Soil, Delightful Climate, and on unusually Easy Terms of Payment, this opportunity will be found the most favorable.

TITLE GUARANTEED PERFECT. DEEDS will be Delivered at Three Dollars Each

APPLICATIONS for LOTS will be received on and after MONDAY, March 31st, 1884 at the office of

J. P. DAVIES & CO., Auctioneers.

THE RESOURCES OF BRITISH COLUMBIA.

AT THE

"GOLDEN RULE"

CLOTHING STORE,

Yates Street, - - - Victoria, B. C.

IS THE LEADING CLOTHING HOUSE

In the Province.

.....

BEST ASSORTED STOCK,

DOING THE LARGEST BUSINESS,

SELLING THE CHEAPEST GOODS

In all Departments.

A Large Stock of Trunks, Valises, Rugs, Etc.,

Suitable for Travelers.

W. J. JEFFREE.

LAKE HILL PROPERTY

VICTORIA AND LAKE DISTRICTS.

We have received Instructions to Offer the Valuable Estate known as

McKENZIE'S FARM,

Subdivided into 110 Lots of 5 Acres Each, More or Less, at \$110 per Acre

TERMS

\$50 to be paid as first Monthly Instalment; balance in Monthly Instalments of \$25. NO INTEREST ON DEFERRED PAYMENTS UNLESS OVERDUE. NO TAXES FOR 1884-1885. Purchasers will share equally in the Profits realized on the 110 Lots above \$110 per acre.

DISTRIBUTION

When the land is ready for distribution, the Lots will be offered at Auction to those holding interests, and the highest bidder above the upset price shall have such Lot assigned to him.

Lots upon which no advance can be obtained will be drawn for, as per agreement to be signed.

ALL PREMIUMS

Bid. less one per cent. for expenses, will be divided among those holding interests.

TIMBER.

About 300 Acres of Timber, the nearest, most accessible and valuable Timber tract to the City of Victoria, goes with the property.

SOIL.

Mostly a Rich, Black Loam of from one to two feet deep.

WATER.

The City Water Mains run through the Property, besides there being many fine springs on it.

ROADS AND STREETS.

Two Government Roads run through the Property and new streets of from 40 to 66 feet wide will be laid and cleared by the present owner.

DOUGLAS EXTENSION.

Arrangements have been made with Dr. W. F. Tolmie, to extend Douglas Street 66 feet wide towards Beaver Lake, commencing at the junction of Saanich and New Government Roads, running through Cloverdale Estate, thence continuing through Lake Hill Estate along the Corporation Water Mains, making one of the most level and finest drives of the many excellent thoroughfares to and from Victoria.

—()—

Maps showing provisional subdivision are now ready and will be delivered upon application.

To persons desirous of purchasing Suburban Residence Property, with near City advantages, with Charming Scenery, Good Soil, Delightful Climate, and on unusually Easy Terms of Payment, this opportunity will be found the most favorable.

TITLE GUARANTEED PERFECT. DEEDS will be Delivered at Three Dollars Each.

APPLICATIONS for LOTS will be received on and after MONDAY, March 31st, 1884 at the office of

J. P. DAVIES & CO., Auctioneers.

THE RESOURCES OF BRITISH COLUMBIA.

AT THE

"GOLDEN RULE"

CLOTHING STORE,

Yates Street, - - - Victoria, B. C.

IS THE LEADING CLOTHING HOUSE

In the Province.

XXXXXXXXXX

BEST ASSORTED STOCK,

DOING THE LARGEST BUSINESS,

SELLING THE CHEAPEST GOODS

In all Departments.

A Large Stock of Trunks, Valises, Rugs, Etc.,

Suitable for Travelers.

W. J. JEFFREE.

Before you, lies the placid forest-girt Sound—a stretch of intensely blue ocean. From it rises the rugged and snowy Olympian range, reminding one of the Dolomites or the North Tyrolese Limestone Alps, as we see them towering over Innsbruck, only higher and more rugged; while to the left of this chain rises from a sea of forest the grand cone of Mount Baker of dazzling whiteness. Victoria is charming, never more so than when one comes from the restless life of San Francisco or Portland. It is like going from the rush and crush of Cheapside into one of the quiet old-fashioned city churches—so close, and yet so far from the din of high-pressure civilization. Its inhabitants are hospitality itself; while its climate is, with rare exceptions, simply perfection, cool and bracing in summer, mild—perhaps too mild—in winter, though not always so. And, moreover, it has a pleasant English look about it, very noticeable on Sundays, when the stillness of the streets and the air of rest strikes a traveller coming from American towns, where Sundays are the great street-walking, saloon-frequenting days. “Indeed, our American neighbors,” so an old Victorian told me, “say we have been having altogether too much rest, and have got rusty; but I guess that isn’t so. We are just waiting till luck and time gives old Victoria another show”—words that summed up very precisely my own impressions of the place. Gold made Victoria a town, gold spent by the 30,000 miners wintering there in the grand old days of the gold excitement—1857-8, a quarter of a century ago. Gold will make it a city, though now it will not be gold spent by miner upon “grub, outfits, and whisky,” but the gold of the amazingly high wages of the 10,000 white men, Chinamen and Indians that are completing the great Transatlantic route of the Canada Pacific. Hurry is a thing unpractised by your good Victorian, but that is not such a very grave defect as to counterweigh the many advantages British Columbia just now offers to men with common sense and capital. I put the common sense, as you see, before the capital. The old saw of the two partners (one with cash, the other with experience) is very applicable out here, where the “pilgrim,” as newcomers are called, is generally tested or “sized”—first, to see whether he has experience; and, if he has not, then whether he has money. A few months before I reached Victoria there was a great political crisis that had placed a new government in power. The long and bitter bickerings between British Columbia and Canada were at last to be pacified, and a generous land policy has replaced the penurious system against which many intending settler had in vain tried to butt. In every way these sweeping changes were the direct outcome of the approaching completion of the Canada

Pacific Railway, which very likely will work wonders in British Columbia. British Columbia will be an exceedingly rich country when once its marvellous resources shall be known to capital. Of agricultural land it has but little, but its timber, coal and mineral wealth are of the very first magnitude. Up to now it was not a poor gentleman’s country. More poor gentlemen have, I suppose, gone to wreck in it than perhaps in any country of the same population; but to-day I do not know a place to which I would rather recommend a mechanic, skilled farmer or capitalist with a spice of adventure in his nature than to British Columbia. In timber alone many dozens of handsome fortunes will be made before the amazing forest wealth of Puget Sound is exhausted; for Australia and China are commencing to be important customers of British Columbia sawmills. Timber land, where the valuable Douglas pines, girthing 20 and 30 feet, stand as close together as they can grow, at \$1 (4s.) an acre, must be a treasure box when once a market for your timber is created. A man with enough capital to put up a sawmill is, in British Columbia, on the sure road to wealth. Salmon canning is also a highly profitable business, so long as you can buy as many hundred thousands of 10 lb. to 30 lb. salmon as you wish, and, after canning them, make an annual profit of from 100 to 150 per cent. upon your entire investment. The mineral wealth, not in the shape of the evanescent gold diggings, but in the far surer and far more permanent gold, silver, galena and copper mines, is destined to be a very great industry in the province. Already capital is coming in to develop the amazingly large deposits of galena and free-milling silver, which hitherto could not be worked, on account of the isolated position of British Columbia and the absence of all means of transportation. All mining experts join in the opinion that a very few years will see the country one of the most important bullion producing districts in North America.”

THE ROYAL COMMISSION ON TRAWLING.

The following extract from the *Dundee Advertiser*, showing to what extent one of our greatest resources may be pushed and the amount of labor and capital which can find occupation in its development:—

ing.
Mr. A. ROULET, who appeared for the smack-owners, said he was instructed to afford the Commission every facility in the inquiry. In Hull, where the fishing trade was a trawling trade, there were about 400 first-class trawlers. There were between 200 and 300 smaller boats registered at Hull, but fishing from places on the coast. It was estimated that there were about 2000 hands engaged in manning the trawlers and sailing from Hull, and, computing that there were four persons interested in each haul, that would give almost 10,000 persons directly interested

in the trade. From calculations made by people well able to judge there were 20,000 persons indirectly interested in the trade, and the total capital was estimated at about 1,000,000.

Councillor Ansell was then called and examined as to the rise and progress of the trawl fishing trade in Hull. He said that he had owned smacks for about twenty-six years. He had also been a fish merchant. His vessels were all trawlers. Some were working with new appliances, but none wholly with steam except the cutters. There were about 400 first-class trawlers going from the port and from ports such as Flamborough. The value of each smack was about 1500/ or 1600/. Since he had been connected with the trade business had very much increased. About 20,000 people were indirectly employed in the business, and nearly 3000 men and boys were engaged on the vessels. The silver pits were discovered in 1837. The trade had established itself in Hull in 1844 by vessels ranging from 23 to 33 tons register. The trade had extended to other ports along the coast, especially to Grimsby. In former times the fishing was conducted much nearer the coast than at present. They were gradually going further out, and in consequence required larger vessels. They found haddocks and cod all over the North Sea. They also found abundance of plaice on the Dogger Bank. The largest quantity of fish was caught in the spring. They brought at times large quantities of immature fish. They were bringing in much less quantities of soles than before. The average supply of fish of all kinds brought to the port was about 400,000 tons per year. The supply had increased greatly during the past few years. He thought that was caused by the vessels forming into fleets, and remaining at sea regularly fishing on the grounds and sending the fish home by a steam cutter. Taking all sorts of fish he thought there were more cod, but not more soles, turbot, or plaice caught. He was quite certain there had been a diminution in flat fish, but no diminution in round fish. He attributed the falling off of fish inshore to the trawling of small vessels along the coast and in the Humber. He thought trawling improved the fishing grounds rather than injured them. He would prohibit trawling within the territorial waters, and would extend them if necessary to three miles from headland to headland to three miles from every headlight. Their vessels sometimes came into contact with herring boats, but the average of damage by collisions with nets was very small. They seldom or never heard of smacks coming in contact with fishermen's lines. Tve fishing boats used very good lights, and any alteration, would, in his opinion, have a tendency to greater loss of life and property. He had the opinion that the culture of sea fishes, especially the sole, turbot, and brill, was worthy the attention of the Government. Stations at such places as the entrance to the Humber at Spurn might be established, and a proper apparatus applied. The inclosure of a part of such places from the sea, but where the water could have free access, would enable them to become better acquainted with the habits of fishes, and might be made a profitable venture. He would advocate the employment of a few of their trawling smacks or a steamer to prosecute and thoroughly investigate the working of the deep-sea trawling, to make a thorough survey of the bed of the North Sea, the temperature of the water, the soil, the food of fishes, spawning, and such other matters connected with the habits and migration of

fishes of all kinds. These boats might also be utilized as a sort of marine police. Deep-sea trawling, he considered, ought to be encouraged in every possible way.

John Sims, Chairman of the Hull Fishig and Ice Company, gave it as his opinion that the fish supply, having regard for the increased number of persons and vessels engaged in the trade, had greatly diminished during the last few years, particularly flat fish. He attributed this to the daily trawlings in the bays and shallow waters along the coast, by which the fry was destroyed. He would provide as a remedy the prohibition of trawling within ten miles of the coast of the German Ocean. There was a great deal of ignorance in the country as to the nature and habits of fish, and he agreed with Mr. Ansell that the matter ought to be taken up by the Government in order that the best fishing grounds might become known.

John William Webb, Director of the Hull Smack-owners' Association, and a fish buyer, gave evidence to the effect that the supply of fish had diminished in a material degree during the past few years. The price of fish had increased greatly—in fact it was very nearly double what it used to be. Soles and flat fish are fast becoming extinct. He condemned the destruction of fry which now went on by trawling, and was in favour of restricting trawling within ten miles of the shore.

Several other witnesses were examined, and gave evidence of a similar character. Some of them suggested that an attempt should be made to pass an international law by which trawling would be prohibited within several miles of the Danish and Dutch coasts, as well as the English, as it was there that most immature fish were caught.

ABOUT WOMEN.

Mazzini said: "Slumber not in the tents of your columns. The world is advancing; advance with it." These words are particularly applicable at the present time in all departments of human thought and action. The woman movement is in strict accordance with this advice. Our sisters are slowly making their way, and proving their ability by success. The University of Pennsylvania has shown its short-sightedness by refusing to admit women to the department of art, while the doors are wide open in that of science. Mr. E. K. Price, the oldest member of the board declared the loss is greater to the University than to the women. He adds: "I am an advocate for them to have access to all business, learning, science and professions that can make them more useful to themselves, more happy, more useful to society. There seems to be vast sins of omission." A proposed gift of \$100,000 was thus lost. McGill College, Montreal, is considering this same question. They can vote for school committee in twelve States in Wyoming and Utah on all questions, and on the same basis as men. They fill offices as clerks of courts, notaries-public, State librarians, school superintendents, commissioners of charity, post mistresses, pension-agents, and clerks in legislative bodies; in all the professions they are rapidly taking their place. They now vote in England, Australia, New Zealand, Russia, Sweden and Switzerland, on certain interests and qualifications. November last

they were allowed to vote in municipal elections in Scotland for the first time. Parliamentary elections will soon follow the municipal. Nebraska was lost through the foreign vote, which has opened the eyes of some wise men. They begin to see that the votes of women would be valuable and of saving grace. As with the negro, they may yet have rights accorded through policy.

Belva A. Lockwood was complimented by an invitation to attend the international conference to promote arbitration as a substitute for war, held at Brussels on November 17th, 18th and 19th last. A feminine amanuensis wrote the autobiography of Peter Cooper at ninety-two years of age. Miss Abby Pulsifer, of Auburn, Maine, has been a court reporter for ten years. Mrs. S. J. Barrows reported a fifteen-minutes' speech in German of Carl Schurz, and translated as she reported. Major Carey, of Des Moines, employs a woman, Miss Ella Clow, as his private secretary. Drake University, same place, has a woman professorship in the medical department. Parsons College is located in Fairfield. The "Sally Ringland Professorship" comes through the recent decease of a woman of wealth. Miss Emma Worthington, for many years a teacher in the public schools at El Paso, Cal., has been appointed a notary public by Governor Cullom. She is an expert stenographer. Miss E. A. Ormerod, who has given years to the study of insects injurious to agriculture has been elected by the Royal Agricultural Society as consulting entomologist. Mrs. Rebecca D. Rickoff, of Cleveland, Ohio, has prepared a set of charts, fully illustrated, for the use of children in learning to read. A fine revenue now comes to the author. Miss Mary Oben, a former student of Vassar, is associate editor of the largest and most influential paper of St. Joseph's, Missouri. She is the only editor of the State, and is of rare intellect and literary skill. Mme. Vallenberg is now training, with the consent of her husband, a naval officer, for a swim across the Bosphorus. Mr. Fawcett, the Postmaster-General of Great Britain says that as fast as vacancies occur through the resignation, removal or death of men, that women are to fill the gaps. He finds his work done more neatly, more promptly, and more accurately, by the latter than by the former. The corporation of the City of Paris offers three hundred situations to women as clerks. Railways and banks also employ them. A lady of social distinction employs her summers in canning fruit for preserving. Twenty thousand a year is the result in sales. Miss Mary A. Wilcox expected to return from Europe in 1883 to fill the professorship of Biology and Zoology in Wellesley College which has been vacant since 1880. Miss Richardson is urging the Dominion emigrant department to establish a home at Quebec for emigrant girls, or at least to give them separate accommodations in the new emigrant sheds. Octavia Hill has undertaken the improvement of lodging-houses in London so as to secure light and ventilation for each apartment. Mrs. Chapman of New York has built up a new female industry in the manufacture of feather-edge braid. She began to make collars for children four years ago. She has now seven hundred women working for her. She supplied

seventy-five thousand collars to the wholesale houses last year. Mrs. Mehuest, who is ninety-nine years old, has kept the Golden Trumpet Hotel, Reichensbach, Germany, for eighty consecutive years, and is still hale and hearty. Mrs. Dexter Clapp has succeeded her late husband in the Board of Regents of the Kansas State Normal School. Miss Grace W. Soper, of Walham, Massachusetts, recently contributed to a local paper "Brain Work for Hand Workers," of exceptional interest. She will make journalism a profession. Miss Delia M. Wharton, an enterprising milliner of Iowa, is farming successfully in Dakota. Mary B. Clay, Laura Clay and Mrs. C. M. Clay, daughters and wife of Cassius M. Clay, own and cultivate three hundred acres in Kentucky. Their farms join. Mrs. A. E. Dickinson, of St. Louis, Missouri, gave an address at Asbury Chapel, Mount Nebo, Tennessee, on temperance and woman-suffrage, the first of the kind ever given in East Tennessee. The law in Pennsylvania must be altered before women can be admitted to the bar. The present working in Connecticut is not supposed to exclude them. Under a new law, three women are to be appointed in each county of Ohio, in conjunction with two men, as a board of visitors for the charity and correctional institutions.

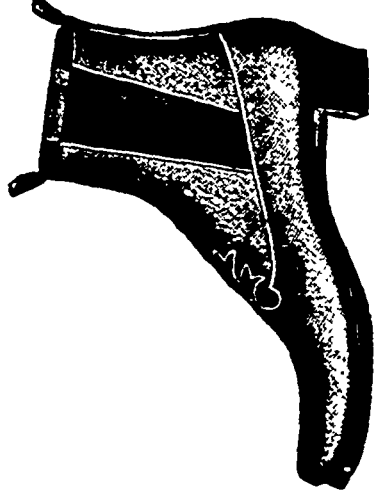
Miss Eleanor Ormerod, who was lately made consulting entomologist to the Royal Agricultural Society of Great Britain, has been appointed special lecturer on economic entomology to the Royal Agricultural College, Cirencester. Her class will consist of young men who are training as practical agriculturists. At Raratonga, South Pacific, Queen Makea being dissatisfied with her constables for not putting down strong drink, replaced them by a body of staid middle-aged women, which movement proved a success. Mesdames Clotilde H. Wendell and Nancy D. Taylor, of Atchison, have received letters-patent for a valuable improvement in tag-fasteners, considered the best seen. Miss Emma L. Crabtree, of Lynn, has devoted years to the subject of electricity and kindred studies, and as electrician has shown superior knowledge and application. She has devised and perfected various pieces of scientific apparatus, and has manifested great mechanical ingenuity in this direction. She is a graduate of the Salem Normal School. The first prize, \$75, at the annual inter-collegiate oratorical contest at Chicago, was won by Miss Myra Pollard. Out of eight contestants, four were women.

REAL ESTATE.

The transfers for the month of April have been all that could be expected and show a decided upward tendency of the market, and compared with the corresponding month of former years is far in advance, viz:—In April, 1882, there were 48 transfers representing \$91,333; 1883, 56 transfers, representing \$154,856; and in 1884, 153, amounting to \$214,613, an increase over last year of \$59,757. The desire to invest in real estate has taken such hold of the people that money has become scarce. Let us hope that the result will fulfil the hope of the most sanguine. To-morrow the great sale of Port Hammond lots will be held by Messrs. J. P. Davies & Co. and the state of the market in that quarter be established.

NEW

STYLES



AT THE

CHRY BOOT AND SHOE STORE

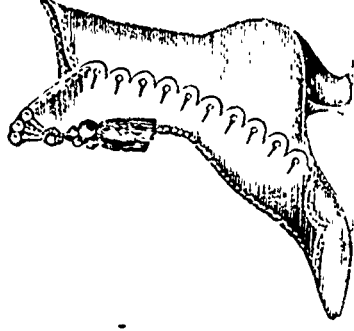
From all the Principal Houses in the World.

GEOERGE H. MAYNARD,

SOLE AGENT FOR BURT'S BOOTS AND SHOES,

AND LEVY CATSMAN'S FINE SLIPPERS.

Has just returned from San Francisco, where
a Large Stock was selected suitable for
the Spring and Summer Trade.



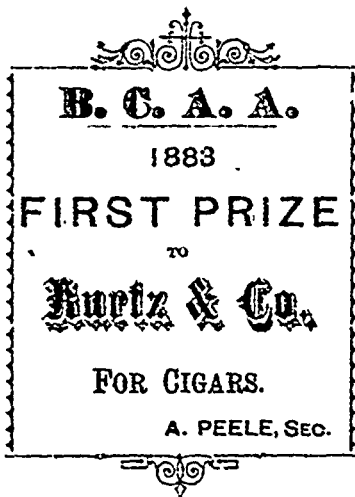
KURTZ & CO.

PIONEER

WHITE LABOR CIGAR

MANUFACTURERS

Government Street, - VICTORIA, B. C.



Our extensive facilities enable us to offer to our patrons CIGARS unexcelled in value and quality by any manufacturer in the Dominion. Cigars seasoned by AGE, not kiln dried.

See that our TRADE MARK is on each box Uncut.

WE HAVE IN STOCK

500,000 WELL SEASONED CIGARS

Made from the best Veulta Havana Tobacco.

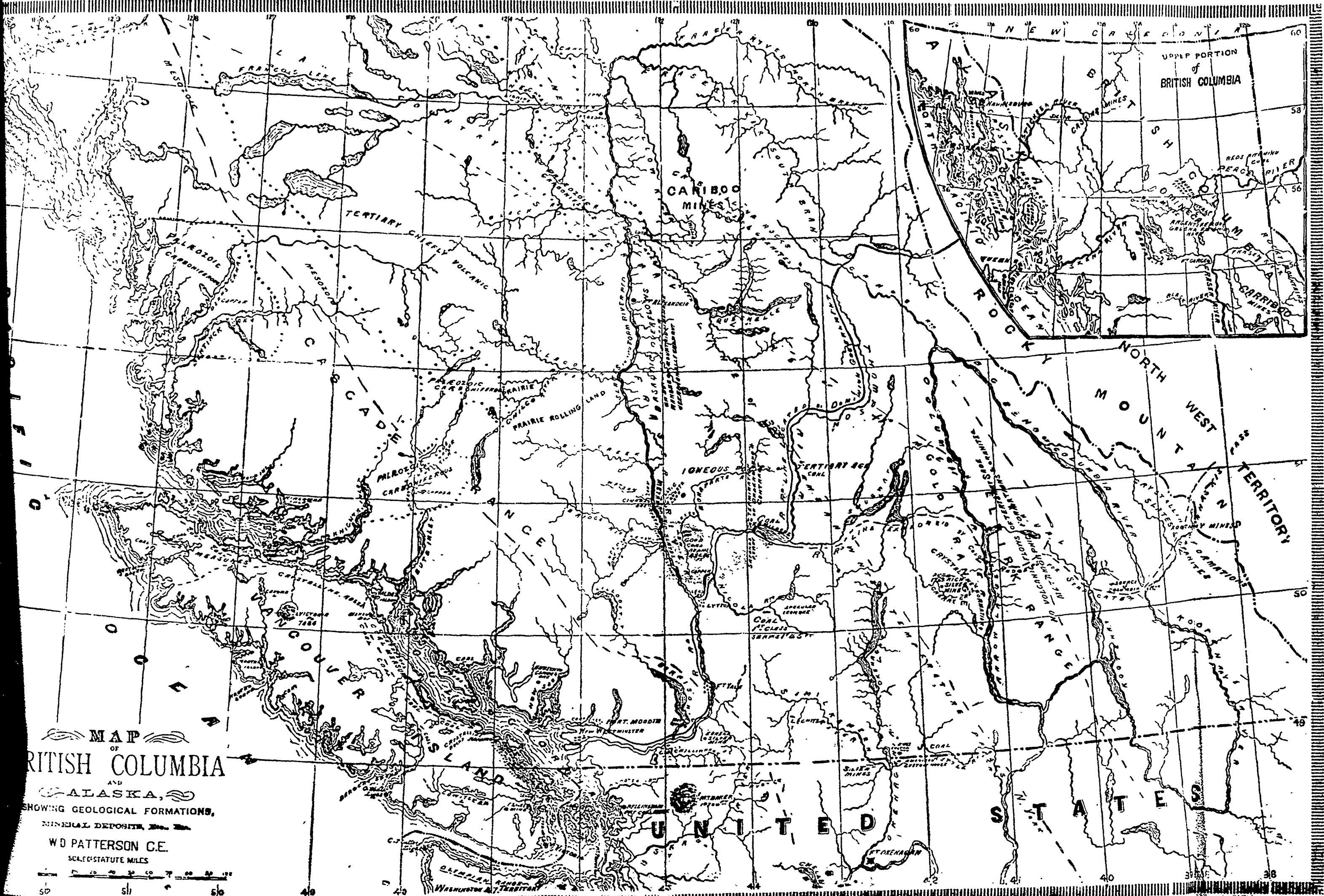
ALL OUR GOODS ARE WARRANTED FIRST-CLASS.

WE MAKE NO COMMON CIGARS.

J. P. DAVIES & CO.,
AUCTIONEERS,

ESTABLISHED FEBRUARY, 1863.

APPRAISERS AND COMMISSION MERCHANTS, VALUATIONS OF REAL ESTATE A SPECIALTY.



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

NEW WESTMINSTER DISTRICT, B.C.

PLAN

OF THE TOWN OF

PORT HAMMOND JUNCTION.

1882.

(TOWNSHIP N99.)

**J. P. DAVIES & CO.,
AUCTIONEERS.**



CCLXXX

3 A 21 E

HAZLEWOOD

80LXXXI

SCALE.

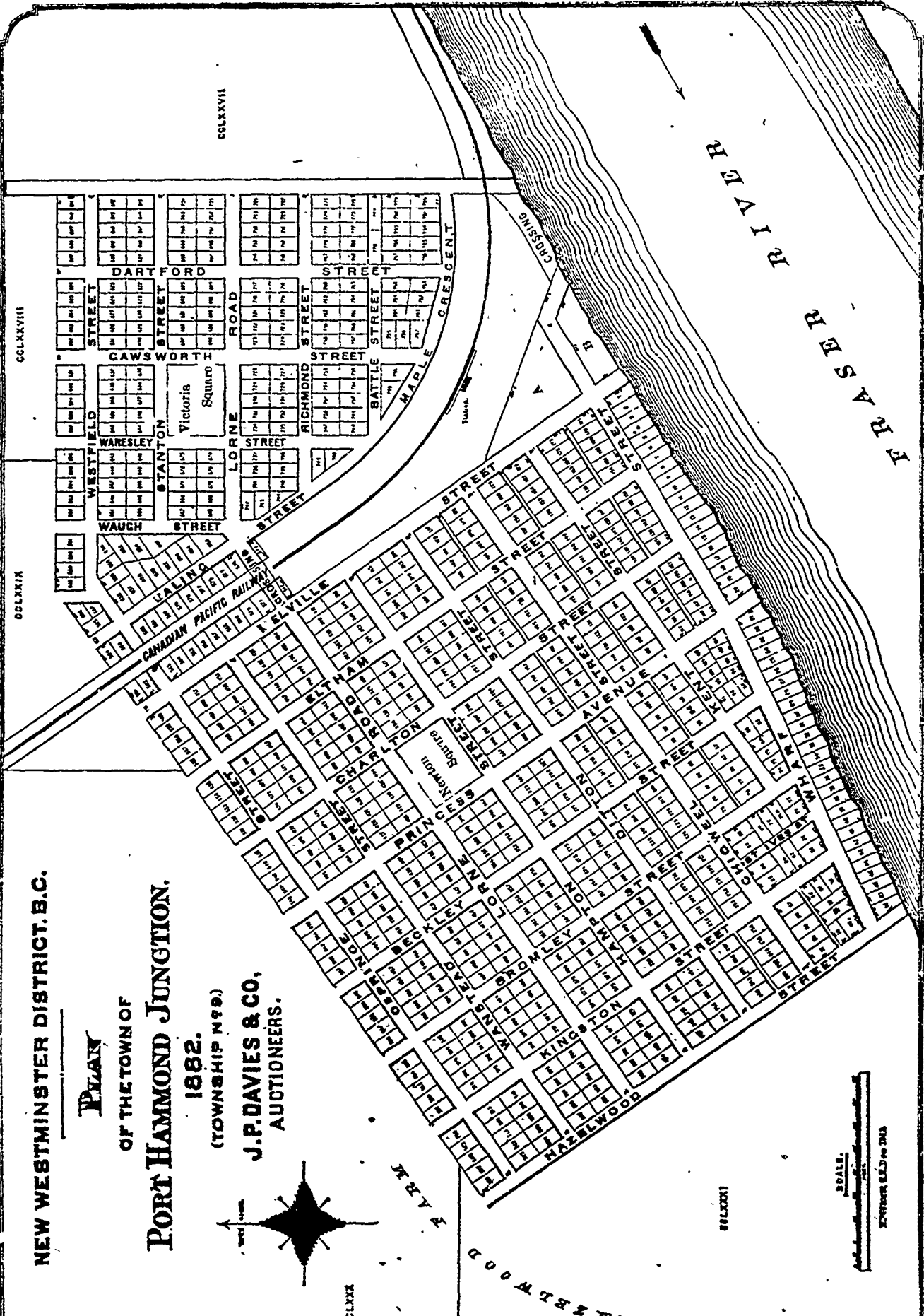


EXETER S.E. De 214

CCLXXXIX

CCLXXXVIII

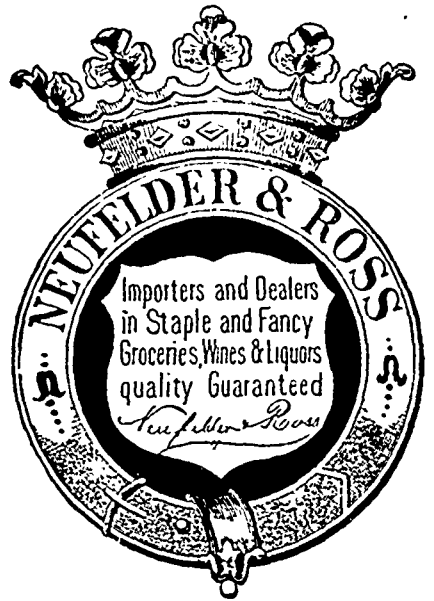
CCLXXXVII



VICTORIA POST OFFICE

TIME TABLE OF ARRIVAL AND CLOSING OF MAILS. FOR MONTH OF MAY, 1884.

| CLOSING. | PLACES. | DUR. |
|---|--|--|
| Monday and Thursday at 7 p.m. | NEW WESTMINSTER, Burrard Inlet, Granville, Moodyville and Yale. | Wed. and Sat. at 3 p. m. Monday and Friday afternoon. |
| Wednesday and Saturday at 11:45 a. m. | LADNER'S LANDING, Port Moody, Maple Bridge (Port Haney), Langlo, Matsqui, Riverside, Chilliwhack, Sumas, Hope, and Emory. | Wednesday and Saturday at 3 p. m. |
| Monday and Thursday at 7 p. m. | LATTON, Drynack and Spences' Bridge. | Monday and Friday afternoons. Friday afternoon. |
| Monday and Thursday at 7 p. m. | MUD BAY, North Arm. | Friday afternoon. |
| Thursdays at 7 p. m. | ASHCROFT, Cache Creek, Savona Ferry, Chinton, Lac la Hache, Soda Creek, Alexandria, Quesnelle, Van Winkle and Barkerville. | Friday afternoon. |
| Thursdays at 7 p. m. | LILLOOET, Pavilion, Alkali Lake, Big Bar Creek, and Dog Creek. | Friday afternoon. |
| Thursdays at 7 p. m. | KAMLOOPS, Duck & Pringle, Spalumcheen, Okanagan, Okanagan Mission. | within 3 weeks after date of departure. 7th and 21st at 3 p. m. |
| 1st May and 5th June. | OSOYOOS, Penticton, Semilkameen, and Rock Creek | Every Friday afternoon. |
| 5th and 19th, at 7 p. m. | PLUMPER PASS | Uncertain. |
| Monday at 7 p. m. | NICOLA LAKE and Kamloops. | Wednesday and Saturday at 3 p. m. |
| 1st and 29th at 7 p. m. | FORT WRANGEL, Sitka, Harrisburg and Juneau City, via Port Townsend, W. T. | 4th and 26th at 4:30 p. m. |
| Monday and Thursday at 7 p. m. | NANAIMO, Wellington, Cowichan, Maple Bay, Somers, Salt Spring Island, Chemamus and Burgoyne Bay. | Tuesday, Thursday & Saturday, 12:30 p. m. Every 5 days. |
| 5th and 19th at 7 p. m. | COMOX and Quadra (Baynes Sound) | Uncertain. Uncertain. |
| Tuesday, Thursday and Sunday at 7 p. m. | EASTERN PROVINCES, Manitoba, United States, Gt. Britain and Europe, via Port Townsend, W. T. | Uncertain. |
| 6, 14, 19, 21, 29th and June 3rd, 11:30 a. m. | SAN FRANCISCO, Direct. | 9 30 a. m., 12:30 p. m., 3:30 p. m. & 6:30 p. m. |
| Tuesday 27th 6th, 14th and at 11:30 a. m. | AUSTRALIA, New Zealand and Sandwich Islands. | Monday at 3 p. m. |
| 4th and 22nd at 11:30 p. m. | SOUTH AND CENTRAL AMERICA, Mexico and Panama. | Tuesdays at 9 a. m. |
| 8 a. m., 11 a. m., 2 p. m. and 5 p. m. | CHINA AND JAPAN, British India and Straits Settlements. | Within 15 days from date of departure. |
| Tuesdays at 9 a. m. | ESQUIMALT—four times daily. | |
| Tuesday at 12 m. | SOOKE, Metchosin and Colwood. | |
| 4th May & 15th June at 7 p. m. | SAANICH KOOTNEY, Joseph's Prairie, and St. Eugene Mission. | |



ALL LETTERS for places outside the Province must be mailed at the Post Office in order that they may be enclosed in the regular mails. Letters placed by the public on steamers for Ports in the United States, although prepaid by postage stamps, will not be despatched to their destination, but will be returned to Victoria.

Letters for Registration must be posted half an hour previous to the closing of the above mails. Legal and Commercial Papers generally (including Bank Pass-Books) are liable to Letter Rate of Postage, except when sent by Parcel Post. Deeds and Insurance Policies may, however, be sent at Book-Post Rates.

OFFICE HOURS—From 7 a. m. to 7 p. m. MONEY ORDER OFFICE—From 9 a. m. to 4 p. m.

R. WALLACE, POSTMASTER.

Money Order Office.

In sending money by mail it is always best to transmit by Money Order, if possible. If sent by letter, it should always be registered.

COMMISSION ON MONEY ORDERS.

On Money Orders drawn by any Money Order Office in Canada on any other Money Order Office in the Dominion, as follows:

If not exceeding \$4 2c. Over \$40 not exceeding \$60 3c.

Over \$4 " " 10 " " 5c. " 60 " " 80 " " 40c.

" 10 " " 20 " " 10c. " 80 " " 100 " " 50c.

" 20 " " 40 " " 20c.

No single Money Order, payable in the Dominion of Canada, can be issued for more than \$100, but as many of \$100 each may be given as the remitter requires.

On Money Orders payable in the United Kingdom, Newfoundland, the United States and British India.

If not exceeding \$10 10c. Over \$30 not exceeding \$40 40c.

Over \$10 " " 20 " " 30c. " 40 " " 50 " " 50c.

" 20 " " 30 " " 30c.

Money Orders on the United Kingdom, Newfoundland, the United States and British India, are drawn in Canada Currency, and may be had for any sum not in excess of \$50, but postmasters are at liberty to issue several orders of \$50 each, if required.

Money Orders are issued at this office payable in the following foreign countries and British possessions:

The German Empire, Italy, Switzerland, Austria, Hungary, Roumania, Jamaica, West Indies, Victoria (Australia), New South Wales, Australia and Tasmania, France, New Zealand, Belgium and Barbadoes.

Registration.

Every letter and packet intended for registration must be handed in at the week-end and a receipt obtained therefor. On no account must it be dropped into a letter box. The registration fee must be paid by registration stamps.

The registration fees on letters to places in Canada and Newfoundland is 2 cents, to Great Britain and the United States, 5 cents.

The sender of a registered letter addressed to any Postal Union Country may entitle himself to a certificate as to the disposal of said letter by the Postmaster at the office addressed, on prepayment of an additional fee of 5c.

All classes of matter may be registered to Postal Union Countries.

Parcel Post.

Parcels are sent to places within the Dominion of Canada (only) and should be plainly and legibly marked "By Parcel Post." The sender's name should be written on the lower left hand corner. A parcel must not contain a letter or any correspondence—postage 5 cents per 4 oz., or fraction of 4 oz.; limit of weight, 5 lbs., within the Province. To the Eastern Provinces of the Dominion, the limit of weight is 2 lb. 3 oz. Parcels may be registered—fee 5c.

The Parcel Post to Kootenay has been discontinued.

Table of Distances

From Victoria to various points on the Mainland and Island. The star (*) stands for Money Order Post Office; dagger (†) Telegraph Office; section mark (§) for B. C. Express offices:

| | | | |
|--------------------|------|-----------------------|-----|
| VICTORIA * + § | 0 | Maple Bay | 87 |
| Burgoyne Bay | 43 | Matsqui † | 108 |
| Bridge Creek † | 364 | Mission | 100 |
| Barkerville * + § | 557 | Maple Ridge | 87 |
| Cache Creek † § | 285 | Nanaimo * † | 75 |
| Cassiar | 1030 | New Westminster * † § | 75 |
| Cowichan † | 35 | Nicola Valley | 255 |
| Comox † | 134 | Okanagan | 408 |
| Chilliwhack * † | 122 | Okanagan Mission | 448 |
| Clinton * † § | 311 | Quesnelle * † § | 498 |
| Departure Bay | 80 | Riverside | 79 |
| Granville * † § | 88 | Soda Creek * † § | 442 |
| Grand Prairie | 376 | Somers † | 38 |
| Horse-shoe Bay | 51 | Spences' Bridge * † § | 255 |
| Hope † | 160 | Sumas | 116 |
| Harrison River | 124 | Stanley § | 542 |
| Kamloops * † § | 340 | Savona's Ferry | 310 |
| Kootenay | 800 | Spalumcheen | 408 |
| Langley | 92 | Vesuvius Bay | 51 |
| Lytton * † § | 232 | Wellington | 81 |
| Lillooet | 358 | Yale * † § | 175 |
| Ladner's Landing * | 63 | | |

Licensed Stamp Vendors in Victoria.

T. N. HIBBEN & Co., Government st. M. W. WAITT & Co., Government st.
H. GRIBBLE, Government st.

T. N. HIBBEN & CO.

Booksellers, Stationers, News Agents,

AND

GENERAL DEALERS IN OTHER GOODS MORE IMMEDIATELY
CONNECTED WITH SIMILAR ESTABLISHMENTS.

VICTORIA, B. C.

THE RESOURCES OF BRITISH COLUMBIA.

ADVERTISING DIRECTORY.

AGRICULTURAL IMPLEMENTS.

F. G. PRIOR, importer of Iron, Hardware, Canadian, American, and English Agricultural Machinery, Government Street, Victoria, B. C.

AUCTIONEERS AND COMMISSION MERCHANTS.

CLARKE, W. R. Yates St. Port Warden and Harbor Master, Auctioneer and Commission Merchant. Liberal advances made on consignments.

DAVIES, J. P. & CO., Wharf St., near Yates. Liberal advances on consignments.

BOOKSELLERS AND STATIONERS.

HIBBEN, T. N. & CO., Importers. Established 1858. Masonic Building, Government Street.

BOOT AND SHOE MANUFACTORIES.

THE BELMONT MFG. CO. W. Dalby, Manager, Manufacturers all kinds of Boots and Shoes—also leather, and pays the highest cash price for hides, Government, St.

HOOPER & BORDE, Fashionable Boot and Shoe Makers, Government St., near Johnson.

BARRISTERS AND ATTORNEYS-AT-LAW.

DAVIE & WILSON, Langley St. Theo. Davie, M. P. P., & Charles Wilson, M. P. P. Barristers, Solicitors, Notaries Public, etc.

DAVIE & POOLEY, Langley St. Hon. A. E. B. Davie & C. E. Pooley, M. P. P. Barristers and Attorneys-at-Law, Notaries, etc.

DRAKE & JACKSON, cor. Bastion and Langley Sts. Hon. M. W. T. Drake & R. E. Jackson, Esq. Barristers-at-Law, Notaries Public, etc.

HETT, HON. J. ROLAND, Langley Street, Barrister-at-Law, Notary Public, etc., etc.

JOHNSON, EDWIN, Barrister-at-Law, Notary Public and Conveyancer. Office, Bastion Street, corner of Government St.

WALLS, JOHN PATMORE, Langley Street, Barrister-at-Law, etc., etc.

BOARD AND HACK STABLES.

GARNET, EDWD. Leave or send orders to Stable Orders attended at all hours. Telephone 79.

BRICK-MAKERS.

COUGHLAN & MASON, Office, corner Government and Broughton Streets. P. O. Box 210; Telephone 147; Works, Saanich Road.

CARRIAGE MAKERS AND BLACKSMITHS.

McKENZIE & MESTON, Carriage Makers and Blacksmiths. Dealers in Carriages, Wagons, Harrows, etc. Government St., above Johnson.

CIGAR MANUFACTORIES.

KURTZ & CO. Office, store and factory, corner Government and Troncoe Streets. Tobacco imported direct from Havana and only white labor employed.

TJETTJEN & LEVY, Government Street, Manufacturers of fine Havana Cigars. None but first-class Havana used, and only white labor employed.

CANDY MANUFACTORIES.

TIPPINS., W. J. Trade supplied at lowest rates. Fort Street, between Douglas and Broad.

COMMISSION AND BROKERAGE.

ENGELHARDT., Custom House, Shipping and Commission Agent. Office on Turner's Wharf, Yates Street. P. O. box 167.

CUTLERY.

FOX, M. & H. A. Govt. St. importers of all kinds of knives, razors, scissors, table cutlery, nickel and electro-plated ware.

DRY GOODS AND MILLINERY.

SHEARS & PARTRIDGE, "London House," Government St. Importers of Fancy Dry Goods, Millinery, etc., Wholesale and Retail.

WILSON, WM. & CO., "City House," Govt. St. Importers of English Merchandise. Wholesale and Retail dealers in Dry Goods, Etc. (Established 1861.)

DRUGGISTS.

MOORE & CO. Importers, Wholesale and Retail Druggists. Yates St., S. E. corner of Langley. Established 1858.

LANGLEY & CO., Pharmaceutical Chemists. Wholesale and Retail Druggists, corner Yates and Langley Sts. (Established 1859.)

FURNITURE, UPHOLSTERY, ETC.

SALMON, E. J. & CO., Johnson Street, opposite H. Saander's grocery. Furniture, crockery, tinware and Indian curiosities.

SEHL, JACOB, Govt. St. Manufacturer of Furniture, upholstery and dealer in carpets, oil cloth, linoleum, pictures, frames, children's carriages, etc.

WEILER, JOHN. Also a magnificent stock of crockery and glassware. Fell's Block, Fort St.

GROCERIES—WHOLESALE AND RETAIL.

FELL & CO., Importers. Also wine and spirit merchants. Fell's Block, Fort Street.

NEUFELDER & ROSS, Government St. Importers and Dealers in Groceries, Provisions, Island Produce, Wines and Liquors.

SAUNDERS, HENRY, Johnson Street. Large stock fresh goods; also, fine wines and liquors.

BAKER, R. & CO., Yates St., near Wharf. Wholesale and Retail Dealers in Flour and Feed, Island and Oregon Produce, Foreign and Domestic Fruits of all kinds.

HOTELS.

DRIARD HOUSE, Reilon & Hartnagel, Proprietors. The only first-class house in the city. View Street, between Broad & Douglas.

OCCIDENTAL HOTEL, Luke Pither, & Thomas A Barry, Proprietors. Corner Johnson and Wharf Sts. The largest and most convenient hotel in the city.

THE RESOURCES OF BRITISH COLUMBIA.

GENERAL MERCHANDISE—WHOLESALE.

FINDLAY, DURHAM & BRODIE, Wharf St. Commission Merchants, Agts. for Northern Fire Assurance Co., London, British and Foreign Marine Insurance Co., Liverpool, R. M. S. Packet Co., London.

GRAY, A. B. & CO., Wharf St., corner of Bastion. Importers, Commission Agents, and General Merchants.

HUDSON'S BAY COMPANY, Importers and Wholesale Dealers in General Merchandise—Offices and Warehouses, Wharf Street.

STROUSS, C. & Co., Commercial Row, Wharf St. Importers and dealers in general merchandise.

TURNER, BEETON & CO., Merchants, Wharf Street. Represented by H. C. Beeton & Co. 36, Finsbury Circus, London E. C.

WELCH, RITHET & CO., No. 5 Commercial Row Importers and Commission Merchants. Agts. Imperial Fire Insurance Co., of London.

GROCERIES—WHOLESALE.

OPPENHEIMER BROS., Importers, Finlayson's Block, Wharf Street. P. O. box 239.

HAIR-DRESSING, BATHS, ETC.

COHEN, JAMES, Yates St. Hair-Dressing Saloon and Columbian Baths. A full line of hair goods constantly on hand.

MEAT MARKETS.

QUEEN'S, by Goodacre & Dooley. Wholesale and retail. Purveyors to H. M. Navy. Gov't St.

MUSIC STORE.

BAGNALL, J. & CO. The only exclusive Music House in B. C. Instruments sold on easy terms. Send to Bagnall's for anything in the Music line

NURSERYMEN, SEEDSMEN AND FLORISTS.

JOHNSTON, P. T. & CO. Store, Occidental Building, Fort St. Nursery, Cadboro Bay Road.

PAINTERS.

LISSETT & LINEKER, Government St. Painting, Glazing, Graining, Kalsomining, and Paper Hanging.

UNDERTAKERS.

HAYWARD, CHAS. Fort and Govt. Sts. Funeral director and embalmer. Agt. for patent metallic burial caskets. The trade supplied.

REAL ESTATE AND INSURANCE AGENTS.

ALLSOP & MASON, Real Estate Agents and Conveyancers, Fire and Accident Insurance agents. Town and country property for sale Government St.

AUSTIN, JOHN J. Office—Govt. St., 3 doors south of Fort St. Real Estate Agt., Notary Public, Conveyancer, Custom House Broker, Etc. Money to loan.

HEISTERMAN, H. F. & Co. Agents Phenix (fire), Fire...s Fund (marine), Equitable (life) and Lloyds (marine). Langley Street.

SALOONS.

GARRICK'S HEAD, Bastion St. N. Allan, Propr. Finest Wines, Liquors and Cigars. Free hot lunch every day from 12 to 3 P. M.

LONDON HOTEL, Charles Philipps, proprietor. Best of Wines, Liquors and Cigars.

MARKET EXCHANGE, Geo. Thompson, Propr. Fine wines, liquors and cigars. Corner Fort and Wilcox Streets.

UNCLE FRANK'S, Langley Alley. Wines and Liquors, Cigars and Tobacco.

STOVES, TINSMITHS, ETC.

WILSON, A. & W. Fort Street opposite Broad. Established 1864. Best cooking and heating stoves. Plumbing, gas-fitting and tin-smithing.

STAIR BUILDERS AND CONTRACTORS.

GRAY, SAMUEL, Corner Govt. and Broughton Sts. All kinds of stairs, hand rails, newell posts, balusters, etc. made on short notice.

WATCHMAKERS AND JEWELERS.

REDFERN, C. E., Government St. Chronometers, Watches and Jewelry, repaired and guaranteed. Optical goods in great variety.

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.

THOROUGHBRED

CATTLE, HOGS, and POULTRY

CHOICE YOUNG STOCK FOR SALE AT REASONABLE PRICES.



Send 50 cents for copy of "Pacific Coast Poultry and Stock Book," over 125 pages, illustrated, or write for circular and price list. Correspondence solicited.

WILLIAM NILES,

IMPORTER AND BREEDER,

LOS ANGELES, CAL.

The Dominion Saw Mill Company, Ltd.

NEW WESTMINSTER, B. C.

Manufacturers of all kinds of Rough and Dressed Lumber, Laths, Shingle, Moulding, Gutter, &c. Fish Cases and Grain-edged Flooring a specialty.

VICTORIA AGENCY AND LUMBER YARD:
J. M. COWPER, Agent, Constance Street.

CHAS. G. MAJOR, GENERAL DEALER

COLUMBIA STREET,

New Westminster.

WOODS & TURNER,

Land Surveyors, Real Estate Agents and Conveyancers,
Columbia Street, NEW WESTMINSTER, B. C.

PORT MOODY PROPERTY FOR SALE. Also Improved and Unimproved Property throughout the District.

Phenix Fire Insurance Company of Brooklyn,
Equitable Life Assurance Society of the United States.

Trapp Brothers,

SUCCESSORS TO H. W. DEANE & CO.

Direct Importers of Dry Goods,
Clothing and Hardware.

DRESSMAKING, MILLINERY AND TAILORING
DONE ON THE PREMISES.

Paints, Oils, Colors, Glass, Doors, Sash &
AUCTIONEERS.

COLUMBIA STREET,

NEW WESTMINSTER, BRITISH COLUMBIA

BOSTON BAR HOTEL,

H. B. HART, Proprietor.

First-Class Hotel Accommodation.
Telegraph, Post Office and General Store
Boston Bar, B. C.

EMORY HOTEL,

F. W. CEISLER, Proprietor.

ONE OF THE BEST HOUSES IN THE UPPER COUNTRY
ALL MODERN IMPROVEMENTS.

Free Hot and Cold Water Baths, and a splendid Piano in the house for the use of guests. The table is supplied with the best the market affords, and the kitchen and sleeping apartments are under the supervision of Mrs. Geisler.

There is a General Store in connection with the Hotel, where goods are retailed at lowest prices. The Post Office is also in the Hotel.

HORSES ALWAYS FOR HIRE.

KURTZ & CO., MANUFACTURERS OF CIGARS,

Tobacco Imported Direct from Havana and only White Labor Employed

Office, Store and Factory: Corner Government and
Tranque Streets, Victoria, B. C.

Victori Marble Works,

Monuments, Tablets, Tombs, Mantels, Furniture
Work, Etc., Etc.

Also Furnish Stone for Building Purposes

DOUGLAS STREET, BETWEEN CORMORANT AND FISGARD

GEO. RUDGE, Proprietor.

All Orders Promptly Attended to and Satisfaction Guaranteed.

E. H. ADLER,

MANUFACTURER AND GENERAL REPAIRER
OF

CABINET AND UPHOLSTERED FURNITURE

in all its branches, at MOST REASONABLE TERMS.
ALL WORK GUARANTEED.

FORT STREET, BETWEEN GOVERNMENT AND BROAD STREETS,
Victoria, B. C.

THOROUGHbred LIVE STOCK.

W. F. TOLMIE,

BREEDER OF SHORTHORNS AND BERKSHIRES.
P. O. Box 226, Victoria.

Cloverdale, Victoria District, B. C.

A. & W. WILSON,

(ESTABLISHED 1864.)

Best Description of Cooking and Heating Stoves

Plumbing, Gas-fitting and Tinsmithing executed
under our own supervision with neatness and despatch
Fort Street, opp. Broad, Victoria, B. C.

J. A. Mara,

DEALER IN GENERAL MERCHANDISE

Kamloops, B. C.

M. W. WAITT & CO.

Booksellers & Stationers

DEALERS IN

STAPLE FANCY GOODS.

British Columbia Agents for L. Prang & Co.'s Art Publications.
" " " J. & J. Taylor, Toronto Safe and Lock Works
" " " Heine & Long Pianos.
" " " Mason & Risch Pianos.
" " " R. Steiner Organ Company.
" " " W. Bell & Co. Organ Co.

SMILOW & ADAMS,

General Scavengers. Yards & cesspools cleaned, con-
tracts made for removing earth, etc. (All orders left
at Mr. Saml. Whitley, Fort St. Promptly attended to.)

WELLS DUG AND CLEANED.

J. ISAACS & CO.

DEALERS IN

FURS, ROBES, INDIAN CURIOS,

And Sporting Goods,

Corner Johnson & Oriental Streets, VICTORIA, B. C.

JOHN WEILER,

Importer and Wholesale Dealer in

Furniture, Carpets, Glassware, Etc.

Upholstery in all its Branches.

Carpets Sewed and Laid. Wall Paper Hung. Lounges and Mattrasses Made to Order and Repaired.

Post Office Box 218.

FELL'S BLOCK, FORT ST. - VICTORIA, B. C.

SPENCER & HASTINGS,

PORTRAIT & LANDSCAPE PHOTOGRAPHERS.

Dealers in Photographic Material. Enlargements a Specialty.

FORT STREET, - VICTORIA, B. C.

DAVID HEAL,

Manufacturer of Tin, Sheet Iron & Copper Ware

CONTRACTOR AND JOBBER.

Johnson St., bet. Fort and Douglas, Victoria, B. C.

ROBERT WARD & Co.

WHARF ST. VICTORIA, B. C.

COMMISSION MERCHANTS, SHIPPING & INSURANCE AGENTS
ROYAL SWEDISH & NORWEGIAN CONSULATE.

Agents, Royal, London & Lancashire Fire Insurance Companies, Standard Life Insurance Co., Marine Insurance Co., Limited, & Union Ins. Co.
Agents for Messrs. Curtis's & Hurrey, London.

WM. CRAFT,

Importer of Staple and Fancy Dry Goods.

VANCOUVER HOUSE,

Corner of Yates and Broad Streets, Victoria, B. C.

SAN FRANCISCO BATHS,

HAIR DRESSING AND SHAVING SALOON.

GOVERNMENT ST., OPPOSITE POST OFFICE.

CEIGER & BECKER, Proprietors.

Victoria, British Columbia.

Sewing Machine Depot,

THOMAS FLETCHER,

Sells all the Latest Improved Sewing Machines at the most Moderate Prices.

FORT STREET, - VICTORIA, B. C.

J. & J. FLETT,

FAMILY GROCERS,

Farm Produce Always in Stock.

Southwest Corner of Fort and Douglas Sts., Victoria, British Columbia

GOODS DELIVERED FREE OF CHARGE.

VICTORIA BAZAAR,

Government Street, Victoria, B. C. Post Office Box 94.

HENRY GRIBBLE,

Importer and Dealer in

British and Foreign Toys, Fancy Goods, Lamps, Stationery, Etc., Etc.

Mrs. R. Maynard,

Photographic Artist and Dealer in all Kinds of Photographic Materials.

VIEWS OF VICTORIA AND BRITISH COLUMBIA FOR SALE.

DOUGLAS ST., VICTORIA, B. C.

CHAS. HAYWARD,

Funeral Director and Embalmer.

Cor. Fort and Government Sts., Victoria, B. C.

The Largest and Best Appointed Undertaking Establishment north of San Francisco. Agent for Patent Metallic Burial Caskets. The Trade Supplied.

THOMAS SHOTBOLT,

Wholesale and Retail Chemist and Druggist.
JOHNSON STREET, VICTORIA, B. C.

Orders from the Mainland will receive Prompt Attention.

Try Tippins' Infallible Cough Drops.

Colt's Foot Rock for Coughs and Colds, for Children nothing equals it

W. J. Tippins,

VICTORIA CANDY FACTORY.

Fort Street, - Above Fell's Block, - Victoria.

QUEEN'S MARKET.

Government Street, - - - - - Victoria, British Columbia.

Goodacre & Dooley,

WHOLESALE AND RETAIL BUTCHERS.

Contractors to Her Majesty's Royal Navy.

Shipping Supplied at the Lowest Rates.

W. & J. WILSON,

Opposite Post Office, Victoria, B. C.

HAVE THE LARGEST AND BEST SELECTED STOCK IN
BRITISH COLUMBIA, OF
CLOTHING, HATS, UMBRELLAS
AND GENTS' FURNISHING GOODS

W. & J. W. will be happy to give information concerning British Columbia to visitors and intending settlers.
(Established 20 years. Recommended for best value on the Coast.)

OCcidental HOTEL

Corner Wharf and Johnson Streets.

VICTORIA.

The Largest and most Convenient Hotel in the
City. Board and Room from \$1 to \$1.50 per day.

J. FINLAYSON,

Family Grocer, Tea and Coffee Dealer

Government St., Victoria, B. C.

Ships supplied with Stores. Goods delivered to any
part of the City.

Allsop & Mason, REAL ESTATE AGENTS

(ESTABLISHED 1852)

VICTORIA, B. C.

Town Lots and Farming Lands for sale on reasonable
Terms.

S. C. BURRIS, ARCHITECT

Plans and Specifications furnished and the general business
of an architect attended to.

Office: Moody's Building, Cor. Yates and Broad Sts.,

VICTORIA, B. C.

THE WHITE HOUSE

Government Street, Victoria.

HUTCHESON, YOUNG & CO.,

IMPORTERS OF

STAPLE AND FANCY DRY GOODS

THE CITY OF LONDON FIRE INSURANCE CO.

Capital, Six Hundred Thousand Pounds Sterling.
Losses paid without reference to Home Office.
Chairman: Henry J. Knight, Lord Mayor. L. C. Phillips,
General Manager.

SOUTH BRITISH & NATIONAL FIRE & MARINE INSURANCE COMPANY.

ATNA LIFE INS. CO., OF HARTFORD, CONN.

JOHN NICHOLLES, Agent for British Columbia.

Office: Walls, Fargo & Co.'s Express.

A. OFNER,

Wholesale and Retail Dealer in

Groceries, Tobaccos and Cigarettes

Corner Government and Fort St., Victoria.

Especial attention paid to orders from the Country.

ALBION HOUSE.

Government St., Victoria.

Brown & White, - Props.

The cheapest place for Dry Goods of every descrip-
tion, Staple and Fancy. Country orders
promptly attended to.

HALL & GOEPEL,

REAL ESTATE & LAND AGENTS

Fire, Life and Marine Agents.

AGENTS NORTHERN PACIFIC EXPRESS.

T. N. HIBBEN & CO.,

Importing Booksellers & Stationers

And News Agents.

Old Masonic Building, Government Street, Victoria, B. C.

MECHANICS' STORE,

W. G. CAMERON,

Johnson Street, - - - VICTORIA, B. C.

Gents' Clothing, &c., Cheap for Cash.