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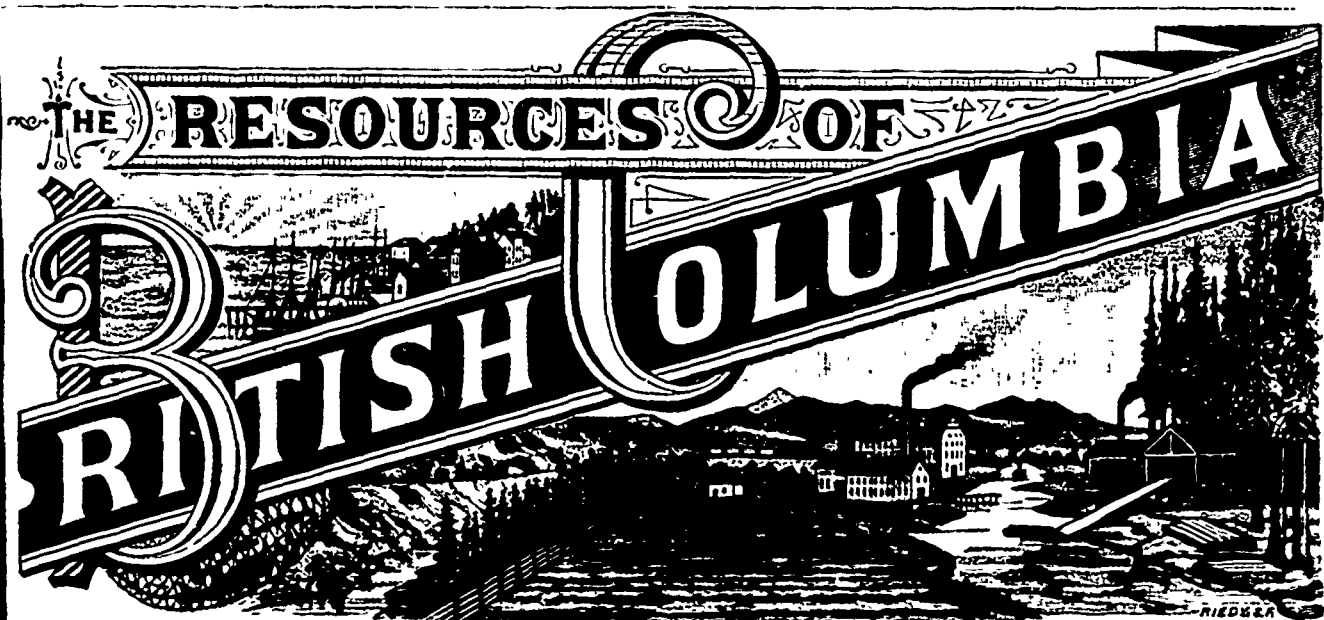
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VOLUME 21
No. 4

VICTORIA, B. C., JUNE 1, 1884.

PER ANNUM \$2.00
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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.

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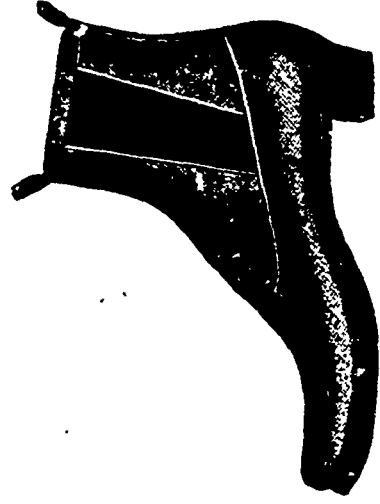
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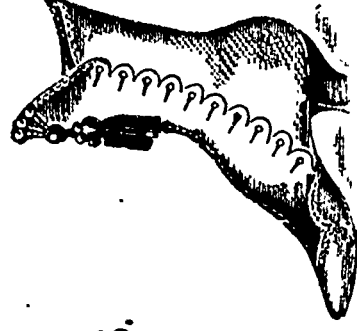


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Robt. Dunsmuir Esq. M.P.

THE RESOURCES OF BRITISH COLUMBIA

VOLUME 2. {
No. 4. }

VICTORIA, B. C., JUNE 1, 1884.

{ PER ANNUM \$2 00
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MR. CHITTENDEN'S REPORT.

In this number will be found Mr. Chittenden's first report on the result of his labors as explorer of Queen Charlotte Islands. It seems almost unfair to print Mr. Chittenden's report, as he has not had sufficient opportunity or time to make a thorough exploration of the interior of the islands; but, as far as he has gone, his work has been so thoroughly done that we must shut down on hoping for anything extensive from that locality in the shape of agricultural lands.

From what has been said of Mr. Chittenden by parties who have accompanied him thus far, we feel certain that all unprejudiced persons will agree with us in thinking that the Government have been extremely fortunate in securing his services for this particular work. It is said of him that where there is a possibility of anything existing about which it would be well for his employers to know, no obstacles between him and that point are considered insurmountable, and no dangers cause him to swerve.

When work of a certain character is to be done, the first thing requisite is to procure the necessary material; if that material be a home production, or something which has been allowed to lie around our premises and rust, for from twenty-five to thirty years, we rejoice—rejoice if it be the former, because all people are naturally proud of their young men; and if it be the latter, we thank God that they have been found of some utility at last.

We have written the above principally on account of the fault found by a great many at the appointment of Mr. Chittenden, because he is not "one of us." Let us reflect. In 1858, there was an influx of people to this country, of whom we should forever be proud. Whence came most of those people, and had it not been for them, would we have, as a Government, been able to offer any living creature inducements to explore, or would we exist at all?

OURSELVES.

The other day we received the following letter from England:

"Enclosed please find a six-months' subscription to your publication—RESOURCES OF BRITISH COLUMBIA. Please be good enough to forward the number as early as possible, as they are published, commencing with the present month. Would it be troubling you too much to ask you to recommend to me the best of your weekly papers, and the prices of a three or six months' subscription, with the postage to this place. Allow me to say I have seen one number of your RESOURCES, and I can not but express my admiration of it; it ought to be well supported in British Columbia, for I consider it one of the best means that could be employed to further the interest of the country by diffusing a knowledge of its productions and industries.
R. R. B."

- We are still young, and age has not robbed us of that pleasing sensation caused by approbation. Then we, the youngest publisher in the Province, was asked to recommend the *best* of our weekly journals. When we came to that portion, a demon arose and said: "Now is your chance. Gird on your armor and smite them hip and thigh." We overcame the tempter, secured the papers and forwarded them *sans comment*. To a young publisher there is but one thing in the world which yields greater pleasure than the closing paragraph of the letter, and that is our correspondent's opening sentence. We are satisfied Mr. B. is a gentleman, because he pays in advance and there are many of our readers can cause our cup to fairly effervesce with happiness if they will simply enclose Post Office order, and ask for receipt. We also allow Postmasters twenty-five per cent. commission on all paid up subscriptions. Terms: Two dollars a years.

Resources of British Columbia.

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NO QUESTIONABLE ADVERTISEMENTS INSERTED IN THIS JOURNAL.

THE CANADIAN PACIFIC RAILWAY.

Considerable uneasiness existed recently in this Province in reference to the reported financial embarrassment of the Canadian Pacific Railway. Color was given to the rumor from the fact that for some time a strong feeling of hostility has existed between the road already referred to and its powerful rival, the Grand Trunk Railway of Canada, whose position in the London money market is a strong one. In financial circles it is well known that the English brokers are loaded with Grand Trunk stock to such an extent that no scheme having a semblance of hostility to their road has the slightest hope of being successful. The Pacific company are making considerable inroads on the traffic territory of the Trunk company, thereby lessening, very much, the dividends which the English bondholders eagerly look for semi-annually. Therefore, to diminish the extending power of the former company, the latter resorts to every species of opposition to accomplish its design. Unfortunately for the fair fame of Canada every interest—be it national or otherwise—is made subservient to the politician's schemes, and the furthering of party machinations. One powerful journal never loses an opportunity to chronicle and circulate broadcast any rumour tending to throw the slightest reflection on Canada's great national enterprise. The utterances of this journal—once known to be antagonistic to the Grand Trunk and its management—are eagerly scanned and extracts therefrom made and circulated in the money centres of the world. The regret is often expressed that an entire absence of a national spirit is apparent amongst our leading journals and public men, and in no instance is it so marked as in the discussion of all questions relating to the Canadian Pacific Railway. A serious problem is now being solved in the development of Canada's north-west territory. Its success means the success of the Canadian Pacific Railway. Should that country prove a failure—and as a growing region its success is now demonstrated be-

yond a doubt—the Canadian tax-paying people will be called upon to grant further aid from time to time to complete and maintain in operation this, the most gigantic of all modern, national undertakings.

To many it has been known that the Grand Trunk Company were extremely anxious to obtain, by either fair or foul means, control of the Canadian Pacific Company's traffic. The ostensible object reported to the public being a joint tariff schedule rate. This accomplished, it was hinted that the Trunk Company would guarantee the bonds of the Pacific Company and thus aid them out of their difficulties—if such existed. Unfortunately the public who have had anything to do with monopolies, know too well how grinding and avaricious these organizations are, and especially so at points where competition does not exist. Canadians, therefore, were beginning to realize the fact that the whole railway system of the country was likely to pass under one management, for the avowed purpose of levying such rates of charges as would fleece the public—now powerless to help themselves—and enrich the coffers of foreigners. Naturally strong sympathy for the syndicate began to manifest itself in several unexpected quarters.

There was another side to solving the trouble. Politicians who had axes to grind, and a certain wing of a venal press, hoped that the syndicate, disgusted with the whole affair, would throw up the enterprise and the government then would be compelled to complete the undertaking. Fortunately for the country the trouble is not of so serious a character that there is even a probability of such a wish being realized. This Province has already experienced the slow-coach process of governmental undertakings.—Sad and disastrous indeed would be the blow struck at the best interests of British Columbia, did such an event as the throwing up of the contract by the syndicate take place. Much has been expected from the early completion of the link that will bind us to the rest of this great Dominion. A disappointment would prove the most disastrous occurrence that ever befell any country. Development of our great interior would be thrown back for years; business in the mercantile centres would become paralyzed and a general stagnation prevail. Already we have suffered long and patiently and it is hoped that the silver lining of brighter days are discernible.

It may not be generally known that the \$30,000,000 recently voted as a loan to the syndicate, can only be paid over on the engineer-in-chief's progressive estimates, which alone, is a guarantee for the early completion of the work. Not a dollar of this sum can be appropriated in any other way or manner.

Mr. Van Horne, vice-president and general manager, was recently interviewed by a representative of a leading journal in reference to the company's affairs. From that gentleman it was learned that the members of the syndicate, now abroad, were there on an entirely different mission to that generally supposed they were. He said no efforts were being made by the syndicate to raise money in England on their bonds. It was simply to avoid this, especially at the present juncture when monetary affairs are so unsettled, that the loan was granted by the government. The loan was sufficient to complete the line to the Pacific Coast terminus, Port Moody. So far as the value of the shares were concerned, they had not depreciated at even as great a rate as did the bonds of many of the leading American trunk lines. But he was convinced that the worst had been reached and that a decided re-action had already set in. The resources of the company were not by any means exhausted for it has \$30,000,000 of stock to place in the market, and at least 21,000,000 acres of the most fertile, arable land in the world to realize upon. The placing of the stock on the market at present has not been thought of. Unless a boom, as in the past, sets in to warrant its absorption at remunerative rates, none of the stock referred to will be floated for at least three or four years. The special mission of the officials to England was the floating of the bonds of the Toronto, Grey and Bruce Railway, those of the Quebec and Ontario and the Credit Valley Railways. The Canadian Pacific Railway Company had secured a controlling interest in these lines and had undertaken the arrangement and consolidation of their finances. Speaking of the progress being made by the company on their through line, he said that at no time since its inception was the progress being made so satisfactory as at present, nor the vigor displayed greater. Immigration was pouring in at an unprecedented ratio. Towns and villages were springing up as if by magic all along the line from Lake Superior to the summit of the Rocky Mountains. In short, the operations of the company were well in hand and moving along as satisfactorily as could be expected.

Mr. Van Horne's utterances will be received with delight by our readers. They are those of a person who knows whereof he speaks. For two and a-half years he has been general manager of the company, and the present satisfactory condition of its affairs is largely due to his wonderful executive ability. His position is a very responsible one, and although he receives the largest salary of any official on the continent, his bed is not altogether one of roses. The many millions expended and handled yearly; the different conflicting interests that have to be allayed,

as well as an hundred and one other matters of importance, requires the most constant vigilance on the part of the management. We are sure the gentleman will be cordially received in this Province during his forthcoming visit, which, we understand will be of a highly important nature, namely, arranging for erection of terminal buildings, an inspection of the line from Port Moody to Kamloops and a final location of the line thence to the Columbia Crossings and the Kicking Horse Pass. Mr. Van Horne will travel the entire distance and make a personal inspection of the proposed route. Construction will then be vigorously prosecuted, so that we may fully expect the "snorting iron horse" to reach our shores from those of the Atlantic in the course of two years at the furthest.

PROGRESS OF THE CANADIAN PACIFIC RAILWAY.

The St. Paul, Minn. *Pioneer Press*, generally accepted as an excellent authority on all railway matters in the northwest, and especially the Canadian Pacific Railway, in consequence of many of its heaviest shareholders being residents of that city, in its issue of the 20th ult., in speaking of the progress being made by the Canadian Transcontinental line, says: "Some idea of the rapidity with which the work is being pushed on the north shore of Lake Superior, can be formed, when it is stated that 200,000 yards of rock work, and 400,000 yards of earth work were handled during the last month.

The work has progressed so far that the best informed officers of the company state that on May 1st, 1885, they propose issuing a through time card from the Atlantic to the end of track west of Calgary, and run through daily trains, and by the first of September of the same year, run through trains to Port Moody. As the work on the north shore of the lake closes, the immense force in that region will be concentrated in the Rocky mountains, and the line completed some years earlier than provided in the contract between the Syndicate and the Canadian Government. The story freely circulated to the effect that the Canadian Pacific is in distress for the want of funds is denounced as absolutely false. The company has ample funds on hand to complete the road, and expects to operate it as soon as completed. Arrangements are being made to place in service between Port Moody, Japan, China, Australia, all Pacific coast points, lines of the finest and fastest Clyde-built steamers, which will be heavily subsidized by both the English and Canadian Governments. The story that the steamers built on the Clyde for lake service are unserviceable, are false. The difference in draught between fresh and salt water is but four inches. These steamers have a carrying capacity of 100,000 bushels of wheat on the present depth of water at the Sault. The Ontario and Quebec line has been completed, and will be opened for passenger business July 1st.

Mr. McIntyre has resigned the Vice-Presidency of the Canadian Pacific, and is succeeded by W. C. Van Horne, at present general manager. Mr. Van Horne's title will be Vice-President and General Manager. Mr. McIntyre has not sold a dollar of his stock, and is still in the directory of the company.

ROBERT DUNSMUIR, ESQ., M. P. P.

The name of Robert Dunsmuir is most intimately associated with the establishment and prosecution of enterprises of the utmost (we may almost say vital) importance to British Columbia, and especially Vancouver Island. Consequently, the subject of our sketch looms up more prominently in the public horizon than any other individual member of our commonwealth.

Mr. Dunsmuir was born at Kilmarnock, Ayrshire, Scotland, August 31st, 1826, and is, therefore, in his 58th year. He comes of a family of coal masters, his grandfather and father having been coal masters in Scotland, and but for that kindly power which Providence exerts in which each portion of the world is made to contribute something needed by another, he, following the calling of his fathers, might have eventually been gathered to them in some country church-yard of "auld Scotia."

In 1847 he was married to Joan Olive White in his native town, and five years thereafter, in 1852, growing ambition and brighter prospects urging, he accepted an engagement with the Hudson Bay Co. to explore Vancouver Island for coal. Having arrived here in the latter year, he is one of our oldest living pioneers. He continued with the Hudson Bay Co. for many years, during which time he discovered the coal fields of Nanaimo.

In 1869, he discovered the Wellington mine, which has been actively worked by him ever since, and out of which has been taken over 1,500,000 tons of coal. In order to place our coal successfully upon the San Francisco market, through his enterprise and energy, direct steam communication between the coal fields and that city was secured. Seeing success in the venture, Mr. Dunsmuir went to Scotland and had the steam collier Wellington built, of which he is the sole owner, at Newcastle-upon-Tyne, for that particular trade. Her capacity is 2600 tons, including fuel.

Mr. Dunsmuir established and owns the Wellington coal yards in San Francisco, through which pass monthly, about 12,000 tons of coal for domestic and manufacturing purposes, in the metropolis of the Pacific. This institution is under the management of his son Alexander.

Inasmuch as Mr. Dunsmuir was a poor man when he discovered the Wellington mine, and had nothing, save his sagacity and determination with which to work, the immense success attending his exertions, inspired men of all classes with great faith in his executive ability. Thus when the Dominion of Canada felt like giving out the contract for building the Island Railway, Mr. Dunsmuir experienced no difficulty in securing associates in this, his greatest enterprise. Capitalists felt that wherever he was, there was a soul devoted to the cause, power to defend and maintain

it, and willingness to incur all its hazards. Such men having embarked in this enterprise, to complete, which, close on to \$3,000,000 will be spent, fully two-thirds of which will be in wages, we may feel sure of its early completion, and that not many months will pass ere few will seek our shores for employment in vain.

At the general election in 1882, Mr. Dunsmuir, during his absence in Europe, was returned to the local Parliament for the District of Nanaimo, and in the capacity of member, has been a staunch supporter of the present Government, and a useful member of the House.

A few years since, the coal mines at Wellington existed only in the shape of out-croppings, and at the present time the salaries paid to employees, in and around it, amount to over \$500,000 per year. As laborers generally leave about 75 per cent. of their wages where they are earned, we incline to the belief that its discovery was little less fortunate to the Province than to the individual; but the greatest is yet to come. Associated with Mr. Dunsmuir in the railway venture, and the coal lands which necessarily go with it, are members of a firm whose consumption of coal is almost, if not quite, equal to that of all other demands of the market. He but partially supplies them, and when our railway is completed, our dormant coal lands developed, and those already opened worked to their fullest capacity, we British Columbians may hope for consumers of our coal, whose demands will enable us to employ four, where we have now one, and present a wages roll of nearly \$3,000,000 per year. The man who has been instrumental in bringing all this about, is the subject of our sketch.

IMPORTANT TO IMMIGRANTS.

In addition to the agencies enumerated in the advertisement on the first page of the cover, the Provincial Government have appointed at Victoria, and at Surrey, Langley and Chilliwack municipalities, on the Lower Fraser, local agents or guides, to meet intending settlers at the landings, and personally conduct them to suitable locations.

We have been favored by Mr. Henry Holbrook with a paper read by him before the Liverpool Geological Association, on the Gold Mines of British Columbia. He places British Columbia before his hearers very fairly. Individually, we thank Mr. Holbrook for the kindly notice of the RESOURCES.

THE Governor-General has intimated his intention of visiting British Columbia, but not this season.

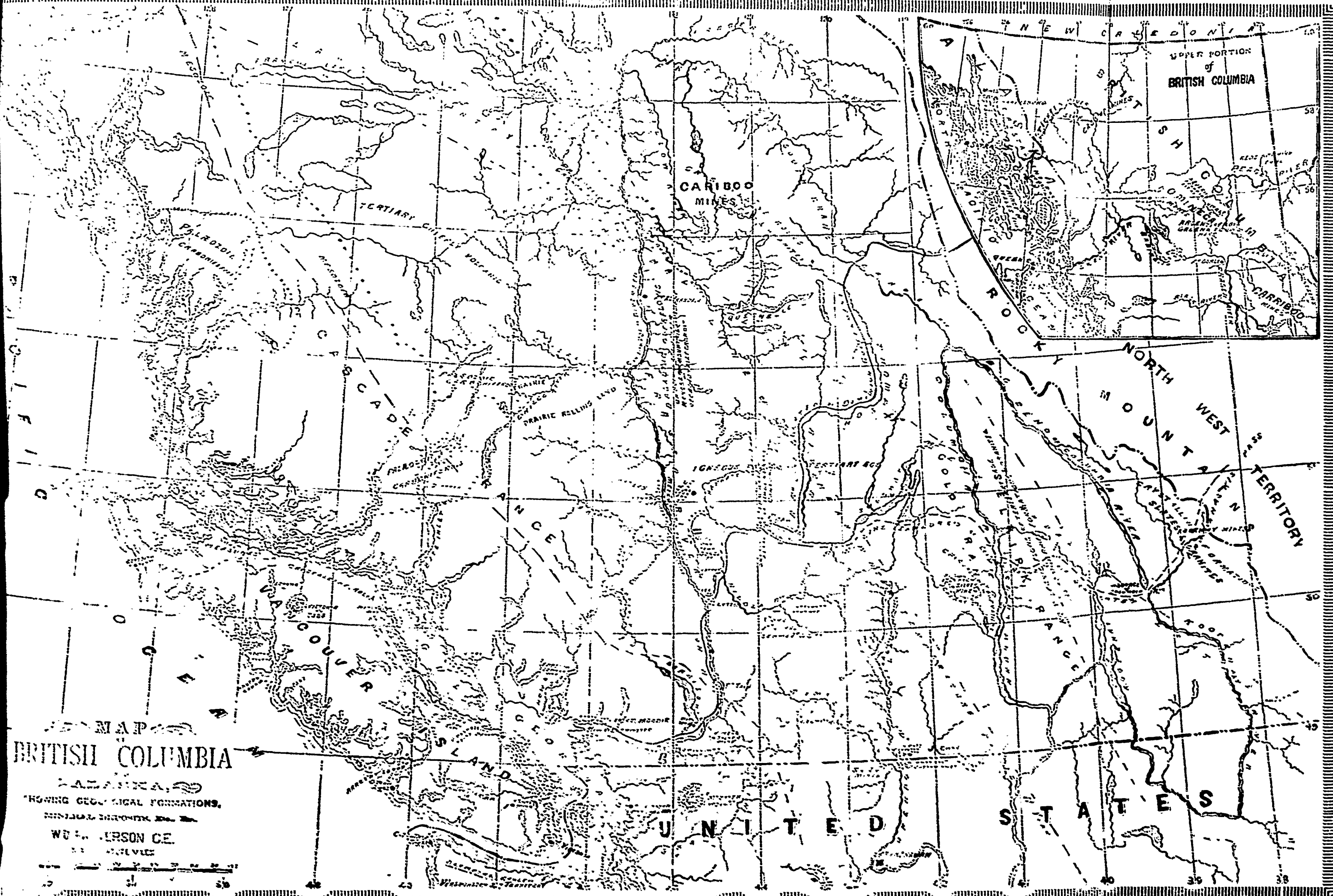
THE Saanich Agricultural Show will take place on October 2d, at South Saanich.

DOMINION receipts for April, \$7,294,170; exports, \$2,964,938.

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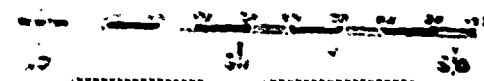
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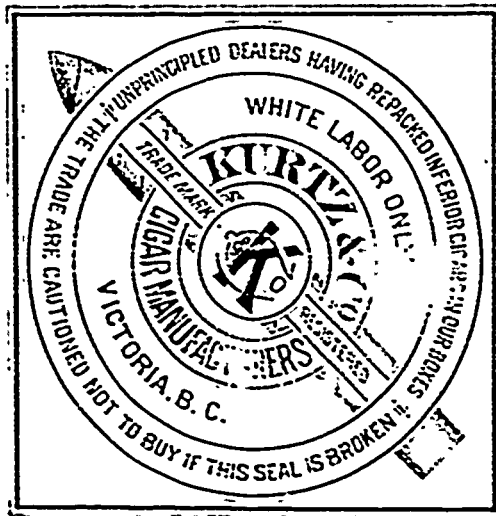
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MAY, 1884.

May has been unusually dry, clear, and entirely exempt from the frosts that whilom have nipped fruit blossoms and potato leaves now and again. The invariably clear nights, producing abundant dewfall, have so far prevented any injury to the grain crops in our vicinity.

1. Fine.
2. Raining nearly all day.
3. Changeable.
4. Cloudy, raining.
5. Cloudy and windy.
6. Changeable.
7. Fine, slight showers.
8. Fine, with wind.
9. Fine.
10. Fine, breezy.
11. Fine.
12. Fine.
13. Fine.
14. Fine.
15. Fine, windy.
16. Changeable.
17. Fine.
18. Fine.
19. Fine, chilly P. M.
20. Fine.
21. Changeable.
22. Fine.
23. Fine.
24. Changeable, with showers.
25. Cloudy.
26. Changeable, with rain.
27. Changeable, with showers.
28. Fine.
29. Fine.
30. Fine, sultry
31. Fine.

Observations taken by Mr. Livock, for May.

| Therm't | Bar. | Bar. | Hain. | Wind. |
|-----------|-------|-------|-------|--------------------------------|
| Max. Min. | A. M. | P. M. | | |
| 52 | 30.15 | 30.30 | .36 | l.L. South-east to South-west. |
| 51 | 30.10 | 30.30 | | l.L. South-east to South-west. |
| 51 | 29.88 | 30.10 | .13 | Fresh South-west. |
| 44 | 29.98 | 29.78 | .06 | Fresh South-west. |
| 42 | 29.80 | 29.67 | .01 | Moderate South-west. |
| 42 | 29.85 | 30.02 | | Moderate South-west. |
| 45 | 30.18 | 30.31 | | Light South-west. |
| 46 | 30.23 | 30.15 | | Light North-east. |
| 46 | 30.05 | 29.98 | | Moderate North to South-west. |
| 41 | 30.07 | 30.04 | | Light South-west. |
| 38 | 30.05 | 30.01 | | Light South-west. |
| 41 | 30.08 | 29.95 | | Light North to North-east. |
| 42 | 29.98 | 29.88 | | Moderate South-west. |
| 42 | 29.89 | 29.88 | | Moderate South-west. |
| 47 | 29.94 | 30.04 | | Fresh South-west. |
| 49 | 30.12 | 30.12 | | Light South-west. |
| 49 | 30.15 | 30.02 | | Light North to South. |
| 45 | 30.01 | 29.91 | | Light Southerly |
| 44 | 29.80 | 29.51 | | Light Various. |
| 42 | 29.56 | 29.53 | | Light Easterly. |
| 42 | 29.84 | 29.81 | | Moderate Easterly. |
| 40 | 30.00 | 30.01 | | Fresh South-west. |
| 36 | 30.01 | 30.01 | | Strong South-west. |
| 47 | 30.04 | 30.04 | | Moderate South-west. |
| 40 | 29.79 | 29.79 | | Light North-east. |
| 51 | 29.84 | 30.04 | .10 | l.L. N. E. to gale N. W. & W. |
| 44 | 30.11 | 30.17 | | Fresh South-west. |
| 44 | 30.24 | 30.24 | | l.L. South-east to South-west. |
| 36 | 30.26 | 30.18 | | l.L. South-east to South-west. |
| 41 | 30.17 | 30.12 | | Light North-east to West. |
| 41 | 30.00 | 29.88 | | Light S. E. to Fresh S. W. |

| MONTH. | MEAN TEM. DURING 1883. | | HIGHEST TEMP. EACH MONTH | | LOWEST TEMP. EACH MONTH | | RAINFALL EACH MONTH. | | NUMBER DAYS RAIN FELL. | | NUMBER DAYS SNOW FELL. | |
|-----------|------------------------|-------|--------------------------|-------|-------------------------|-------|----------------------|-------|------------------------|--------------|------------------------|--|
| | degs. | degs. | degs. | date. | degs. | date. | inches. | days. | days. | days. | days. | |
| January | 39.3 | 21 | 12 | 8th | 13 | 10th | 5.07 | 18 | 18 | about 13 in. | | |
| February | 39.3 | 21 | 12 | 27th | 13 | 10th | 2.21 | 7 | 7 | about 13 in. | | |
| March | 41.9 | 22 | 13 | 14th | 14 | 10th | 1.80 | 12 | 12 | | | |
| April | 44.9 | 23 | 14 | 28th | 15 | 11th | 2.12 | 12 | 12 | | | |
| May | 51.1 | 27 | 17 | 28th | 18 | 11th | .44 | 2 | 2 | | | |
| June | 57.7 | 31 | 21 | 12th | 22 | 14th | .81 | 4 | 4 | | | |
| July | 62.9 | 35 | 25 | 21st | 26 | 18th | .43 | 4 | 4 | | | |
| August | 67.9 | 39 | 29 | 21st | 30 | 21st | 1.43 | 1 | 1 | | | |
| September | 62.9 | 35 | 25 | 21st | 26 | 18th | 1.43 | 1 | 1 | | | |
| October | 48 | 23 | 14 | 21st | 14 | 11th | 1.62 | 1 | 1 | | | |
| November | 48 | 23 | 14 | 21st | 14 | 11th | 1.62 | 1 | 1 | | | |
| December | 41.8 | 21 | 12 | 21st | 13 | 10th | 4.28 | 12 | 12 | | | |

Rainfall for 1884, 27.09 inches.
For year, 27.05 inches.
W. T. L.

METEOROLOGICAL REPORT FOR 1883 AT VICTORIA, B. C.

A fortnight since we referred somewhat fully to the opinions Mr. Goldwin Smith has recently pronounced upon one or two topics of Canadian interest. During a recent visit to the United States Mr. Goldwin Smith yielded to the temptation to express himself more strongly still upon the feeling of Canadians towards the United States, and he went so far as to assert that Ontario, for instance, could take her place as a State in the Republic most easily. "There would be no war; it would not be a revolution. Ontario would simply send two senators and her proportion of representatives to Washington; she would adjust herself to her new relations in the easiest manner possible." These remarks have drawn down upon Mr. Goldwin Smith a rebuke from the Canadian press which most people will think was not undeserved. One influential contemporary, the *Montreal Herald* comments as follows upon these statements:—If Mr. Smith has no love for the old flag, no reverence for the old home, no pride in the British connection, he must not suppose that Canadians can have any sympathy with the views of 'a man without a country.' While Canadians can and do admire the patriotism, the pluck, and enterprise of the people of the United States and while they rejoice at their neighbours' prosperity, they are not so wholly devoid of patriotism as Mr. Smith would have her Cornell friends believe. When he intimates that Canadians can lay aside their national sentiment as a man or woman would remove an old shoe; when he gives the world to understand that Canadians are indifferent as to the system of Government under which they live, he is simply slandering the people of Canada, and exposing his own ignorance." As we recently said, we have no desire to discuss with Mr. Goldwin Smith the old annexation question. But we are simply discharging our duty in warning our readers against accepting Mr. Goldwin Smith's *dicta* on this point as fairly representing the sentiments of any considerable portion of the Canadian people.—*Canadian Gazette, London, Ontario.*

A METALLURGICAL TRIUMPH.

A very clever writer, Andrew Comegie, gives the following racy description of how Messrs. Thomas and Gilchrist succeeded in devising their now famous process for eliminating phosphorus from iron. The story reads almost like a fairy tale. This writer says: "In making steel, ten tons of molten pig iron are run into a big pot called a converter, and hundreds of jets of it are blown up through the mass to burn out the silica and carbon, and finally to make it steel. Now, phosphorus has a greater affinity for lime than for iron, when it reaches a certain temperature, and when the air-blast brings the mass to the required heat, the million particles of phosphorus, like so many tiny ants disturbed, run hither and thither quite ready to leave the iron for the lime. In experimenting to get rid of the phosphorus, these clever young men (Thomas and Gilchrist) first put a lot of lime in the bottom of the pot as a bait, and into this fly the ants, perfectly delighted with their new home. The lime and slag float to the top, and are drawn off; but, mark you, let the temperature fall, and the new home gets too cold to suit these sal-amanders, although the temperature may be over 2,000 degrees hot enough to melt a bar of steel in a moment if thrown into the pot. No, they must have 2,500 degrees in the lime, or they will rush back to the metal.

"But here lay the difficulty: 2,500 degrees is so very hot that no ordinary pot lining will stand it, and, of course, the pot itself will not stand a moment. If ganister or fire-brick is used, it just crumbles away, and besides this, the plaguey particles of phosphorus will rush into it and tear it all to pieces. The great point is to get a basic lining—that is, one free from silica. This has at last been accomplished, and now the basic process is destined to revolutionize the manufacture of steel; for out of the poorest ores, and even out of puddle cinder, steel or iron much finer than any now made for rails or bridges can be obtained, and the two young chemists, patentees of the Thomas-Gilchrist's success, take their rank in the domain of metallurgy with Cort, Nelson, Bessemer and Siemens. These young men have done more for England's greatness than all her kings and queens and aristocracy put together."

ABOUT FISH.

On the 25th ult. Professor Cossart Ewart delivered the fifth lecture of a series on "The Hatching of food Fishes" in the hall of the Industrial Museum, Edinburgh. At the outset the lecturer showed that in regard to the distribution of fish, as in the case of animals, the weak forms disappeared before the stronger. This was observed from the study of rocks in which the fossilized forms of many kinds of fish and animals were found that were now altogether extinct. Some fish, like birds, were extremely migratory, while others were, like the animals, very settled. The herring were like the crow—they might go away, but they came back again. Professor Ewart then minutely described the habits of the herring in the spawning season, the character of the ground which they selected for the spawning, and also the process of hatching. The ground on which

they deposited their spawn was generally covered with shrimps, prawns, and other crustacea on which the herring feed. In spawning the water must be quite still, and the temperature from 41 to 43 degrees. The females descended to the bottom, moved slowly about, selected a suitable place, and there deposited the ova. If the water became rough the spawning ceased. Referring next to the salmon the lecturer said that that fish ascended the rivers to spawn—the very opposite of eels, who went to the sea. The salmon deposited their eggs generally among small gravel about November, and hatching took place about the end of April. For about six weeks the young fish remained among the gravel, and as soon as they began to feed they were known as parr. In the course of a year or so the fish developed into smolts, and they then proceeded down stream to the sea. On their way down in the month of May they generally weighed about a few ounces, but when they returned to the higher reaches of the rivers in August they weighed from 4 lbs. to 9 lbs. At this stage they were called grilse, but when they began to spawn they were known as salmon.

CANNING FRUIT.

We find the following in an exchange: We would not advise any one to trust any great amount of fruit in the way described, but some may be interested to try it as an experiment. The scientific experimenters with germs and their entrance to various solutions have used cotton successfully as a germ trap, but if you try it with fruit and fail, do not blame us. The following is the exultant note of our exchange: "No more breaking of glass jars by patting hot sauce into them; no more wrestling with covers that won't screw down tightly, or that being screwed down won't unscrew; no more disappointment in finding when you open a jar that the cover did not fit tight and the contents are spoilt. Use stone jars, bowls, mugs, or any earthen or stone dish you may happen to have, fill them with the berries or fruit while it is boiling hot, and prepared the same as for putting in the patent preserve jars, cover immediately with one thickness of cotton batting, fastening it on with a string or good rubber band and the work is done and your preserves will keep as long and as well, and even better than if put in the best glass fruit jars. Use common batting, such as comes in blue papers. A roll costing only a few cents will cover one hundred or more jars. It is only necessary to remember that all putrefaction is caused by the invisible animal life floating in the air. Heat destroys all that are in the fruit and they can't pass through the fuzzy cotton. One of our exchanges has berries that have been kept two years in this way."

The cable says that cremation has been gaining ground in England ever since Justice Stephens ruled that it was lawful. On the strength of an opinion of the medical officers that cremation is the least objectionable of known methods of disposing of the dead, the London city authorities have resolved to establish an incinerating furnace at Ilford, a suburb of the East End.

EXPLORATION OF QUEEN CHARLOTTE ISLANDS.

PROGRESS REPORT NUMBER ONE.

SKIDEGATE, Queen Charlotte Islands, }
May, 1884. }

HON. WM. SMITHE, Chief Commissioner of Lands and Works of the Province of British Columbia :

SIR—I arrived at Massett on the 18th of March, and on the following day, pursuant to agreement, commenced the exploration of the Queen Charlotte Islands.

I was highly pleased with the first glimpses of Hydah land, its pleasant sloping shores and long stretches of splendid beaches being in marked contrast to the forbidding, rock-bound coast which had extended for hundreds of miles along our northward course.

MASSETT INLET

Is a magnificent body of water, about thirty miles in length, from one to one-and-a-half miles in width, for eighteen miles, then widening to over fifteen miles, being sufficiently deep for vessels drawing twelve feet of water. There is fifteen feet of water on the bar at low tide, and safe anchorage immediately inside, except during north-westers, when perfect protection could be secured by running down the inlet.

I desired first to make a reconnoissance of the entire island, penetrate all its rivers, inlets and waterways that I might thereby be better able to determine which portion should receive the greater share of my attention. For this purpose I proceeded to the mouth of the Ya-koun River, about thirty miles south of Massett, and from thence examined the shores systematically northward along the east side of Massett Inlet to Massett, then eastward, following the north shore to Rose Spit, and from thence southward to Skidegate, penetrating the rivers, inlets and inland as indicated by the red lines on the accompanying map.* A brief description of the topography of this shore line and of its water courses and bordering country will assist in locating the lands and other resources hereafter noticed. First in the order reached is a small stream, not down in the chart, flowing into a little bay about four miles north of the mouth of Ya-koun River. From having found on its bank a cedar twenty-four feet in circumference, I named it Cedar Creek. It is not to exceed fifteen feet in width and filled with fallen trees its entire length.

CANOE PASSAGE,

Navigable for canoes at high tide, is about eight miles in length, and from 150 to 200 feet in width. Passing through it at half tide with an average sized canoe, we were compelled to wade and drag it over a mile. Flowing into it from the east is a little stream, unnamed, and not shown on the chart, which, from

having seen numerous grouse here and for convenience, I have called Grouse Creek. It is only about twenty-five feet wide and full of fallen trees. About a mile above the northern entrance to Canoe Passage we reached a considerably larger stream, named Nedo Creek. It is about fifty feet wide at its mouth, but obstructed with log jams almost down to the inlet. Next comes a small creek called by my Indian guide Ka-la-pu-tant-la ; then, Waloon Creek, which is about sixty feet in width, but full of dead, fallen trees from near its mouth up.

This brings us to the largest indentation on the east shore of Massett Inlet, about one mile-and-three-quarters in depth inland, not named in the chart, but called by the Indians Del-kai-lay Inlet. It is situated about three-and-a-half miles south of Massett. The eastern shores of Massett Inlet are uniformly low, sandy and forest covered, though for several miles south from Waloon Creek, they are from fifteen to fifty feet in height, with small, burnt openings on their summits. Following eastward along the north shore of the island,

SKOONAS RIVER

Is the first stream crossed, It is misnamed on the chart Chown Brooke—Chown is the name of the point lying just to the westward, which is more prominent than shown on the chart. This river is about forty feet wide, but not navigable owing to log obstructions. An inlet extends westward from near its mouth about two miles at high tide.

TOW HILL,

A bold, rocky, perpendicular cliff, rising to the height of about 300 feet immediately on the sea shore, eight miles eastward, is the most prominent land-mark on the north part of the island. It is visible in fair weather twenty-five miles at sea and guides the navigator approaching the harbors of the Hi-ellen River, larger than any yet mentioned except the Ya-koun, flows into the sea just east of Tow Hill. This is also obstructed from within a-half mile of its mouth up by log jams,

ROSE SPIT

The extreme north-eastern land of the island is more extensive than indicated by the chart. Mr. Maynard, the photographer, who accompanied my Indian guide in a canoe around it, while I was engaged in examining the country inland, says that they were thrown with great force on to the spit by a heavy breaker more than three miles off the extreme point of land of the peninsula, which upset and would doubtless have sunk the canoe, had we not taken the precaution to strengthen it with ribs before leaving Massett. The north shore of the island is generally low, Chown and Rakan Points and Tow Hill being its only elevations exceeding fifteen or twenty feet. Between them are long stretches of very fine beaches, sandy-wide and gradually sloping.

There are no harbors, though canoes and small boats take refuge in stormy weather at the the mouth of the rivers mentioned. A thick growth of spruce and cedar generally reaches down to the sea shore. About seven miles south of Rose Spit Point there is a lagoon three or four miles in length, which we have

* We are unable to present an engraving of the map referred to.—Ed.

named Long Lagoon. The Hoia-kund-la River, not mentioned in the charts, about two rods in width, and choked with the usual obstructions, was passed, ten miles further south. Three brooks, from ten to fifteen feet in width, were crossed between it and

TLELL RIVER.

This stream, about thirty miles north of Skidegate, is the most important water-course on the island, east of Massett Inlet. It is from seventy-five to 150 feet in width, and navigable at high tide for about six miles. South of Tlell River there are several small brooks, but no rivers as far as Skidegate Inlet.

There are no harbors on the east coast of Graham Island, and only canoes and small vessels could find refuge in its small bay indentations in stormy weather. Shoals extend nearly its whole length, upon which many rocky reefs are visible at low tide. Mr. McGregor, of the Skidegate Oil Co., says that their small steamer struck a rock at least three-and-a-half miles off this coast. Mr. Maynard also reports that our canoe hit a rock over a mile from shore, when near the mouth of Tlell River. The general elevation of the eastern is much higher than that of the northern shore of the island, rising to bold sand bluffs from fifty to 250 feet in height for the greater portion of the distance between the Hoia-kund-la and Tlell Rivers.

Having thus briefly outlined the most prominent physical features of the section traversed, I will return to the point of departure on Massett Inlet, and notice its

AGRICULTURAL, GRAZING AND TIMBER LANDS.

Of strictly agricultural lands, the quantity found is quite limited. At the mouth of Cedar Creek there are about twenty acres of overflowed land which could easily be reclaimed by dyking. Along Canoe Passage there is a considerably larger tract of tide land, probably 150 acres, which from two to three feet of levee would protect from overflow. Proceeding northward there is no open country until Beleathay Inlet is reached, where there are about 900 acres of level land, about half of which is subject to overflow at high tides. This produces an abundant growth of meadow grass. It is situated about two miles south-east of the village of Massett. Passing over to the north coast there is a strip of grazing land from fifty to ten rods in width, narrowing as it is followed eastward, which extends from the village named, unbroken, for five or six miles along the immediate seashore. It produces a coarse sea blade bunch grass and affords considerable grazing. This tract comprises about 1,000 acres, most of which is of too uneven surface to admit of cultivation with the plow.

On the inlet extending from Skoonan River westward, there are about seventy-five acres of tide lands which could be reclaimed by a short, inexpensive dyke. Near Yakam Point, to the eastward, there are about twenty acres of level meadow land, with a small patch adjoining, where the Indians have raised potatoes. In the meadow I found cranberry vines upon which last season's fruit was still hanging. About one mile south-west of Tow Hill and half a

mile from the sea shore, with timber intervening, there is a marsh containing about 200 acres, which could probably be drained and converted into good grass land. Here I also found cranberry vines in a flourishing condition and their fruit. Three or four miles back from the coast at this point, lies a tract of several hundred acres of swamp grass land, which by drainage, would afford considerable pasturage. A narrow strip of grazing land, from five to fifteen rods in width, extends for about three miles along the seashore, eastward from near the mouth of the Hi-ellen River. Five or six miles south-east of Rose Spit peninsula, I found a hay marsh of probably 150 acres.

Rose Spit peninsula embraces from 1200 to 1500 acres of rolling grazing land, portions of which are suited to agriculture. Immediately to the eastward of Long Lagoon there are about 200 acres of meadow land, a portion of which is quite low and wet. To the south and westward lies an irreclaimable swamp, covering from five to seven thousand acres, filled with dead trees, standing.

South of the Hoia-kund-la River, and near the seashore, there is about 250 acres of grazing land interspersed with groves of small spruce. From the mouth of Tlell River, south and westward, there is a considerable body of grazing land estimated at two thousand acres. It produces, besides the usual coarse sand grasses, a nutritious wild pea vine.

THE SOIL.

Is uniformly sandy and of too recent formation to be much enriched by decomposition. It varies but little in quality, there being no alluvial deposits, owing to the flat character of the eastern portion of the island. There is no sub-soil, except in a few localities, sand and gravel extending down to the rock layers. As far as I penetrated the interior, the roots of the fallen trees, exposed only sand, sea-washed stones and shells. Clay was observed at one or two points, for a short distance between Hoia-kund-la and Tlell Rivers, also a formation resembling peat.

TIMBER LANDS.

A forest of spruce, hemlock, cedar and cypress covers probably nine-tenths of the surface of the island, while in the aggregate, it embraces large quantities of merchantable timber, a comparatively small portion is available for lumbering operations. This is due to the scattering growth of the best trees, and also to their location upon streams, either too small to float logs, or blockaded by fallen trees. I am speaking, of course, only of that section of the island so far examined. There are very fine specimens of spruce and cedar upon all the streams mentioned flowing into Massett Inlet. Spruce is much the most common, and is found in bodies of sufficient extent to warrant its manufacture into lumber on the shores of Canoe Passage, Grouse, Nedo and Waloon Creeks. Some of the trees seen were from five to seven feet in diameter and of great height.

The cedar was found chiefly on the banks of the streams and borders of marshes and swamps. In following up the rivers and creeks, especially those flowing into Massett Inlet. I almost invariably found Indian trails evidently made for getting out

canoe logs, and poles for carving their tribal and family emblems. These trails upon which considerable labor had been expended at the crossing of ravines and marshy places, extended only a short distance, seldom exceeding two miles, branching off here and there to the base of great cedars from which they had selected a choice section, and rough-hewn before dragging out.

The surface of the timber lands was generally covered from five to ten feet in depth with fallen trees, in all stages of decay, moss grown, and half concealed by a thick growth of salal and salmonberry bushes. All of the streams which I followed up to their source, led into almost impassable swamps, through which progress at the rate of a mile an hour was difficult. Along the north and east shores of Graham Island, I saw but little timber of sufficient size and in bodies large enough to warrant the erection of a saw mill. The smallness and obstruction of the streams and the absence of harbors, renders its profitable utilization difficult. There is but little of the yellow cedar or cypress growing in the forest now described.

Scattering trees were seen at various points, especially along Mussett Inlet, but no valuable tracts of it were found. It grows more upon the higher lands at the eastern base of the mountains on the western portion of the island. Besides the forest trees mentioned, there are occasional small bodies of alder, yew and crabapple trees seen, the latter bearing considerable fruit.

Of plants, the strawberry grows everywhere upon the open lands, producing small fruit of fine quality in moderate abundance.

HALIBUT AND SALMON

Abound in the waters traversed. I was surprised to find the Indians catching the former in Massett Inlet, Nedo and Waloon Creeks; Skoonan, Hi-ellen and Tlell Rivers are all salmon streams, with fishing stations at their mouths.

TROUT

Are also found in all these streams and in the other creeks and brooks mentioned; shell-fish, clams, round and long, though not abundant in that part of the creek examined may be obtained at several points therein with but little difficulty.

GAME

Of some kinds abounds, especially geese, ducks and grouse. Black bear are numerous, their fresh tracks being frequently seen. There are no deer or rabbits, except those which have been brought to the island by Mr McKenzie and others which are reported to be increasing. No wolves or beasts of prey have ever been seen. There are no snakes, except a very small harmless one; no turtles and very few frogs. Mosquitoes have not been troublesome but are more numerous during the summer months.

THE WATER SUPPLY

So abundant, owing to the swamps filled with decaying trees, through which it flows, is generally highly colored and though perhaps not unwholesome, is not very palatable. There are how-

ever, exceptional streams, especially at Skidegate which, having their sources in the hills, are clear and pure. There is, of course, no difficulty in obtaining an abundant supply of rain water, which is much used for drinking purposes at Massett.

It not being my purpose to elaborate upon the various resources of the Island in this hasty sketch, but simply to indicate as requested, the general results of my examination of that portion thus far traversed, the foregoing is respectfully submitted.

Your obedient servant,

NEWTON H. CHITTENDEN.

DEVELOPMENT.

Within the last hundred years, or we might almost say the memory of persons now living, the human race has made a greater progress than for any thousand years of its previous history. Within that time the whole system of foreign missions, which now reach nearly every race on the face of the earth, has grown up. Bible societies with their world-wide influence, and translations into every known language, were unknown ninety years ago. Sunday-schools for teaching the Scriptures, with their noble army of hundreds of thousands of voluntary unpaid teachers, have grown up within a hundred years, and Young Men's Christian Associations, whose influence is now so great and so good, were unknown fifty years ago. The temperance cause in the sense of abstinence from intoxicating drinks is not yet sixty years old, though it is now affecting the Government of the civilized States. Within the last decade the influence of women has been felt in the Church, the mission-field, and the temperance cause as never before, and this influence for good is rapidly increasing, thus giving opportunity for the employment of vast latent strength of the Christian Church. In the material world the improvements within the last hundred years are so great that we are apt to wonder how our grandfathers got on without them. To account for this wonder we need only mention the steamboat, the railroad, the telegraph, the telephone, the friction match, gas, coal-oil, electric light and power, the cotton-gin, and the fast steam press. These material inventions and discoveries, and many others that might be mentioned, are opening up the whole earth to instruction and improvement, and if rightly used will make way for the Gospel of the Lord Jesus Christ, with all its gracious outgrowths enumerated in the first part of the article.

Rusks.—Beat seven eggs well, and mix with half a pint of new milk, in which have been melted four ounces of butter; add to it a quarter of a pint of yeast, and three ounces of sugar and put them by degrees into as much flour as will make a very light paste, rather like a batter, and let it rise before the fire half an hour; then add some more flour, to make it a little stiffer, but not stiff. Work it well and divide it into small loaves or cakes, about five or six inches wide, and flatten them. When baked and cold, slice them the thickness of rusks, and put them in the oven to brown a little. These cakes when first baked are delicious, buttered for tea, or with carraways to eat cold.

WORKINGMEN'S HOUSES IN VICTORIA.

Notwithstanding the disappointment felt by those who, too sanguine of the future, expected that with the passing of the Settlement Bill, Victoria would at once be trebled in population, that rents would be quadrupled, and that the mechanic and tradesman, not at a loss what to do with their surplus money would be curiosities, we may say that our town and Province are now enjoying fair prosperity and are progressing steadily, although not too rapidly, in importance, in trade and in population. If our information is correct, nearly 100 dwellings, large and small, have been erected since the commencement of the year, or are in course of erection. Nevertheless, there is a dearth of housing in Victoria, which causes the rents of all dwellings to rise much more rapidly even than the prices of land, and we hear daily of immigrants arriving in town, trying for days to get dwellings at any price, and having to leave for the mainland, because in Victoria every suitable house is occupied.

It is therefore with pleasure that we have read the prospectus of the Vancouver Island Building Society, on account of the workingmen, who, in a certain number of years will be occupied to erect 500 houses, on account of the immigrants who will be enabled to find suitable dwellings on account of the shareholders, who, by paying fifty cents per week for a number of years, will all in their turn have \$1,000 lent them, free of interest, repayable in ten years, by instalments smaller in amount than they have to pay their landlords for monthly rental, and on account of the inducements it offers to thrift, many who otherwise might never think of saving the fifty cents are thus enabled to lay the foundation of a fortune.

We think it may be interesting to some of our readers to hear something of the principles on which this society is founded, therefore give the following:

The society shall consist of not more than 500 shares, the holder of each share contributing fifty cents per week per share. Each member of the society in good standing is entitled to a loan of not more than \$1,000 (to be decided by a drawing, in public) on the security of real estate they may wish to buy or build upon, at their own discretion, and either rent or occupy. Not more than two shares can be held by one person and two advances of \$1000 can be combined so as to enable the holder to build or buy to the amount of \$2,000.

As \$26 per year is contributed on account of each share, or \$2600 for every one hundred shares, it will be seen at a glance that for five hundred shares 13 advances of \$1000 must be made in the first year, but a greater number of loans every year thereafter, as every borrower is compelled to commence immediately to repay by monthly instalments and the repayments go at once to make up the amounts for loans to other shareholders.

In this way the lucky member who draws the first

advance, will be enabled to become his own landlord when he has barely contributed \$10 towards the funds of the Society, while the most unfortunate, the last, must reach his turn within sixteen years, but who will then have the benefit of having the amount of his contributions, about \$400 per share, taken on account of repayments, and to have to repay only about \$600 for the \$1,000 borrowed. Of course after that member of the society has bought his house, every other shareholder will have his contributions returned and the society expires.

The management expenses will be paid by the shareholders at the rate of \$1 per share per year.

The great advantages of the society are, that a shareholder can have the full value of his property advanced: that he can buy or build a house, say for \$1,000, live in it and pay for ten years, \$8.35 per month, which is certainly not more than he would have to pay for rent for the same house, and by the time he has completed the repayments, he also gets all his contributions returned in full; that a workingman by taking a share on behalf of his child by paying fifty cents per week, which money will be returned to him, secures to that child the amount of \$1,000, which otherwise, he might never have been able to bestow.

The amount paid in can be withdrawn at a loss of ten per cent. as long as the member has not had an advance. The shares can at any time be transferred.

The management of the society is vested in a Board of not less than three nor more than seven Directors, according to the number of shares taken up; a Secretary and a Treasurer elected from and by the members.

The present officers have been elected *pro tem*, but as soon as the formation of the By-laws is completed which will be in a few weeks, the election will take place for the permanent officers.

The society, although only just established, has already opened an account with the Dominion Saving Bank, and can now dispose of nearly \$300 towards the first appropriation.

Considering the success similar associations have had and are having elsewhere, we hope that it may prove a great aid in solving the question of housing the fresh arrivals in his country.

WHAT ZERO MEANS.—Perhaps not one person in a hundred knows why a point 32 degrees below the freezing point on Fahrenheit's thermometer is called zero. For that matter, nobody knows. The Fahrenheit scale was introduced in 1720. Like other thermometric scales, it has two fixed points—the freezing point, or rather the melting point of ice, and the boiling point of water. The centigrade and Reaumur call the freezing point zero, and measure therefrom in both directions. This is a very natural arrangement. Fahrenheit kept the principle on which he graduated his thermometers a secret, and no one has ever discovered it. It is supposed, however, that he considered his zero—32 degrees below freezing—the point of absolute cold or absence of all heat, either because, being about the temperature of melting salt and snow, it was the greatest degree of cold he could produce artificially, or because it was the lowest natural temperature of which he could find any record. The grounds on which Fahrenheit put 180 degrees between the freezing points are likewise unknown.

HISTORY OF HERRING FISHING.

In delivering the third of his lectures on "Our Food Fishes" in Edinburgh, on the 21st ult., Prof. Cossar Ewart gave an outline of herring fishing. He said that it was a very ancient industry. It was referred to in the fifth century by Swinden, who, in his history of Yarmouth, supposed that the herring fishing commenced there soon after the landing of Cædric the Saxon in A. D. 495. References have been made to a herring boat among the Norwegians in the Olaf Saga in 952. Undoubtedly the Norwegians fished for herrings with large nets in the year 960; and in 988-93 there was such an abundance of this fish that all the maritime districts of Norway was filled with them. Herrings were early an article of food and commerce in Scotland; for in the time of David I, in the first charter of Holyrood (1138) there was mentioned among other endowments a right to fish herring at Renfrew. The earliest mention of herrings in Parliamentary records was in 1240. The Scotch apparently asserted at an early period their exclusive right of fishing on their own coasts, for on the 14th July, 1410, the Earl of Holland granted power of reprisals against the Scotch for having taken several Dutch fishing vessels employed at the herring fishery. In 1429 the fishing seemed to have been carried on extensively at the mouths of the Dee, Tay, Forth and Tweed; and in those days the fish were principally sold to the Dutch and other foreigners. In 1540 an Act was passed limiting the manner of sale, so that the people at home might first be supplied. In 1630 King Charles issued a Commission to inquire into the fishery of the British coasts, and how the same might be rendered more beneficial by forming a General Fishing Company. In 1727 an Act was passed under which, by patent dated 12th July, George I created the Board of Trustees for Manufactories and Fisheries, "for encouraging the fisheries of Scotland." They were empowered to appoint "persons to 'wreck' (selectors) and cure-masters of herring fishery, and riding officers to oversee and superintend the same." The Board was also empowered to offer small premiums to be paid to the several fishermen who, on different parts of the coast, made the first discovery of herring in each season. Bounties were also paid to the herring "bosses" at the rate of 30s. or 40s. per ton; but there was considerable irregularity in these payments. In 1777 there were fitted out for the west of Scotland ports alone, 441 "bosses," with a tonnage of 10,053 tons, and carrying about 3,000 fishermen. These brought in a large amount of fish.

For some reason or other, from 1779 to 1785, the fishing for herring almost collapsed in Scotland. Some believed that that was chiefly for want of superintendence, and shortly after the Highland Society offered a prize for an essay on the Scotch fisheries, by way of getting suggestions for their improvement. In that essay, it was incidentally mentioned that Greenock was then the chief herring port.

1793, it appeared, was the very first time it was discovered that there was a good herring fishery in the Firth of Forth; and at a somewhat later period a bounty of 2s. per barrel was paid for such herring as were caught by vessels or boats not fitted out for the tonnage bounty. In 1808 Commissioners for British Fisheries were appointed, and now, as all knew, herrings and other fish were under the care of a special Board. After quoting statistics to show the present value of the herring fishery—two and a quarter millions sterling being secured for herrings alone in 1880—the lecturer remarked that, notwithstanding the importance of this fishery, very little has been done in the country in the way of learning something of the habits of the herring.

THE YOUNG OF THE LOBSTER.

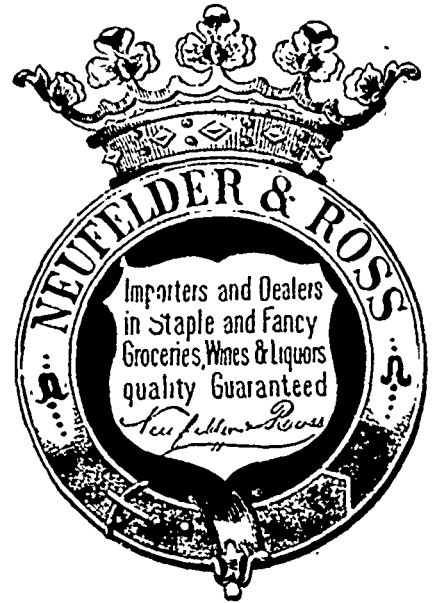
(Fisheries of the World.)

The early life history of the lobster is most interesting. The eggs are upon extrusions found attached to the "swimmarets" of the abdomen (the so-called tail of the lobster), and constitute what is generally known as the "berry." A single female lobster will have from 20,000 to 30,000 eggs—as nearly as possible the same as the female salmon. Attached in this "berry" form, the eggs remain for some three or four months, and then the young are hatched. "No nutritive or other than a purely mechanical relationship subsists all this time between the parent and its egg clusters, the passing of its small, brush-like claws among them to rid them of any extraneously derived substances, and the occasional fanning motion of its swimmarets to increase the stream of oxygenated water through and among the eggs representing the sum total of the attention they receive." The young animals that issue from the eggs of the lobster are distinct in every way from the adult. If, on the contrary, they were like their parents, they would at once sink to the bottom of the water in the immediate neighborhood of their birth place, and the area of their distribution would be extremely limited. Nature, there, however, as in the case of the great majority of marine invertebrate animals, has provided her offspring with special facilities for becoming widely distributed, their bodies being so lightly constructed that their specific gravity scarcely exceeds that of the fluid medium they inhabit, while they are additionally provided with long, feather-like locomotive organs, with which they swim at or near the surface of the water. As such essentially free-swimming animals they now spend the entire first month or six weeks of their existence, in which time, it is scarcely necessary to state, they may be carried by the tides and currents many miles away from their places of birth. During the interval, however, the little lobsters by some means retain their primitive shape; their delicate skin, the rudiment of the future shell, constantly getting too tight for them, and is thrown off to give place to a larger and looser one, that differs each time in many structural points from its predecessor.

VICTORIA POST OFFICE

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

| CLOSE. | PLACES. | DUE. |
|--|--|--|
| Daily, Sunday excepted, 6:45 a. m. | NEW WESTMINSTER, Burrard Inlet, Granville, and Moodyville. | Daily, Sunday excepted, at 3 p. m. |
| Tuesday and Friday at 6:45 a. m. | YALE, Port Moody, Maple Ridge (Port Haney), Langley, Matsqui, Riverside, Chilliwack, Saumas, Hope, and Emory. | Wednesday and Saturday at 3 p. m. |
| Tuesday, Thursday & Saturday 6:45 a. m. | LADNER'S LANDING..... | Monday, Wednesday & Friday at 3 p. m. |
| Tuesday and Friday at 6:45 a. m. | LYTTON, Drynock and Spences' Bridge. | Monday and Saturdays at 3 p. m. |
| Mondays at 6:45 a. m. | MUD BAY, North Arm..... | Thursday at 3 p. m. |
| Fridays at 6:45 a. m. | ASHEROFT, Cache Creek, Savona Ferry, Clinton, Lac in Hache, Soda Creek, Alexandria, Quesnelle, Van Winkle and Barkerville. | Saturday at 3 p. m. |
| Fridays at 6:45 a. m. | LILLOOET, Pavilion, Alkali Lake, Big Bar Creek, and Dog Creek. | Saturday at 3 p. m. |
| Fridays at 6:45 a. m. | KAMLOOPS, Duck & Pringle, Spallumcheen, Okanagan, Okanagan Mission. | Saturday at 3 p. m. |
| 5th and 27th June. | OSOYOOS, Pentteton, Semlkameen, and Rock Creek | within 3 weeks after date of departure. |
| Fridays at 6:45 a. m. | PLUMPER PASS..... | Saturday at 3 p. m. |
| Tuesdays at 6:45 a. m. | NICOLA LAKE and Kamloops..... | Saturday at 3 p. m. |
| 28th at 7 p. m. | FORT WRANGEL, Sitka, Harrisburg and Juneau City, via Port Townsend, W. T. | Uncertain. |
| Monday, Wednesday & Friday at 6:45 a. m. | ANALMO, Wallington, Cowichan, Maple Bay, Somers, Salt Spring Island, Chemainus and Burgoyne Bay. | Tuesday, Thursday & Saturday at 3 p. m. |
| 1st, 15th and 29th. | COMOX and Quadra (Baynes Sound)..... | 7th and 21st at 3 p. m. |
| Tuesday, Thursday and Sunday at 7 p. m. | EASTERN PROVINCES, Manitoba, United States, Grt. Britain and Europe, via Port Townsend, W. T. | Tuesday, Thursday & Saturday, 12:30 p. m. |
| 3d, 9th, 17th and 25th at 11:30 a. m. | SAN FRANCISCO, Direct..... | Every 8 days. |
| 25th, at 11:30 a. m. | AUSTRALIA, New Zealand and Sandwich Islands..... | Uncertain. |
| 9th and 23rd at 11:30 a. m. | SOUTH AND CENTRAL AMERICA, Mexico and Panama. | Uncertain. |
| 3rd and 17th at 11:30 a. m. | CHINA AND JAPAN, British India and Straits Settlements. | Uncertain. |
| 8 a. m., 11 a. m., 2 p. m. and 5 p. m. | ESQUIMALT—four times daily..... | 9:30 a. m., 12:30 p. m., 3:30 p. m. & 6:30 p. m. |
| Tuesdays at 8 a. m. | SOOKE, Metchoin and Colwood..... | Mondays at 3 p. m. |
| Tuesdays at 12 m. & Thursdays at 7 p. m. | SAANICH..... | Tuesdays at 9 a. m. & Thursday at 3 p. m. |
| 15th at 7 p. m. | KOOTENAY, Joseph's Prairie, and St. Eugene Mission. | Within 15 days from date of departure. |



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, is as follows:

| | | | | |
|---------|---------------------|-----|-------------------------------|------|
| Over \$ | If not exceeding \$ | 2c. | Over \$40 not exceeding \$60. | 30c. |
| " | " | " | " | " |
| " | " | " | " | " |
| " | " | " | " | " |
| " | " | " | " | " |

No single Money Order, payable in the Dominion of Canada, can be issued for more than \$100, but as many of \$10 each may be given as the remitter requires.

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

| | | | | |
|-----------|------------------------|------|-------------------------------|------|
| Over \$10 | If not exceeding \$10. | 10c. | Over \$30 not exceeding \$40. | 40c. |
| " | " | " | " | " |
| " | " | " | " | " |
| " | " | " | " | " |

Money Orders on the United Kingdom, Newfoundland, the United States and British India, are drawn in Canada Currency, and may be held 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 wicket, 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 addressed, 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 6 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 | Matagait..... | 106 |
| Bridge Creek..... | 364 | Mission..... | 100 |
| Barkerville * + § | 557 | Maple Ridge..... | 57 |
| Cache Creek * + § | 285 | Nanaimo * † | 75 |
| Cassiar..... | 1080 | New Westminster * + § | 75 |
| Cowichan † | 35 | Nicola Valley..... | 275 |
| Comox * + § | 134 | Okanagan..... | 408 |
| Chilliwack * + § | 122 | Okanagan Mission..... | 448 |
| Clinton * + § | 311 | Quesnelle * + § | 498 |
| Departure Bay..... | 60 | Riverside..... | 187 |
| Granville * † | 89 | Soda Creek * + § | 442 |
| Grand Prairie..... | 376 | Somerset..... | 28 |
| Horseshoe Bay..... | 51 | Spence's Bridge * + § | 33 |
| Hope † | 160 | Stamas..... | 116 |
| Harrison River..... | 124 | Stanley § | 542 |
| Kamloops * + § | 340 | Savona Ferry..... | 310 |
| Kootenay..... | 810 | Spallumcheen..... | 46 |
| Langley..... | 92 | Vernonia Bay..... | 51 |
| Lytton * + § | 282 | Wellington..... | 81 |
| Lillooet..... | 358 | Yale * + § | 172 |
| Ladner's Landing * | 63 | | |

Licensed Stamp Vendors in Victoria.

N. H. BENN & Co., Government st. M. W. WAITT & Co., Government st. H. GRIBBEK, Government st.

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CELEBRATED SOAPS, SODAS AND WASHING POWDERS.
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RETAIL FAMILY MARKET.

(COMPILED BY NEUFELDER & ROSS, GROCERS.)

| | |
|---|--|
| Apples—Sliced.....per lb \$0 12½ | Jams, Cutting's asstd..... 50 |
| Quartered..... 10 | C & B asstd..... 37 |
| Evaporated..... 20 | Jollies, C & B asstd..... 37 |
| Ammonia, washing, qts..... 75 | Cutting's asstd..... 50 |
| Anchovies, in oil..... 75 | Or'ge marmalade K..... 50 |
| Christiana..... 50 | Lard, Fairbank's 3 lb tins..... 75 |
| Axle Grease, H & L, per tin..... 37½ | Fairbks 5 lb tins..... 1 25 |
| Asparagus, per tin..... 50 | Fairbks 10 lb tins..... 2 25 |
| Arrowroot, per tin..... 50 | 10 lb wood..... 2 00 |
| Barley, patent, per tin..... 37½ | 20 lb wood..... 4 00 |
| Pearl per lb..... 1 00 | Lemon sugar, P & M..... 50 |
| Bacon, chateo breakfast, per lb..... 22 | Lime juice, half bottle..... 50 |
| Beef, compressed, 2 lb tins..... 50 | Cordial..... 75 |
| Johnson's Fluid..... 50 | Lobsters, 1 lb tins..... 25 |
| Johnson's Fluid..... 75 | 2 lb tins..... 50 |
| Johnson's Fluid..... 1 00 | Lentils..... 12½ |
| Liebig's Extract..... 50 | Meats, corn, 10 lb sks..... 50 |
| Butter, California grass Roll..... 75 | Corn 25 lb sks..... 1 00 |
| Island Roll..... 75 | Oatmeal 10 lb sk..... 62½ |
| Pat..... 40 | S. F 10 lb sks..... 75 |
| White Clover..... 50 | Scotch, 25 lb tins..... 3 00 |
| Beans, Bay, per lb..... 6 | Crkl wheat 10 lb sks..... 62 |
| Butter..... 6 | Farina, 10 lb sks..... 1 50 |
| Lima..... 6 | Rice flour..... 1 50 |
| Small White..... 6 | Buckwht flr 10 lb sks..... 75 |
| String, per tin..... 37½ | Middlings, per lb..... 2 |
| Harcots Verts..... 37½ | Bran..... 1½ |
| Blue Ball, per box..... 25 | Oileake ground..... 2 |
| Liquid, bottle..... 25 | Clop feed..... 2 |
| Blackinz, Mason's, 3 tins..... 25 | Matches, 3 packages for..... 25 |
| Ebony, 3 bottles..... 50 | Safety 3 pkgs for..... 50 |
| Bath, each..... 12½ | Maccaroni, per lb..... 25 |
| Yarnouth, per tin..... 50 | Milk, condensed..... 37½ |
| Brushes..... 50 to 75 | Mango, stuffed per bottle..... 1 00 |
| Brushes, stove..... 25 to 62½ | Mustard, D. S. F. per tin..... 37½ |
| Scrub..... 50 to 1 00 | French..... 37½ |
| Bamster..... 50 to 1 00 | Mushrooms..... 50 |
| Hearth..... 50 to 1 00 | Nuts, Barcelona, per lb..... 20 |
| Buckets, zinc..... 50 to 1 00 | Brazilis..... 20 |
| Wood..... 25 to 75 | Almonds S. S..... 37 |
| Brooms..... 25 | Walnuts..... 20 |
| Cat-sap, Tomato paste..... 37½ | Pecan..... 20 |
| Mushroom, bottle..... 37½ | Jordan almonds..... 1 00 |
| Walnut, bottle..... 30 | Oats, per lb..... 2½ |
| Candles, Prices per lb..... 1 00 | Peas, per lb..... 2 |
| Camry Seed, 6 lb..... 1 00 | Potatoes, per lb..... 12½ |
| Caraway Seed, per lb..... 25 | Pails, Wood..... 50 |
| Celery Salt, per bottle..... 50 | Galvanized..... 50 to 75 |
| Chocolate, per lb..... 50 | Peas, Split, per lb..... 10 |
| Cocoa, Fry's and Epps's, per lb..... 1 50 | Sugar, 2 lb tins..... 37½ |
| Van Houghton's..... 1 50 | Petit Pois..... 37½ |
| Chatney Sauce, per bottle..... 75 | Peel Lemon, Citron, per lb..... 50 |
| Mango..... 75 | Orange, per lb..... 50 |
| Major Gregg, qts..... 1 25 | Pate de foi gras, per tin..... 1 25 |
| Cheese, Canadian, per lb..... 30 | Prunes, S. F. per lb..... 20 |
| Cala..... 25 | French, per lb..... 25 |
| Domestic..... 25 | Pickles, Kegs 5 gal..... 2 50 |
| Swiss..... 50 | C & B. qt bottles..... 62½ |
| Edam..... 50 | Capt. Whites..... 62½ |
| Sap Sago..... 37½ | Nabob, qts..... 50 |
| Limberg..... 1 00 | Raisins, Choicest, Selected |
| Roquefort..... 1 00 | Muscatelles, per lb..... 50 |
| Clams, per tin..... 25 | Muscatelles per bx..... 8 00 |
| Cream Tartar, per lb..... 60 | Choice Muscatelles..... 2 |
| Cocoanut, desiccated per lb..... 37½ | Cala, London layers..... 25 |
| Corn, Winslow's, per tin..... 15 | per lb..... 25 |
| Clothespins, per doz..... 6 | per box..... 3 50 |
| Currants, per lb..... 25 | per ½ box..... 2 25 |
| Curry Powder, per bottle..... 25 | per ¼ box..... 1 25 |
| Coffee, green, C Rica, per lb..... 37½ | Valencia, per lb..... 20 |
| Green, Java..... 50 | Sultanas, per lb..... 20 |
| Roasted, Mocha..... 40 | Rice, Sandwich Island..... 10 |
| Ground..... 40 | China, per mat. 50 lb..... 2 25 |
| Crackers, Soda, extra, per lb..... 25 | Salenettes, per lb..... 15 |
| Cocoanut tathes..... 25 | Soda Bi Carbonate, per lb..... 15 |
| Palace, mixed..... 12½ | Sal, per lb..... 4 |
| Picnic..... 12½ | Salmon, 3 tins..... 50 |
| La Grade..... 50 | Sago, per lb..... 20 |
| Lemon..... 25 | Sardines, ½ box, in tins..... 37½ |
| Ginger..... 25 | ½ box..... 25 |
| Huntly and Palmer 50¢..... 25 | Marineso..... 50 |
| Devised Underwood Ham..... 50 | Russian, bottle..... 50 |
| Chicken..... 50 | Salt, bottles..... 25 |
| game..... 50 | F. L. per lb..... 2 |
| Tongue..... 40 | Sauces, L & P Largo per bott..... 62½ |
| Eggs, strictly fresh..... 33 | L & P Small..... 37½ |
| Farm..... 33 | Mellors, per bott..... 25 |
| Foreign..... 50 | Nabob..... 25 |
| Flavoring Extracts, 2 oz bota..... 50 | Yokohama Relish..... 37 |
| Commercial, 3 bota..... 50 | Montserrat..... 25 |
| Triple..... 37½ | Tabasco..... 50 |
| Fruits, asstd table, 2 lb tins..... 1 25 | Seeds, Caraway, per lb..... 25 |
| San Jose, ex h syr qts..... 75 | Canary, 6 lb..... 1 00 |
| San Jose, ex h syr pts..... 75 | Hemp, 6 lb..... 1 00 |
| G & D spiced..... 1 50 | Rape, 6 lb..... 1 00 |
| Flour, Baker's Extra, per bel..... 6 50 | Soups, Assi, per tin..... 1 50 |
| Graham..... 50 | Soup, Cannon yellow 20 lb..... 3 50 |
| Graham, 10 lb sks..... 50 | 20 lb box..... 3 50 |
| Rye..... 6 50 | Blue Mottled, 25 lb..... 3 50 |
| Hams, Dupes..... 25 | White Mottled, 25 lb..... 3 00 |
| Compressed, 2 lb tns..... 75 | Eng Tall w' crown per bx..... 2 60 |
| Whole, cooked, per lb..... 57 | Toilet Soap, 1 doz..... 1 00 |
| Herrings, Holland per keg..... 2 77 | Toilet Glycerine, 1 doz..... 1 50 |
| Smoked..... 10 | Soap, Ivory, 1 bar..... 25 |
| Marionet..... 50 | Spices, whole Allspice, per lb..... 1 00 |
| Honey, 1 gal. tin..... 2 00 | Cloves, per lb..... 2 00 |
| Half gal. tin..... 1 00 | Cinnamon, per lb..... 2 00 |
| King Jar..... 62½ | Mace, per lb..... 2 00 |
| Syrup Jar..... 67½ | Nutmeg, per lb..... 2 00 |
| Butter dishes..... 75 | Pepper, per lb..... 25 |
| Hops, packed..... 50 | Spices, Ground, reputed ¼ lb..... 57½ |
| Herbs, dried asstd per bot..... 50 | |

| | |
|---|--|
| Spices—2 tins, | Tongue, Lunch, No 1..... 50 |
| Albavico..... 37½ | Tons, English Breakfast..... 50 |
| Cloves..... 37½ | Choice, per lb..... 62 |
| Sage..... 37½ | Choicest, per lb..... 70 |
| Thyme..... 37½ | Ext Choicest, per lb 75 to 1 00 |
| Marjoram..... 37½ | Japans per lb..... 50 to 75 |
| Mace..... 37½ | Basket Ficed Garden..... 1 00 |
| Mixed..... 37½ | Assam, per lb..... 75 |
| Starch, 6 lb box, Kingsford's..... 1 00 | Blended, Our brand..... 75 |
| 12 lb box Kingsford's..... 1 50 | Tobacco, T & B cut plug..... 1 00 |
| Corn Starch, 5 lb box..... 1 00 | T & B, per lb..... 75 |
| Syrup, Sugar House Drops..... 1 25 | Paces, per lb..... 1 00 |
| per gal..... 1 25 | Chick, per lb..... 1 00 |
| Sugar House tins..... 1 25 | Sailor's Delight per lb..... 1 00 |
| Canadian, 5 gal keg..... 4 50 | Lorillards, per lb..... 1 00 |
| Maple, ¼ gal..... 1 25 | Vermicelli per lb..... 25 |
| Canadian, per gal, I G..... 1 00 | Vinegar, No 22 Malt, per gal..... 1 00 |
| Maple, ¼ gal..... 1 25 | Wine, per gal..... 1 00 |
| Sugar, Paris Lumps, 6 lb..... 1 00 | Washboards..... 50 |
| Dry Granulated, 7 lb..... 1 00 | Wash-powder, 3 pkgs..... 50 |
| C. Coffee, 7½ lb..... 1 00 | Wheat, per lb..... 2½ |
| D. Coffee, 8 lb..... 1 00 | Yeast Powder, ¼ pkg P & M..... 25 |
| Central Amer, 10 lb..... 1 00 | per doz..... 2 50 |
| Powdered, per lb..... 25 | Royal, ¼ pkg..... 20 |
| Sugar of Lemon, per tin..... 50 | per doz..... 2 00 |
| Tapioca, per lb..... 75 | Golden Gate, ¼ pkg..... 20 |
| Tongue, Compressed 2 lb..... 20 | per doz..... 2 00 |
| Lunch, 2 lb No2..... 75 | Golden Gate, 1 lb pkg..... 75 |

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FREE PRESS. Semi-weekly. Terms: \$4 per year,
Geo. Norris, publisher, Nanaimo, B. C.

MAINLAND GUARDIAN. Semiweekly. Terms by mail or carrier—per year, \$5; six months, \$3; three months, \$1.50. J. K. Suter, publisher, New Westminster, B.C.

INLAND SENTINEL. Weekly. Terms: \$3 per annum in advance. M. Hagan, publisher, Yale, B. C.

POST. Daily evening. Terms: per year, \$10; delivered by carrier, 25 cents per week. W. J. & M. C. McDowell, sole proprietors, Victoria, B. C.

STANDARD. Daily and Weekly. Terms: daily per annum, \$10; per week, 25 cents. Weekly, \$3 per year. C. McK. Smith, proprietor, Victoria, B. C.

THE RESOURCES OF BRITISH COLUMBIA.

ADVERTISING DIRECTORY.

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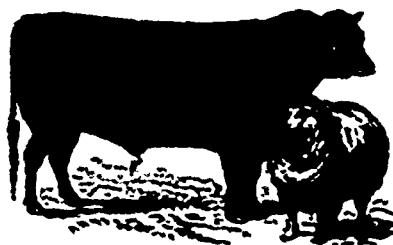
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