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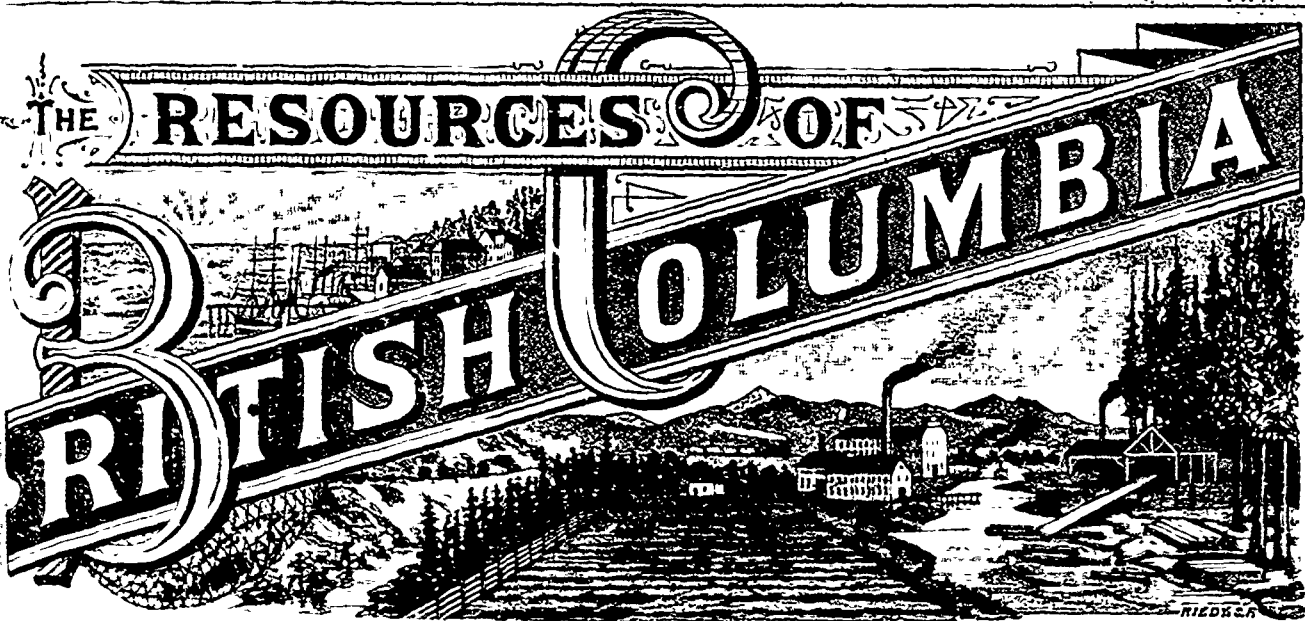
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VOLUME 2
No. 7

VICTORIA, B. C., SEPTEMBER 1, 1884.

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GOVERNMENT

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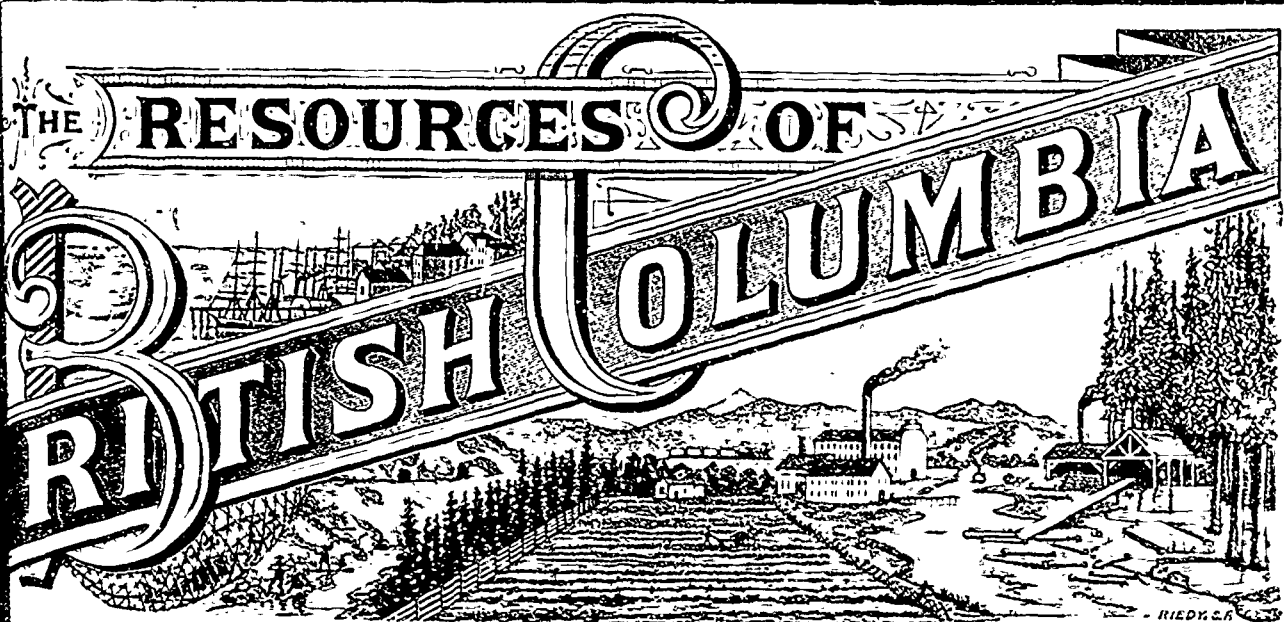
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VOLUME 2.
No. 7.

VICTORIA, B. C., SEPTEMBER 1, 1881.

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AUGUST, 1884.

August has not been without seasonable signs ofipient autumn. In woodland borders dry seed sels represent what calier were bright flowers. shrub spiraea "Queen of the Rocks," mentioned in issue of July, now instead of large rich cream orod clusters of small flowers has the same in seed, brown hue, but still contrasting well with its own other surrounding green foliage. While as yet smith shops were not in the land, spiraea wood fured ramrods to pioneer gunners. By the Canadian quars it was named *Bois de Bayette*, or ramrod d. By 22d August much grain was stacked, but subsequent fall of rain will retard operations and se loss from shedding. As it is, a steam thrasher already done two days work in Victoria District rain housed by the 22d.

he rain's compensating effect will be improved crops and aftermath everywhere. Only once, e 1859, has such an August rainfall as in 1881 experienced around Victoria. It is, we may pose, an offsetting of our warm, dry spring and autumn, so favorable for early sowing. At aimo, Cowichan and in two localities in Victoria rict, peaches have for some days been eatable.

he following observations were taken at Clover- a short way from Victoria City:

Fine.	18	Fine.
Fine.	19	Fine.
Fine.	20	Fine.
Fine, very warm.	21	Fine.
Cloudy, light showers, thunder and rain at night.	22	Fine.
Fine, fresh and pleasant.	23	Fine, heavy rain last night, cloudy and showery.
Warm.	24	Early morning rainy, cloudy, showery.
Warm.	25	Cloudy and showery.
Warm.	26	Cloudy and showery.
Warm.	27	Cloudy A. M., fine P. M.
Cloudy A. M., rain P. M.	28	Fine, warm.
Showery A. M., fine P. M., heavy rain during part of night.	29	Fine, breezy.
Fine, cool, light shower P. M.	30	Cloudy and showery, fine P. M.
Fine, cool.	31	Some rain during night, sunshine with cloudiness alternating.
Fine.		

he following observations were taken by Mr. ck, in this city, for the month of August.

	Therm't Max. Min.	Bar. A. M.	Bar. P. M.	Rain.	Wind.
1	76 44	30.10	30.00	.....	Light North to South-west.
2	86 48	30.00	29.92	.....	Northerly.
3	75 54	29.98	30.00	.....	Light South-west.
4	75 53	30.10	30.04	.....	Light South-west fog.
5	68 56	30.06	30.06	.17	Lt. S. W. thunder in evening
6	72 54	30.12	30.13	.....	Light South-west.
7	72 48	30.11	30.10	.....	Light Variable.
8	73 48	30.10	30.04	.....	Light South-west.
9	72 50	30.04	30.04	.....	Light to Very Fresh S. W.
10	74 50	30.07	30.02	.....	Light South-west.
11	67 47	30.02	29.92	.....	Light South-west.
12	66 53	29.92	29.92	.12	Light Easterly rain.
13	73 54	29.92	29.93	.40	Moderate South-west.
14	69 46	29.95	29.96	.....	Moderate South-west.
15	66 43	30.00	29.02	.....	Light South-west.
16	72 43	30.04	29.91	.....	Light Variable.
17	71 44	29.98	29.97	.....	Moderate South-west.
18	68 44	30.04	29.98	.....	Light South-west.
19	70 43	29.98	29.90	.....	Light North to South.
20	70 45	29.93	29.93	.....	Light South-west fog.
21	71 44	29.96	29.98	.....	Light South-west fog.
22	71 48	29.98	29.92	.....	Moderate S. W. thun'g' m.
23	70 36	29.92	29.02	.56	Light South-west fog.
24	61 34	30.04	30.04	.37	Lt. South-east to South-west.
25	66 35	30.00	29.91	.....	Light South-west.
26	62 36	29.84	29.84	.09	Light Variable.
27	67 33	29.95	29.88	.....	Light S. W. to S. E.
28	70 33	30.20	30.20	.....	Light Variable.
29	73 46	30.16	30.04	.....	Light Southerly.
30	69 52	30.00	30.02	.11	Light Southerly.
31	67 53	29.94	30.10	.02	Light Easterly.

Rainfall to 31st August, 1884.....13.401
Rainfall to 31st August, 1881.....13.841m

KOOTENAY.

Through the courtesy of Mr. W. A. Baillie Grohman, we have had placed at our disposal, advance sheets of a work on the "North-west," to which Mr. Grohman has contributed a chapter on Kootenay. It is well written, and tells more of the region in question than any work we have found. In short, the article is so written that it will be more appreciated on being read, than by a dozen descriptions. We have reproduced the chapter almost entirely on pages six to thirteen inclusive, of this number of the RESOURCES.

BURRARD INLET LUMBER EXPORTS.

On page 15 will be found a tabulated statement of the lumber exported from the mills situated on Burrard Inlet, which shows that from January to July 23rd, we shipped 15,87,099 feet of rough and dressed lumber, 507,764 pickets, and 522,300 laths. There has been over three vessels per month loaded with lumber which have been dispatched to nearly all quarters of the globe.

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NO QUESTIONABLE ADVERTISEMENTS INSERTED IN THIS JOURNAL.

COAL SHIPMENTS FROM NANAIMO.

On pages 14-15 we give a tabulated statement of the vessels which have cleared from Nanaimo, coal laden for foreign ports. No account is taken of what has been used in our own Province, consequently it shows well for the export trade of the Black Diamond city. The total footing is 197,059 tons, to ship which 138 clearances were made, and the fleet engaged numbered fifty-three vessels, composed of fifteen steamers twenty-six ships, nine barks, one brig and two schooners. The nationalities of the various vessels stands: American, forty-six; United Kingdom, five; French, one; Bolivian; one.

The ports of destination, number of cargoes and tons carried, is as follows:

DESTINATION.	NO.	TONS.
San Francisco.....	76	149,762
Wilmington.....	13	27,125
Port Townsend.....	30	7,109
San Diego.....	1	800
Honolulu.....	5	4,655
Wrangel ships' use.....	3	835
Victoria ships' use.....	5	2,751
Portland.....	4	3,620
Sitka.....	1	402
Total.....	138	197,059

We are unable to get the tons supplied for home consumption, and coasters' use, but they would swell the total considerably.

The major portion of the coal exported, came from the Wellington mine, it having, we are informed, supplied over 20,000 tons per month.

QUEEN CHARLOTTE ISLANDS.

Through the kindness of Mr. Robson, Provincial Secretary, we are enabled to lay before our readers Mr. Chittenden's second report of the result of his labors as explorer of these large islands.

The report is not encouraging; that is to say, almost everything is found in abundance save what this country is short of—agricultural lands. The report is written in a very readable style and will abundantly repay perusal. It will be found on page four.

ONLY HYPOCHONDRIA.

When this Province was induced to become a part of the Dominion of Canada it was taught that from the Parliamentary buildings at Ottawa was dispensed that peculiar medicine called justice a certain cure for all grievances.

The country was, itself, full of youthful promise, and crammed with promises from its natural guardian. Everything went well until the time arrived when British Columbia learned that unfulfilled promises are indeed dry fodder.

Being eminently Christian, her dowry of faith was large, and when the opportunity was presented of becoming a part of a confederation not only great, but one founded on justice, the hope of securing her just desserts prevailed. No unfortunate boatman ever disappeared more suddenly and entirely in a whirlpool of one of her own mighty rivers, never to rise again, than did British Columbia become engulfed by the grandest confederation on the face of the earth.

Once a part of the whole, her wits were set to work to secure a portion of the coveted article, and her plea was novelty itself:—certain promises had not been kept. The grand confederation dispatched its lawyers and doctors to wait upon the Province, and the former, after much patient hearing of testimony, decided there was some ground for complaint but not nearly as much as that possessed by other members of the family and counseled a little more self denial, at the same time hinting at the importance of visits from distinguished people to obscure lands as an equitable offset. The doctors, heaven blessed them, when told just what was the matter, knew exactly what ailed the country, but having been summoned in a hurry left all the remedy at home.

Still British Columbia bore her disappointments patiently until she became troubled with an affection called dry dock. For this she would certainly get justice. The physicians, however, concluded that the disease had assumed the form of an incubus and that the knife, and not justice was required, so accordingly they lopped off what was one of the country's greatest marine necessity.

This threw the country into a fever which was aggravated in a very peculiar way. Certain men engaged on public works for the Dominion had brought swarms of people to British Columbia from a most peculiar nation. They would not assimilate with her people nor would they spend their hard earned gains in riotous living, but, being prudent and blessed with one of the greatest virtues of the human race—veneration for parents—like good children they sent every farthing home.

Everyone now said British Columbia had a cancer, and in common cried aloud for some of the coveted cure-all. Representatives to the grandest confederation laid the case before Parliament. Parliament sent its most distinguished French physician—he heard as much of British Columbia's complaint as he thought was good and discovered that the running sore possessed by the country was not a cancer at all, but a seaton in the back of the neck, which had been placed there by some of his eminent predecessors for an affection of the eyes, the said affection being, according to medical science, one that caused the fair lady to see every little ill magnified a thousand fold—and so the thing goes. British Columbia has failed every time to get justice, and God only knows when she will get it, as the Dominion Government appears to regard her as a land afflicted with imaginary ills.

COAL HARBOR.

Since the advent of Mr. Van Horne in this country, the real estate market, outside of Victoria, has been rather unsettled. Investors in places apparently secure of the coveted terminus of the Canadian Pacific, have had their faith violently shaken and speculators at once pitched upon Coal Harbor as the site of the future metropolis of the North Pacific. This time every one seems confident, with every show of having their anticipations realized. A Canadian paper says:

"Coal Harbor, which has been selected by Mr. Van Horne as the terminal point of the Canadian Pacific, lies on the south shore of Burrard Inlet close to the entrance from the Gulf of Georgia. It possesses splendid anchorage and stands on a large level site well adapted for the creation of a great city. The British Columbia dispatches do not say that Mr. Van Horne has abandoned Port Moody, which is ten miles east of Coal Harbor. Railroad buildings and a dock 1,350 feet long have been erected there, and it may be assumed that while Coal Harbor will be the water, Moody will be the land terminus."

Everyone must admit that the Canadian Pacific Railway is a grand achievement, but we hardly think it so superlatively grand as to need two terminal points at the same end of the line, within a few miles of each other. The terminal points of railroads are generally made as near the sea as possible, in order to accommodate shipping. Time was when the Central Pacific attempted to make Sacramento its terminus, but it was forced to San Francisco by its own requirements. So it will be here, or anywhere else. Coal Harbor possesses all the requisites for a

safe haven—perfect shelter, good anchorage and a site prepared by nature, ready for receiving the city destined to be built, and proximity to the sea only equaled by San Francisco. Less than three months ago, land near Coal Harbor could be purchased for about \$50 per acre. It now commands from \$600 to \$1500 per acre, according to locality. To a disinterested person, this little idea of making Port Moody the land terminus looks like a sop of appeasement.

FROM BERLIN.—We recently received from this far-off city, a very complimentary letter from Messrs. Neufeld & Co., piano manufacturers. In the letter they inform us that they have appointed Messrs. J. P. Davies & Co., their agents for this Province. The gentlemen referred to, now offer a choice selection of instruments from the best makers, including Steinway, Neufeld and Heintzman Pianos, and the famous Bell Organs, on terms as liberal as any other house in the land.

CHOICE PROPERTY.—The attention of the public is called to the advertisement of Messrs. J. P. Davies & Co., on the title page of the RESOURCES. The property offered comprises some of the choicest lots in the city and we anticipate spirited bidding at the sale. The government are lifting reserves in every direction, so that, we hope, the time is not far distant when intending purchasers will not find the choicest spots of the Province covered with that curse of a new country—a reserve.

OUR list of steamers entering and departing from Victoria we are unable to make as complete as we desire, but by next month we hope to have everything as nearly perfect as possible.

ANALYZING DRINKING WATER.—A contemporary gives the following simple method for analyzing common drinking water: Place the water in a clear bottle, and first examine if it be colorless, and thus free from organic matter. Then taste it, and if no peculiar flavor is discernible, let it stand a day or two; then heat or boil, and if no odor is present, the water is in all probability, pure. If the presence of sewage contamination is suspected, fill a clean pint bottle three-fourths full of water, dissolve a teaspoonful of loaf or granulated sugar, cork the bottle, and place in a warm place for two days. If the water become cloudy or muddy, it is unfit for domestic use. If it remains perfectly clear, it is probably safe to use. If the water is sufficiently concentrated, it will give a blue precipitate with potassium ferrocyanide when iron is present, and a black precipitate with hydrogen sulphide if lead is present. It would be unwise to attempt these tests without some previous knowledge of chemistry.

THE EXPLORATION OF QUEEN CHARLOTTE ISLANDS.

PROGRESS REPORT NO. II.

SKIDEGATE, QUEEN CHARLOTTE ISLAND, }
JUNE, 1884. }

Hon. Wm. Smilke, Chief Commissioner of Lands and Works, Province of British Columbia.

SIR:—On the 5th of May, having secured the services of two Hydah Indians one, a native of Ninstints, the extreme southern village of the Hydah nation, familiar with the shores of the southern portion of Morseby and also of Provost Island, and the other of Gold Harbor, well acquainted with the north-western coast of Morseby Island I proceeded from Skidegate by canoe southward, circumnavigating the islands above mentioned, and also crossing them from shore to shore at two different points, and penetrating inland sufficiently far in several other places to determine the general character of the section of country under examination. Our route, was *via* Rose Spit Point, Copper Bay, Gray Bay, the village of Cumshewa and Skedance, Cumshewa Inlet, Louise Island, Selwyn Inlet, Talunkwan Island, Dana Inlet, Logan Inlet, Tanoo Island, the village of Janoo or Laskeek, Richardson Inlet, Darwin Sound, De La Beche Inlet, Hutton Inlet, Werner Bay, Huxley Island, Barnaby Island, Scudder Point, Granite Point, Skincuttle Inlet, Deluge Point, Collison Bay, Carpenter Bay and Forsyth Point, all on the east side of Morseby Island, thence across Houston Stewart Channel, around Provost Island, entering Provost and Luxana Bays and Seal Cove, rounding Cape St. James, and then along the west coast, northward, *via* the village of Ninstints, Henry and Robeson Bays, Grand View Inlet, Tursoe and Gold Harbors, to the southern or Canoe Passage of Skidegate Channel, through which, touching at the abandoned village of Cha-atl, we returned to Skidegate, the round trip of about 325 miles having been made in twenty-three days.

GENERAL PHYSICAL FEATURES.

Steep and often precipitous mountains, ranging in elevation from 800 to 4000 feet above the sea, rugged and rocky on their western slopes, densely covered with forests of spruce, hemlock and red cedar, extended from Skidegate to Cape St. James, and from Queen Charlotte Sound to the ocean, over all the islands, so far as my observation extended, except the comparatively small tracts as hereafter described. The small diameter of the islands south of Skidegate Channel leaves but little room at any point for an in-

terior beyond the range of the human eye, when standing upon the summit of the highest mountains, after having traversed their shores. The latter are uniformly rock-bound, frequently bluff or precipitous for from 25 to 1,500 feet, with generally very limited borders of level country, the base of the steep mountains reaching down to the sea, with but narrow foot-hill slopes. There are occasional short stretches of fine sandy beaches, especially on the bays and inlets. The streams flowing from the short watersheds are small, but numerous, and without exception filled with fallen trees from near their mouth up. Their waters are generally rapid, clear and good. Trout are found in most of them, and a small, very excellent salmon is caught in considerable numbers in several of the largest.

The rivers which I followed to the source, rise in lakes and small swampy mountain basins. There are many good harbors for small boats, and several which afford perfect security at all times for large vessels on the eastern shores of the islands traversed; of these, Copper Bay, Gray Bay, Laskeek Bay, Crescent Inlet, Sedgwick Bay, Werner Bay, Island Bay, George Bay, Collison Bay, Carpenter Bay, Provost Bay, Luxana Bay and Seal Cove are the most important. On the west shore of the islands, though the harbor advantages are much more limited in number, they are believed to afford safe anchoring grounds for sloops and vessels of considerable size during the severest storms from any quarter. Henry and Robeson Bays, Tassoo and Gold Harbors, from twenty-five to thirty miles apart, are the largest and best harbors on this coast. There is, I judge, sufficient water at their entrances to admit deep draught vessels.

Besides these waters, there are several indentations, greater than shown on the charts, and others not marked thereon, where small boats may find shelter.

Among the latter, Grand View Inlet, so named from the magnificent scenery surrounding it, situated about eight miles south of Tassoo Harbor is one of the securest retreats for small boats I have ever seen. When opposite the entrance, the rocky shore seemed to offer no landing place unless the storm should suddenly abate. Unexpectedly my Indian guides turned directly toward land and run through a narrow rock-bound passage into a little basin about fifty rods square, surrounded by mountains rising very precipitously from 1,500 to 2,500 feet in height, down which were plunging ten cataracts, where the smallest canoe could lie in safety at all times. The west shore is much the boldest, presenting for considerable distances almost perpendicular faced mountain walls from 100 to 1500 feet in height.

THE AGRICULTURAL LANDS

Embraced in these islands aggregate but a few hundred acres, principally lying in small tracts at the heads of bays and inlets, mouths of streams, and in small benches at the base of the mountains. Most of the richest spots appear to have been cultivated at some time by the Indians, for raising potatoes. The largest bodies of cleared arable land seen, contained not exceeding twenty acres. There are several thousand acres of lightly timbered spruce and alder land, bordering the bays, inlets and streams, which might be cleared and brought under profitable cultivation for dairying and the raising of root crops, should the development of the other resources of the islands attract a sufficient population to create a home market for such products.

The most available and desirable of the islands of this character, which are situated upon Skidegate Inlet, Copper Bay, Alder Creek four miles south, Gray Bay, along the central portions of the south shore of Cumshewa Inlet, Hutton Inlet, Henry and Robeson Bays, and on the narrows of Skidegate channel.

GRAZING LANDS.

The level grazing country is also of small extent, a tract of about 400 acres situated on Sandy or Spit Point, south of the entrance to Skidegate Inlet, being much the largest found. It bears a scattering growth of coarse beach sand grass.

On the side of the mountains, however, and in some places reaching up to their summit, are several thousand acres suited for stock ranges, producing a thicker growth of more nutritious grass, of the red-top variety.

Of such pasture lands we found about 1,000 acres in crossing from Hutton Inlet to Robeson Bay, surrounding a beautiful lake about a mile in length, and about 500 acres in each of the following bays, viz: Carpenter, Provost, Luxana, Henry and Robeson, and also several hundred acres on the northern slope of the mountains lying south of Canoe Passage into Skidegate channel.

TIMBER LANDS.

As already stated, a dense forest of spruce, hemlock and cedar covers nearly the whole surface of the country.

It contains in the aggregate great quantities of valuable timber, and many places where small mills could obtain an abundant supply of excellent spruce, but no location I think, where a large lumber manufacturing establishment could be profitably operated. The Douglass fir and yellow cedar or cypress, furnishes the only lumber which can be exported from the Province. The former is not found on the

Queen Charlotte group of islands, and the latter does not grow in sufficient quantities south of Skidegate Inlet to furnish saw logs in any considerable quantity. The best bodies of timber seen were on the south shore of Skidegate Inlet, on a small stream flowing into Copper Bay on the north side of Louise Island, bordering a river flowing into Cumshewa Inlet, about ten miles west of the village of Skedance, on Hutton Inlet, Carpenter and Henry Bays.

FISH.

Nearly all of the choicest varieties of fish found in this region abound in the waters traversed. There are several halibut banks besides those located on the charts, where the Indians obtain the most abundant supplies of these, their principal article of food.

On the day of our arrival at Ninistints, the Indians returned with a large number caught upon banks opposite the central portion of the western shore of Provost Island. There are also banks off Sand Spit Point and Skedance. During the present spring, the Indians have caught a considerable number of black cod opposite Skidegate Channel, and also off the abandoned village of Kisson, on the north-west coast of Morseby Island. The waters just outside the entrance to Skidegate Inlet are the greatest known resort of the dog fish on the coast, the only place where they are caught continuously from spring until fall in large numbers.

The extraction of their oil by the Skidegate Oil Company, to the amount of 35,000 to 40,000 gallons annually, gives profitable employment to a large number of Indians during the summer months.

We found Chief Skidegate and about twenty of his people catching their spring supply of a very fine small salmon, in the river flowing into Copper Bay, and met Chief Skedance *en route* to a river flowing from the north side of Loyal Island into Cumshewa Inlet, for the same purpose. There is also a salmon stream emptying into that inlet on the north side near Conglomerate Point.

Upon one of the streams discharging into Hutton Inlet (which I named Portage Creek, from the fact that in former times when the natives were much more numerous, they sometimes carried their canoes across the island to Robeson Bay, following it up to its head), there was a stone dam, evidently built for salmon traps. We also saw where bear had eaten salmon near its banks.

Enormous quantities of mussels of great size, some measuring eight and ten inches in length, covered the shores in many places, and round clams are also abundant.

MINERALS.

I carefully examined the shores and banks of the streams wherever opportunity offered, but found no

minerals except copper, at, and in the vicinity of veins previously discovered on the shore of Copper Bay, and opposite Copper Island in Skineuttle Inlet.

GAME, ETC.

Especially wild geese and duck, were plentiful on the eastern shore. Many of the bays and inlets were alive with hair seal. So many were seen in the extreme southern bay indentations of the entire group of islands that we called it Seal Cove. Several sea otter swam within rifle range on the west coast, and land otter we chased upon shore and killed. Birds' eggs which the natives gather in considerable quantities are picked up by the dozens in several of the little islands.

Notwithstanding the disaffections which exist among the Indians upon the Nass, respecting their land rights, I have found the Hydahs friendly to my undertaking, inviting me into their houses to sleep, both at Cumshewa and Ninstints, and presenting my guides with halibut, eggs, etc.

There are abundant evidences in abandoned villages, habitations and burial places of their formerly having been quite populous, probably ten times their present numbers.

No country which I have visited affords greater natural resources of food supply from the sea and forest.

Respectfully, your obedient servant,

NEWTON H. CHITTENDEN.

THE KOOTENAY LAKE DISTRICT.

By Mr. W. A. Baillie-Grohman.

At present the Kootenay district can best be visited from the south, *i. e.*, from the United States, the completion in 1883 of the Northern Pacific Railway facilitating the approach very considerably. Where formerly there was no railway within five or six hundred miles, there is now a great main line actually touching the southernmost extremity of the Kootenay country.

Sandpoint is the station nearest to the Kootenay River, a very winding trail about forty miles in length, connecting Sandpoint with Bonner's Ferry on Kootenay river, the actual distance between these two places being very considerably less.

* * * * * I started from Sandpoint for Bonner's Ferry, in company with two gentlemen, Commissioners sent by the Government of British Columbia to examine the Kootenay district for official purposes. I had three men and one boy, and eleven or twelve horses and mules, those that were not ridden being used as sumpter or pack horses to carry our provisions, tents, &c. Travelling with a pack-train is but slow work, an average of twenty-five miles a day being quite fair progress, for the horses, if at all heavily packed, can of course only proceed at a walk. But, on the other hand, it is the most independent mode of journeying through a wild country. You carry your hotel with you, and as long as the grub holds out and there is anything like

a trail through the dense forests, you can go wither you will in a delightfully free and easy manner. For visitors to Kootenay there is, indeed, at present no choice, for the narrow Indian trail from Sandpoint to Bonner's Ferry, through dense forests, is the only approach. Starting at noon we made a long ride, or to speak more technically, "drive," camping on a little glade when the growing evening dusk made further progress unwise. Rising with the sun we got off early (the great secret of pack-train travel), and reached Bonner's Ferry soon after noon. This place is called after the original owner of the ferry across the Kootenay, his present successor being the only white settler on the river for a length of three hundred miles. At one time, some eighteen or twenty years ago, this ferry made in one short season a big fortune for the lucky Bonner. It was in the days of the gold rush to the Upper Kootenay country, when the toll was paid in pinches of gold-dust, and the big, barge-like ferry-boat was often crowded by excited gold-seekers, who, as long as they got across, did not care what they had to pay. Those days have long gone by, and during the past years the ferry-barge has had an easy time, often weeks and months without being used. We were intending to go down the Kootenay river to the lake, and for this purpose had engaged one of the two old Hudson Bay batteaux, lumbering boats made of inch planks, sawn by hand from pine logs, and so heavy that four men were required at the oars to move her.

Let me here interrupt my narrative by a brief description of the most noticeable geographical and hydrographical features of the Kootenay district, features that make this locality one of the most remarkable on the North American Continent.

There are two districts known by the name of Kootenay—the one is Kootenay County, occupying the most northernmost extremity of Idaho Territory (United States of America), the other adjoining it immediately to the north, known as the District of Kootenay, occupying the south-easternmost portion of British Columbia. They are separated from each other by the International boundary line, which is formed by the 49th Parallel, an invisible line, the position of which, where it crosses rivers or trails, is marked by so-called monuments, pyramids of stones, erected some twenty-three years ago by the International Boundary Commission. This line is crossed no fewer than three times by the waters of the Kootenay river. This remarkable stream forms, as can be seen on the map, an immense loop, and, together with a similar configuration noticeable in the course of the Columbia river, encloses the whole district of Kootenay with an ellipse of water 900 miles in circumference, without only a single minute break of about one mile and a half in it—*i. e.*, between the Upper Columbia Lake and the Kootenay river, which break will disappear, and an absolute water cordon formed, when a proposed canal connecting these two points shall have been dug.

The Kootenay river is about 400 miles long, and has its source in the very heart of the main chain of the Rocky Mountains, close to some of the highest and least-known mountains of the whole range. The upper portion of this river is very different from the lower course; for 300 miles it flows with far intervals through narrow and deep gorges, which, notwithstanding many attempts by venturesome gold-seekers, that have cost several human lives, have, so I am told, never been navigated in their entirety.

At Bonner's Ferry, a point about 100 miles by river from the lake, the whole character of the country undergoes a striking change. At this point the river debouches from the narrow and gloomy mountain defiles into a lovely sunny valley, from four to five miles in width, formed by two parallel mountain ranges, while the character of the stream itself undergoes as great a change as its surroundings. The turbulent mountain torrent that in its upper course seethes and foams over innumerable rapids and falls is suddenly metamorphosed into a stately slow-flowing river of a very considerable depth, averaging fifty-five feet, and about 600 to 700 feet in width, winding in immense loops through the perfectly level Lower Kootenay valley. The banks are throughout lined with a fringe of stately cottonwood trees and elder thickets from 100 to 200 yards in width, leaving the rest of the valley perfectly treeless, huge expanses of waving grass that attains in September a height of from four to eight feet. These meadows merge on each side of the valley into pine clad hills and mountains that rise from the level pastures in picturesque slopes to a height of from 1,500 to 5,800 feet. While the Lower Kootenay river, following its sinuosities, is quite 100 miles long, the valley it forms from Bonner's Ferry down is but sixty miles in length, the stream being a remarkably tortuous one.

There is no doubt, in view of the surroundings, that this whole valley land is, geologically speaking, of recent formation, or in other words, made land. Kootenay Lake once extended up to Bonner's Ferry, but has become gradually filled up by alluvial deposits and vegetable mould, the one swept down from the mountains by the denudating river, and the other being the annual self-manuring deposits of the perennial vegetation that grows on these "bottom lands," the result being a silicated loam mixed with lime, a soil of incomparable fertility, and, being of great depth, as inexhaustable as it is rich.

This land-forming process is still going on, aided by the effect of the annual spring inundation of the whole valley from Bonner's Ferry to the lake, and can best be seen when examining the lowest land, narrow strips of mudflats, at the mouth of the river. During low water the annual layers can be easily observed on the exposed and very steep river banks. The depth to which this composition extends must be very great, for our careful soundings of the river, displaying, as it does, a remarkable uniformity of depth—forty-eight to sixty-two feet—proved to us that the bottom of the river consists of precisely the same material. So richly charged with the silt is the water of the river during high water, where it emerges from the rocky gorges above Bonner's Ferry, that a cupful will deposit in a short time a thick film of silt on the bottom of the vessel.

There is no sign of gravel or sand on the banks, and only in four or five places in the 100 miles of its lower course do rocks appear, either in the stream or on its sides, and this occurs only where exceptionally long reaches of the river approach the side hills or rocky pine and cedar clad promontories (usually covered with bunch grass) that project out into the valley in two or three places.

Ascending any one of these points of view, we see before us the majestic river gliding placidly along in picturesque curves, without riffle or fall, fringed by groves of fine old trees, that remind one of the choicest reaches of the Upper Thames, while wide parklike stretches of grass-land intervene between

the river bank and the immediate background of towering mountains, which again are intersected by dark glens and gorges, one mass of sombre pine-forests, sprinkled here and there with the lighter-hued larch or the graceful plumes of the giant cedar, snow-flecked peaks closing in the distance the indentures made by the ravines—a truly charming landscape. Nowhere have I seen such a happy blending of verdure, many-hued from the various species of trees and grasses that compose it, and in no part of the world have I seen such a rare combination of sunny pastoral landscape interwoven with the attractive features of true alpine scenery, with its imposing outlines, and with its charming atmospheric distances.

When for the first time I saw this scene it was not quite so alluring, there was a slight drawback to the picture I have outlined from my more vivid impression of its subsequent condition in August, September and October, for the whole valley was then, as it is every June, very nearly completely overflowed by the water of Kootenay river and lake, making of the beautiful level stretches of meadow inland lakes, over which we sailed and rowed our craft so as to avoid the current in the stream.

On my second visit in July the water had already disappeared from most of the valley land, disclosing a wonderfully luxuriant vegetation on the land which had been temporarily submerged, the surest indication of rich soil being the large growth of "tullies," a marsh plant which, as extensive drainage experiments in California have proved, grows, so it is reported, only where very rich soil prevails. There are four principal species of grass to be found on the land, the swamp grass, the blue-joint, the red-top, and a species of cane-like plant, which grows to a height of fourteen feet. Of the better classes of wild grass at least three tons of hay can be cut per acre. With a small mowing machine and a pair of horses, a man and a boy in my employ cut in the month of August about twenty-four tons in two and a half days, off a patch of ground certainly not exceeding seven or eight acres.

That the ground is suitable for cereals was proved to us by finding so early as July 25th a patch of Australian Club wheat of good quality, four feet high, the ears being well developed and nearly ripe. It was growing on the river-bank, and probably had sprung from some stray seeds dropped by Indians. Potatoes and tobacco, planted by half-breeds on some of the rocky promontories, seem to thrive to an unusual extent. Besides the above grasses I found an abundance of wild flowers, wild and tame thyme growing most profusely, peavine, and in the thicket fringing the streams several species of wild berry bushes. None of these plants seemed to have suffered by the temporary inundation to which they had been exposed. On precisely similar alluvial land, reclaimed by dykes, on the Lower Fraser river, (British Columbia), and on some other in Washington Territory, astonishing crops are raised, of which we have authentic information:—Sugar beet, 240 bushels to the acre; hops, 2,500 lbs. per acre; potatoes, 20 tons per acre; wheat, from 50 to 80 bushels; oats, 60 to 65; turnips, 50 tons, per acre, single bulbs frequently weighing up to 36 lbs., and occasionally as much as 52 lbs., each. With this great abundance, prices are high; not a potato that I ate in Kootenay district cost less than 2d. a pound, which would make the produce of a single acre yielding even six tons fetch 112l. Even in the most

civilized portions of the West potatoes rarely cost less than 1d. per lb.

Having on my first visit in June made the acquaintance of the heavy batteau and the toilsome rowing for long days in this antiquated craft, I preferred on my subsequent visit to go down the river in an Indian canoe, the Commissioners and my men, who made the crew, together with the bulky stores, tents, &c., making an ample load for the batteau. So, if the reader will accompany me down the stately slow-flowing river as it meanders in great loops through the valley, I shall ask him to step with me, at Bonner's Ferry, into the shapely Indian canoe made of pine or birch bark, so frail a craft that a booted foot would go through the bottom as if it were of paste-board, so light that you can easily lift it with one finger. If we let the two shaggy-headed "bucks," a breech-cloth their only garb, paddle us down the smoothly flowing river, we shall reach one of the most beautiful mountain lakes that exists in America, or even in the Alps. Comfortably stretched out on a couch of buffalo robes our bed at night—nothing can be pleasanter than the motion of our frail craft as we skim over the placid river, rounding the curves, now under overhanging cottonwood trees of great size, then shooting straight across an abrupt bend, or drifting with the eddying current in the centre of the stream; a stray leaf or circling ripple from a rising fish the only breaks in the mirror-like surface, while at the next bend round which we noiselessly dart we surprise some browsing deer or a family of water-fowl, and we are almost in their midst before they rise to skim out of the way of the unwonted intruders. We have to sit very steady, for the canoe is crankiness itself, and a very slight movement will destroy the nicely-poised equilibrium of the bark craft and turn us and our mute shaggy-headed boatmen into the river, more to our own discomfiture than theirs. Very beautiful scenery we see, charming beyond description, by the quick transition, as we slip along swiftly. Involuntarily we crane our necks, as rounding a sharp curve we eagerly spy for what the next bend will disclose; but the deep "ugh" of our rear boatman tells us, if the sway of the boat fails to do so, that we have got to sit steady. There are no rapids or sand bars, but few "snags," and no treacherous sunken rocks, to endanger navigation. There is not a single place in the whole lower river—*i. e.*, for a length of some 100 miles—in which our canoe would not leave ample space for the Great Eastern to get out of its way; no spot in this distance where H. M. S. Hercules could not float as safely as the cedar-bark canoe, which does not draw more than three or four inches of water.

As previous practice had made us acquainted with the art of using the Indian paddle, we managed to send the light craft along at a rattling pace, and the one hundred miles journey is completed in less than two days, just half the time it takes the "batteau." As we suddenly emerge from the tree-bowered river into Kootenay Lake a surprisingly picturesque sight meets our gaze. Before us lies a grand sheet of water, some eighty miles long and from two and a half to five miles wide, framed in on all sides by towering mountains and snow-capped peaks, all rising very precipitously from the smooth surface of this charming mountain lake. Smiling, yet rugged, attractive, yet solemn; beautiful, yet wild; it lies there lonely and unnoticed by the white invader, who is

busily building iron roads to its north and to its south, to its west and to its east.

Kootenay Lake never freezes over, whether owing to the presence of hot springs, some of which have already been discovered on the upper end of the lake, or whether in consequence of its very great depth, I do not know. We had only a two-hundred feet sounding-line with us, and by adding some odds and ends pieces of cord we contrived a three-hundred feet line, but in no place five hundred yards from the shore, and in many spots only twenty feet from the rock-bound coast could we find bottom with it. It is full of fish, the often-doubted land-locked salmon being the largest. Indians report five different species of trout and salmon. We got representatives of four quite distinct kinds. The large land-locked salmon do not seem to take the fly, but whether this was in consequence of our being poor fishermen, or from natural "cussedness" and savage ignorance, I could not say. With one trawl out I have often caught while rowing on the lake 40 lb. in one hour. They are excellent eating, and, when boiled, as rich and flaky as the best Scotch salmon I ever tasted. For four or five months salmon, cariboo, deer, and waterfowl, especially wild geese—of which in October literally millions can be seen feeding on the marshy spots on the Lower Kootenay valley—were almost our sole "grab," and well it became the travellers.

The lake, with its numerous inflowing creeks and streams that bring down great freshets in the spring, has, strange to say, only one single outlet; it is in consequence of the narrowness of this mouth that the great annual overflow of the Lower Kootenay valley occurs. In early spring the mountains round the lake shed their snow-water first, then comes the water from the mountains of the valley, and by the time the vast quantities of snow in the main chain of the Rockies begins to melt, the lake has risen some six or eight feet, the outlet being too narrow to master the vastly increased inflow, so that, by the time the late snow-water comes pouring down the river, the lake is full, and the incoming volume is backed up; a circumstance distinctly proved by the fact that the land nearest the lake is first overflowed, and remains so a day or two longer; also by the fact that the water level of the lake commences to fall three or four days after the river has reached the same stage at Bonner's Ferry at the head of the valley—the two respective dates this year (1883) being the 1st July and 27th June.

The rise of the lake, and therefore the overflow, is not the same every year. This year (1883) it was below the average, comparatively little snow having fallen last winter in the main chain. At Bonner's Ferry the banks of the river are very steep, and the owner of the ferry has for years made fairly accurate measurements. The highest he has ever known the river to rise, *i. e.*, the difference between the very lowest water (in March) and the very highest (June) has been twenty-nine feet (spring of 1882), the lowest seventeen feet (1869). It must be remembered, however, that these measurements are taken where the river leaves the gorges, and has not yet spread out over the adjoining meadow lands. On these latter the depth of water, when at the highest, varies between six or eight feet and one foot. On most of these meadow-flats the water drains off as quickly as it rises; on one or two of the lower ones it remains longer.

The prevention of the overflow could, I should say

be brought about by works at three points. Firstly by cutting a canal between the Upper Columbia Lake and the Kootenay River, a distance of one and a half miles, whereby the waters of the Kootenay river above the canal could be drained into the Columbia Lake, which is some twenty feet lower in elevation. At some not very remote period the Kootenay evidently took this course, for the nature of the intervening ground abundantly proves this singular fact. The canal would take off the late and particularly dangerous snow-water.

The Kootenay river where it would be turned off is already an important stream, during high water four hundred or five hundred feet wide, in the centre from six to seven feet in depth, and flowing at a rate of five or six miles an hour. During the gold excitement in that region, some nineteen years ago, a party of five-and-twenty men had already commenced work at this very point with precisely the same end in view—i. e., turning the Kootenay River into the Columbia Lake for the purpose of washing for gold in the bed of the river, and expected to complete the work in one season. Lack of provisions and funds obliged them to give up the undertaking.

The other two points are on the outlet of the lake, where by widening it at the "Narrows" or at the "Rapids" the rise of the lake would be prevented. The "Narrows" is a most singular place, the outlet river at this point being narrowed to a channel of 341 feet by two banks of large cobblestone-shaped boulders, deposited at this critical point in the course of ages by two side streams rushing down from the impending mountains on either side.

The climate, to come to a most important point, is apparently all that can be desired. Of warm summers and fine rainless autumns I can speak from experience, for I was in the Kootenay country off and on up to the middle of December, 1883. The winters do not appear to be severe, for on arriving there in spring I found the cattle and horses of the natives, who are in the habit of wintering them in the lower valley, looking fat and sleek, and from Indians, as well as from the few white Indian traders who have been in the country for years, it appears that the depth of snow has, so far as is known, never exceeded (in the Lower Kootenay valley) two feet in depth, while in most years it lies only twelve to fifteen inches for about two months. The only thermometer winter observation ever made in the valley is that of a reliable trader who passed the exceedingly severe winter of 1880-1 at Bommer's Ferry. It was a winter which will be remembered for many years throughout the west, and I myself experienced, six hundred miles south of Kootenay, a cold of fifty-two degrees below zero, while the thermometer in Kootenay, according to my informant, whom I have no reason to disbelieve, never went that winter lower than fourteen degrees below zero. Of the snowfall he said as follows:—"Snow fell in November, but disappeared in a few days. The regular winter fall commenced about Christmas, reached a depth of two feet in February, and disappeared about the 1st of April." In the same winter over two hundred thousand head of cattle died on the far more southerly but also much more elevated ranges in Wyoming, Utah, and Colorado, while east of the Rockies the cold was equally severe, and the snow of great and lasting depth.

Fr. Fongue, of the Catholic mission in the Upper Kootenay, says in his report on his Indians to

the Government: "Not one head of stock has died in consequence of severe weather in nine years." A letter written January 29th, 1884, from the Kootenay district, says:—"There is very little snow at Bommer's Ferry; six inches in the valley. Your stock is doing well without any feed; the coldest night here this winter was six below zero;" while a later one, dated 29th March, informs me that the snow has disappeared in many places, and that no losses in stock have to be noted—very encouraging news, for the past season has been an exceedingly severe one in most parts of the west and northwest.

As yet no extensive experiments respecting cattle-raising in the Lower valley have been made by white men, the only attempt to follow the example of aboriginal cattle owners being that of a Dutchman—about the last person one would suppose inclined to experimentalize with his hard won savings—who had a little farm some eighty or ninety miles south of Bommer's Ferry. This homestead he sold in the autumn of 1882, and for the money bought some seventy head of two and three year old cattle at the then low price of twenty and thirty dollars a head. He drove his band to the Kootenay bottoms and wintered them close to the boundary-line, leaving an Indian in charge of the herd while he himself returned to more civilized parts to gain his living by carpentering. The Indian proved a faithless guardian, and went off, leaving the cattle to roam whither they liked; so that when in spring the owner returned he could only find some fifty odd head. Notwithstanding this loss, the plucky Dutchman's venture—a typical example, by the way, of frontiersman's nerve, in risking his all in apparently wild schemes, a spirit that largely helps to settle up uncivilized districts—proved a financial success, for he sold his cattle a few months later to a butcher at Sandpoint for sixty dollars a head, prices having gone up in the meanwhile. Of course this example led to further attempts; and when I left the Lower Kootenay valley last autumn there were already three equally poor but adventurous cattle-men with three hundred head of cattle on the bottoms. It is too early to say how their ventures have turned out, though I myself entertain no doubt on that head; all the features of the country, its low elevation, only 1,750 feet over the Pacific, its singularly sheltered position, the prevalence of the warm Chinook winds in winter, the presence of immense quantities of the finest cattle fodder that can be had simply for the cutting and stacking, combine in making it one of the most favoured spots for cattle-raising I have ever seen, though of course if the drainage scheme of these bottoms succeed, it will become too valuable land to raise only hay on it.

In regard to means of communication, Kootenay will be soon well provided for; from the north and east by the Canada Pacific Railway (to be completed in 1886), from the west by the Kootenay and Columbia Railway, and from the south by a branch line from the Northern Pacific to Bommer's Ferry on Kootenay River. It was, I believe last autumn the intention of the Northern Pacific Railway Company to construct, in 1884, this branch line (less than thirty miles in length), but recent events, and a

change in the management, will now, I am afraid, retard the carrying out of this idea.

On the Kootenay River and lake there will be steamers, and the "globe trotter" of the future on his American tour, will, no doubt, be an appreciative customer of a connecting link between the Northern Pacific and the Canada Pacific lines that will take him through a district which I can safely pronounce unrivalled for scenery. The enterprising San Francisco capitalists who are about to construct a railway above the Kootenay Lake outlet, will thereby greatly benefit the district, for the twenty miles covered by their line is the only missing link in the otherwise unrivalled water connection between Bonner's Ferry and Eagle Pass on the Columbia River, where the Canada Pacific Railway will pass it, thus enabling the future tourist to step from his palace car at Bonner's Ferry on to a river steamer, which will take him one hundred miles on the Kootenay River, forty miles over the lake, and twenty miles down the outlet to the "Rapids," where this water road becomes unnavigable, and hence the railway to take him to the Columbia River where he again steps on board a steamer to be taken 160 miles to Eagle Pass and the Canada Pacific Railway.

As so many contradictory statements have been floating through the American and English press concerning the insurmountable difficulties that obstruct the Canada Pacific route across the Selkirks, between Kicking Horse and Eagle Pass, in Kootenay district, it may not be out of place to show that this is not the case. On January 1st, 1884, the railway line was graded up to the summit of the Rocky Mountains, some sixty miles west of Calgary, to which latter place regular trains were running in September. An extract from the chief of the engineering staff, Major Rogers, official report to the authorities will explain in lucid terms that no insurmountable obstacles obstruct the construction of the route across the Selkirks. Major Rogers says: "The route adopted proceeds from the summit of the Rockies westerly down the Kicking Horse River 44.70 miles to the valley of the Columbia, which it follows in a north-westerly direction nearly thirty miles, until it enters the valley of the Beaver, thence about twenty miles to the summit of the Selkirks. From this latter point it descends westerly down the east fork of the McMilliwant, about twenty-three miles, to a junction with the main stream, which it follows northwesterly about twenty-three miles to the west crossing of the Columbia. A maximum gradient of 116 feet per mile is found necessary in the descent westerly from the summit of the Rockies down the Kicking Horse Pass for a distance of about seventeen miles, and again for a distance of two miles in the Lower Kicking Horse. The same gradients are used in the ascent of the Selkirks for about sixteen miles, and for nearly twenty miles down their west slope. In no instance is this rate of grade exceeded, and a proper compensation for curvature is made in every case by a reduction of the rate of grade. We have used a minimum rate of curvature of ten degrees, mainly in Kicking Horse Valley; but only an occasional use of that rate of curvature in the canyon of the Columbia and in the Selkirks. I am confident,

however, that in the final adjustment of this line, after the right of way shall have been cleared, a material improvement will be made in this respect. There will be three crossings of the Kicking Horse in the upper valley and eight in the lower, all of one span, and no span exceeding 200 feet. The first, or easterly crossing of the Columbia, will require a bridge of 350 feet in length, and the west crossing about 800 feet. Tunnelling will be required as follows: In Upper Kicking Horse, 1,800 lineal feet; in Lower Kicking Horse, 2,400; in Columbia Canyon, 2,300; in east slope of Selkirks, none; in west slope of Selkirks, not to exceed 1,200; making a total of 7,600 lineal feet. The track having reached the summit of the Rockies there remains a gap of not over 270 miles to be completed between that point and Kamloops. The highest elevation to be overcome in the Gold range is Eagle pass, which is not more than 400 feet higher than the west crossing of the Columbia."

I have hitherto confined myself almost exclusively to the Lower Kootenay Valley, which forms only a portion of the large Kootenay districts, that extend beyond the so-called "Big Bend," *i. e.*, the northern, most bend of the Columbia River. For practical purposes one might divide the district into the Upper Columbia or Big Bend Valley, and the Lower Kootenay Valley, of which latter we have already heard perhaps too much. The Upper Columbia Valley commences, as it is perhaps needless to point out, at the two Upper Columbia lakes, small, but very picturesquely situated sheets, that will receive material increase of water by the proposed canal connecting it with Kootenay River. Following the Columbia round its bend till it strikes the international boundary at the Old Hudson Bay Post, Fort Shepherd, we have to travel 444 miles, about half of which passes through a well-timbered country, having in places rich agricultural soil. The country round the Upper Columbia lakes, and for a short distance down either water-way, is an inviting "hunch grass" locality, which, to stock-raisers, ought to be highly attractive, for not only will "ranches" there be exceedingly favorably situated as to railway communication by way of the Canada Pacific, but the country, so far as the painstaking examination of the Government Commissioners could demonstrate, is favored, taking its position into consideration, by a mild winter climate, only inferior to that of Lower Kootenay Valley, which is more sheltered against the cold north and easterly winds.

To a man desirous of starting into stock raising with no more expansive aims, there are perhaps few more inviting localities than this Upper Kootenay district, though more money can, I think, be made in the Lower Kootenay Valley, there being in that latter locality every opportunity of also root and maize fattening his cattle, a combination which now-a-days returns the largest profits.

The whole Kootenay district will probably soon be a great mining country, for there is no doubt of the presence of large deposits of auriferous and argentiferous ores. The last Victoria paper I received confirms news about which I heard rumors before leaving the Kootenay district, a month or two ago, relating

to a very rich strike on the apex of Kicking Horse Pass, close to the Canada Pacific Railway, and resulting in a town, called "Silver City," suddenly springing up amidst the deep winter's snow, which on those elevations falls to a depth of four or five feet. Similar, and even more extensive mineral discoveries have been made on the southern extension of the Selkirk Range, in Idaho Territory, (where they change their name to Cœur d'Alene Mountains), discoveries that have caused a general gold fever on the entire Pacific slope, and probably this spring 15,000 or 20,000 "prospectors" the inhospitable Cœur d'Alene Mountains, attracted by these discoveries. I take a low figure, the popular estimate of the probable influx being all the way from 50,000 to 100,000 miners.

Some twenty years ago there was, as I have already mentioned, for a season or two, a flourishing mining camp on the Upper Kootenay River, on Wildhorse Creek, where in two summers over £120,000 in gold was "placer mined," *i. e.*, washed from the soil by rude mechanical contrivances.

There is still a little settlement there with some dozen or so of white men, and fifty or sixty Chinamen, whose postal communication brings them outside news but eight times a year, but who nevertheless enjoy the privilege of sending one of their number as member of the Provincial Parliament at Victoria. It is singular to find among the hoary peaks of the Rocky Mountains, right in the heart of this great inland chain, little settlements of frugal Chinamen digging and delving, washing and "panning" with ceaseless activity, generally going over the same soil or ground which white men have pretty nearly exhausted, or which is of such evident poor quality as to be thrown aside by them. It is a mystery how they got there, nobody wants them, nobody took them there, nobody showed them the way, and yet there they are, often hardly able to speak more than a word or two of "pigeon English." I have on several occasions found such little communities, consisting solely of Chinamen, in the most desolately out-of-the-way places high up, 10,000 feet over the sea, on or above timber-line, where perhaps not more than two or three strangers will penetrate in the course of years. Once a year they will proceed to the nearest settlement, often a week's travel off, purchase a few heavy loads of rice and tea, their sole food, and return to their isolated little log cabins.

Riding along the narrow Indian trails where such penetrate the dense forests of British Columbia, you frequently come upon some of the mysterious Chinese characters cut or burnt into a "blaze" on a tree, showing that some frugal "China camp" is somewhere ahead of you, perhaps a mile, perhaps a hundred miles.

On Kootenay Lake itself unusually large deposits of low grade Gallena ore have been discovered, one rich, while it is two-thirds pure lead, contains also some silver, the assays showing about £5 to £6 of silver to the ton, the percentage of lead averaging over sixty per cent.

Singular to say, these mines were no sooner discovered than the usual law suiting peculiar to mining camps was commenced, and where the year before

only three white men were the sole inhabitants of a district as large as Switzerland, there twelve months later four important mining lawsuits were pending, and judge, lawyers, constables, and a host of witnesses assembled in a diminutive, hastily-created, log-cabin court-house, the only dwelling with a window in it in all Lower Kootenay. For many days the court sat in the lowly log-cabin, standing on the brink of the primeval forest skirting a sandy beached bay of the beautiful Kootenay Lake. What comment upon man's aggressiveness did this law-court in the utter wilderness not suggest to the breechelout-clad listeners, who, in travelling up to the favorite hunting-ground at the northern extremity of the lake, would pass the mines and would occasionally run their light little canoes ashore to take a peep at the proceedings in the white man's church—as they called our court—stalking into our midst in all the natural, though naked dignity of their race.

This Lower Kootenay country has, with three exceptions, been visited up to the past year by none but stray "prospectors" (gold miners), and these exceptions, strange to say, were all men of mark. The first was the well-known naturalist, David Douglas, sent out to the Columbia River Country in 1824 and 1827 by the Royal Horticultural Society of England, and who visited the district on two occasions. On the first occasion he crossed the Rocky Mountains with the Annual Express of the Hudson Bay Company, an "express" that took more than five months from ocean to ocean. In his most interesting journal (that of the second voyage got lost in a canoe disaster) of which it is hard to find a copy, he speaks of the difference in the climate between the eastern and western slopes of the Rocky Mountains, using the words: "The difference of climate and soil, with the amazing disparity in the variety and stature of the vegetation is truly astonishing. One would suppose it was another hemisphere—the change is so sudden and so great."

The next visitor came in 1844, and was one who became a resident, and some few years ago died in the country. No less than the pioneer of that most useful and benign class of men, the French missionaries, who forty years ago left their sunny France to hurry themselves in the Oregon wilds, when they were yet a perfectly unexplored wilderness. Father de Smet has made himself a high name, not only as the founder of these Oregon Missions, but as a traveller of acute observation and undaunted courage. The three little books he has left us, now also quite rare, are to me most attractive chronicles of a modest and unassuming man's life sacrificed to a good cause. In simple unpretentious words he narrates all the untold vicissitudes of his thirty years' teaching among the wild aborigines of the North-West. Entirely cut off from intercourse with white fellow-beings, this remarkable man lived only for his Church and for his "naked children." De Smet gives us a pleasing picture of the Indians that inhabit this district, *i. e.*, the Kootenay tribe, divided into the Upper and Lower sub-tribes. I have hitherto said almost nothing about the natives as I found them in 1853. I was most pleasantly surprised, after what I had seen for the past six or seven years of the United States

Indians, to find the Kootenays a very different race, and I can in every respect re-echo the old-missionary's warm praise of this remarkable tribe, which, as he very truly says, "present a delightful, unexpected spectacle to find in the bosom of these isolated mountains on the Columbia, a tribe of poor Indians living in the greatest purity of manners, and among whom we can discover the beau ideal of the Indian character uncontaminated by contact with whites. The gross vices which dishonor the red man on the frontier are utterly unknown them. They are honest to scrupulosity. The Hudson Bay Company, during the forty years that it has been trading in furs with them, has never had the smallest object stolen from them. The agent of the Company takes his furs down to Colville (two hundred miles away) every spring, and does not return before autumn. During his absence (he being the only white man in the country) the store is confided to the care of an Indian who trades in the name of the Company, and on the return of the agent renders him a most exact account of his trust. I repeat now what I stated in a preceding letter that the store often remains without any one to watch it, the door unlocked and unbolted, and yet the goods are never stolen. The Indians go in and out, help themselves to what they want, and always scrupulously leave in place of whatever article they take its exact value."

It will be perhaps hardly credited by those who are acquainted with the Indians, south in the United States, east in the North-Western Provinces of Canada, and west and north in British Columbia, when I say that to a great extent I found the Kootenays to be in 1883 what De Smet described them to be in 1815, the only exception perhaps being that gambling among themselves has increased to a dangerous degree. They are, without exception of all Indian tribes on the North American continent outside of Alaska Indians, the only tribe that are perfectly untrammelled by white man's presence in close proximity. They have no reserves and no agents, the Government has no relation whatever with them, the forest and stream supplying them with all they need. No census has ever been taken of their number; they are perfectly unacquainted with any language but their own, not even Chinook, the universal language of the Pacific slopes, being understood by them. They keep entirely to themselves, and never leave their own district. Intermarriages with other tribes are exceedingly rare, and their tribal number has neither decreased or increased. They are all devout Catholics, and Father Fouquet, the present missionary, has them seemingly well in hand. I employed quite a number of the Lower Kootenays in 1883 about me, and found them quite exceptional Indians; willing to work, honest, and unspoilt by any white man's vices, for gambling is not of that class, it is inherent to the Indian character. They are also, for Indians, a remarkably cheerful and laughter loving people.

But the simple Kootenays' days are numbered, for the whites are beginning to invade their isolated realm, and this year they are going to have a reserve assigned to them by the Government. It will be an interesting though suggestively sad study to watch

the rapid deterioration which will inevitably take place. The evening prayer bell that now sounds in every little Kootenay camp, strangely out of place as it seems, will no longer be heard, while the breech-cloth will be replaced by white men's cast-off dress.

De Smet gives some interesting details of the conversion of the Kootenay Indians. One little incident will suffice to show the exceptional character of this tribe. "On the day appointed," Father de Smet says, "for the administration of all these sacraments, the young Kootenay presented himself with a humble and modest air at the confessional. He held in his hands some bundles of cedar chips, about the size of ordinary matches, and divided into small bunches of different sizes. After kneeling in the Confessional, and saying the Confession, he handed the little bundles to the priest. 'These, my father,' said he, 'are the result of my examination of conscience. This bundle is such a sin, count the chips and you will know how many times I have committed it. The second bundle is such a sin,' and so he continued his confession." Father de Smet would have been a good land-company promoter, for he writes about the Kootenay district in a pleasantly attractive style. Like myself, he first contemplated the Lower Kootenay Valley from an eminence—very probably the same rocky foreland from which I looked down—"where the graceful river of the Ares-a-plat—as the Kootenay was formerly called—winds in such fantastic beauty, that it serves to make the weary traveller not only forget his past dangers, but amply compensates him for the fatigue of a long and tiresome journey." And in those days it was indeed a long and tiresome journey that took the traveller to the isolated Kootenay Valley, De Smet's letters to his Father Superior, taking from fifteen to eighteen months to reach him, while to-day you can reach the Kootenay river in fifteen days from London. De Smet also gives some interesting details about the climate worthy of notice, for he lived in the land of the Kootenays and Flatheads for thirty years. In winter, he says, "the temperature is remarkably mild, severe cold being a rare occurrence, and the snow is seldom deep. It falls frequently during the season, but disappears almost as soon as it falls, or is driven off by the southern breeze. Horses and horned cattle find abundant pasture during the whole year." In another place he says:—"We were enchanted by the beautiful and diversified scenery, now presenting park-like pasturages, fringed in by stately old trees, the of Alpine character; gloomy gorges and snowy peaks framed in by groves of giant cedar trees."

"What would," he exclaims, "this now so solitary and isolated land become under the fostering hand of civilization? the hand of man would transform it into a terrestrial paradise." And, indeed, there is some truth in these words. Throughout my six years' rambles in the West and North-west—in the course of which I have left unvisited but few districts between New Mexico and British Columbia—I have never seen anything at all like the Kootenay country, and specially the lower valley, representing a combination of features that, perhaps with the one isolated exception—i. e., that of the Willamette Valley, in Oregon—is as non-American as possible. A mere self-contained little realm it would be difficult to find even in Europe, for it has almost everything that the genus settler can desire, an exceptionally rich soil of great depth, where, when once drained, anything from maize to melons, and from hops to tobacco could

grown; fine and almost limitless pine, larch and cedar forests, which, although they cannot compare with the unrivalled Douglas fir forests to be found along the Pacific coast of British Columbia, are yet finer than anything in Europe, or in the eastern portions of the Continent; a river and lake affording navigation such as I do not know of in any other locality, while round the lake are very considerable deposits of marble, fire-clay, iron, lead, and silver ores, the presence of water-power to drive mills being a further important economic feature. Every country has, of course, its drawbacks; those of Kootenay, with the exception of the annual spring overflow, and a six weeks' scourge of mosquitoes (from which, however, until the land is drained, it is easy to escape, there being none on the shores of the lake), I have yet to discover.

The third visitors of the Kootenay district were important personages, namely, the International Boundary Commission, the English portion of which was under command of Lieutenant-General Sir J. S. Hawkins, R. E. Unfortunately the report of the Commissioners, with numerous geographical, astronomical, and ethnographical notes, was never published by the Government, but lies buried in the strong-rooms of the Foreign Office. One of the few published papers that I could discover was written by Sir Charles Wilson, who accompanied the Commission, I believe, in the character of chief topographer. It deals with an interesting subject, the Indian tribes inhabiting the Pacific slope between the Rocky Mountains and the Pacific Ocean, along the forty-ninth Parallel, which forms, as we know, the boundary-line between the United States and British Columbia. Sir Charles Wilson has only good to say of the Kootenays, describing them as "a very interesting tribe, which, speaking a widely different language, and walled in by high ranges of mountains, is entirely isolated." "The Kootenays," he continues, "were decidedly the finest race of Indians met with during the progress of the Commission; the men are tall, averaging five feet nine inches, with sharp features, aquiline noses, black hair and eyes, and very long black eyelashes. They bear the reputation of being brave, honest, and truthful, and pride themselves on the fact that no white man has ever been killed by one of their tribe. Several of the Lower Kootenays have small herds of cattle and patches of cultivated ground, and one of the chiefs, called Joseph, had a small farm on the waters of the Kootenay, with a band of seventy horses and thirty head of cattle. The horses of the Upper Kootenay are wintered on the Tobacco Plains (on the upper course of the river), those of the Lower Kootenays near the Kootenay Lake, at neither of which places is there any great depth of snow during the winter."

No doubt a very few years will see great changes in the Kootenay district, dotting the park-like lower valley with farm-houses, while on the breezy uplands of the Upper Kootenay river will roam herds of cattle and horses, fattened on the nutritious bunch-grass that covers the valley and foot-hills.

In connection with the RESOURCES, is a first-class Book and Job Printing establishment, where anything on the line of printing is done as well as at any print-house on the Pacific Coast. Prices always according to style of work required.

AUGUST OCCURENCES IN OTHER YEARS.

1. Lammas, one of the four great pagan festivals of Britain still a fair and hiring day in some parts of Scotland.

The great merchant Cosmo de Medicis, called in Florence, the "Father of his Country," founded the great family of that name, and died in 1464.

On this day in 1834 slaves in British Colonies were assigned to an apprenticeship soon ending in freedom.

3. Died 1792, Sir Richard Arkright, along with James Watt founder of British factory power and opulence.

This day, 1492, Columbus sailed from Palos, in Spain, in the hope of reaching India by a westerly course.

4. The battle of Evesham, 1265, against Henry III. and his able son, afterwards Edward I, was lost by the Barons. There fell their leader, Simon de Montfort, called the Cromwell of the thirteenth century. About a year earlier, after the battle of Lewes, De Montfort had the King and his son prisoners. He has left a noble record in English history as a promoter of popular liberties.

8. 1827. Died George Canning, son of a poor widow, forced while he was an infant, to an unavailing attempt at school-teaching. Well educated, through the kindness of an uncle, Canning, entering political life, became one of the ablest of European statesmen of the present century. Prime Minister for a few months before his end. Canning, a true Liberal, died poor. In his day he did much to frustrate the politics of the "Holy Alliance," aiming at perpetuation of despotism, in his day.

10. On August 10, 1792, was abolished the ancient monarchy of France, the crisis being precipitated, as well as intensified, by the threatened interference of Austria and Prussia, against reform in France.

On the 29th of this month, 1305, after a mock trial at Westminster, for he was no English subject, William Wallace, Scotia's "great, but ill requited chief," was put to death at Smithfield, London. What Tell is to the Swiss, Washington to the Americans, the "patriot Wallace" is still to the Scots.

Sunday, the 27th of August, B. C. 55, may be set down as the day on which Cesar invaded the island of Britain.

On the same day of the month, 1660, John Milton's books were publicly burnt by the hangman in London, while their author was in concealment. A few days after, an Act of Indemnity set the grand old man's mind at ease on that score.

August 31, 1658, died John Bunyan, author of the Pilgrim's Progress, a book ever in favor with the many, but which, as Macaulay in his day notes, says, has been, for nearly a century, much appreciated by the educated minority, as proved by the costly editions of the work in latter days brought out. About a hundred years ago the poet Cowper wrote of Bunyan as follows:

"I name thee not, lest so despised a name,
Should move a sneer at thy deserved fame."

Steamer Movements.

The following list shows the time of arrival and departure, as well as destination, of all steamers entering and clearing at the Custom House, Victoria:

Every Day. A steamer of the O. R. and N. Co. arrives from and sails to Puget Sound ports.

Every Monday, steamer R. P. Rithet leaves the C. P. N. Co.'s wharf at 7 A. M. for Nanaimo and East Coast Landings, returning Tuesday afternoon.

Every Monday, steamer Yosemite leaves the C. P. N. Co.'s wharf at 7 A. M. for New Westminster and Port Hammond, returning Tuesday afternoon.

Every Monday, steamer Amelia Ivs Turner, Beeton & Co.'s wharf for Nanaimo at 10 A. M., returning Tuesday afternoon.

Monday, Sept. 8th and 22d, steamer Robert Dunsmuir leaves Spratt's wharf at 5 A. M. for Burrard Inlet, Nanaimo and Comox.

Tuesday, Sept. 2d, 16th and 30th, steamer Robt. Dunsmuir Ivs. Spratt's wharf at 5 A. M. for Burrard Inlet and Nanaimo.

Every Wednesday, steamer R. P. Rithet leaves C. P. N. Co.'s wharf at 7 A. M. for Nanaimo and East Coast landings, returning Thursday afternoon.

Every Wednesday, steamer Yosemite leaves C. P. N. Co.'s wharf at 7 A. M. for Ladner's Landing, New Westminster and Port Hammond, returning Thursday afternoon.

Every Wednesday, steamer Amelia leaves Turner, Beeton & Co.'s wharf at 7 A. M. for New Westminster.

Every Friday, steamer R. P. Rithet leaves C. P. N. Co.'s wharf at 7 A. M. for Nanaimo and East Coast Landings returning Saturday afternoon.

Every Friday, steamer Yosemite Ivs C. P. N. Co.'s wharf at 7 A. M. for Plumper's Pass, Ladner's Landing, New Westminster and Port Hammond returning Saturday afternoon.

Every Friday, steamer Amelia leaves Turner, Beeton & Co.'s wharf at 7:30 P. M. for Nanaimo, returning Saturday afternoon.

Str. Wm. Irving leaves New Westminster for Hope and way landings, at 5 A. M. every Wednesday and Saturday. Returning, arrives at New Westminster every Monday and Friday.

Steamers Princess Louise, Otter and Barbara Boscowitz, leave Spratt's wharf about once a week for Port Simpson and other northern ports.

Vessels, coal laden, leaving Nanaimo from January to August 21, 1884.

Date.	NAME OF VESSEL.	FLAG.	CAPT.	DESTINATION.	Tons.
January 3	Germania, bk.	American	Ross	San Francisco	147
" 4	Bonita, str.	American	Leland	San Francisco	186
" 7	Nonantum, bk.	American	Fay	San Francisco	160
" 7	Barnard Castle, str.	U. K.	Smith	San Francisco	200
" 7	Wellington, str.	U. K.	Young	San Francisco	270
" 15	Empire, str.	American	Butler	San Francisco	270
" 18	Edwin O'Brien, ship.	American	Libby	San Francisco	267
" 18	King Centric, ship.	American	McIntyre	Wilmington	170
" 19	Barnard Castle, str.	U. K.	William	Wilmington	230
" 23	Bonita, str.	U. K.	Smith	San Francisco	200
" 25	Bolydere, str.	American	Leland	San Francisco	166
" 25	Wellington, str.	American	Jordan	Wilmington	260
" 25	Barnard Castle, str.	U. K.	Young	San Francisco	200
Feb'y 6	Empire, str.	American	Smith	San Francisco	270
" 6	Valley Forge, ship.	American	Butler	San Francisco	70
" 9	Harvester, ship.	American	Love	Wilmington	200
" 12	Wellington, str.	Amer can	Young	San Francisco	270
" 13	Mary Parker, sch.	American	Adams	San Francisco	20
" 15	Barnard Castle, str.	U. K.	Smith	Port Townsend	200
" 23	Challenger, ship.	American	Thompson	San Francisco	25
" 23	Penguin, ship.	U. K.	Davis	San Francisco	25
" 25	Wellington, str.	U. K.	Young	San Francisco	270
" 28	Petite Bourgeois, bk.	France	Leliever	San Diego	80
March 1	Empire, str.	American	Butler	San Francisco	270
" 1	Enoch Talbot, bk.	American	Commo	San Francisco	180
" 1	Courtesy Ford, brg.	American	Miller	Honolulu	65
" 3	Wilmington, str.	American	Blackburn	Port Townsend	60
" 5	Barnard Castle, str.	U. K.	Smith	San Francisco	200
" 8	Dou Nicholas, bk.	Bolivia	Marden	San Francisco	150
" 8	Palmyra, ship.	American	Minoto	San Francisco	26
" 10	Goliath, str.	American	Libby	Port Townsend	20
" 12	Idaho, str.	American	Carroll	Wrangel	20
" 12	Wellington, str.	U. K.	Young	San Francisco	270
" 14	R. Holyoke, str.	American	Michels	Port Townsend	50
" 17	Germania, bk.	American	Ross	San Francisco	160
" 19	Barnard Castle, str.	U. K.	Smith	San Francisco	200
" 20	Petrol, ship.	American	Larman	San Francisco	200
" 22	F. S. Thompson, bk.	American	Potter	Honolulu	25
" 22	Wilmington, str.	American	Blackburn	San Francisco	270
" 21	Empire, str.	American	Butler	San Francisco	270
" 25	Alice D. Cooper, ship.	American	Hastings	San Francisco	150
" 26	Idaho, str.	American	Carroll	Victoria	20
" 26	Wilmington, str.	American	Meyer	Portland	270
" 29	Elsmore, bk.	American	Jenks	Honolulu	165
" 31	Bolydere, ship.	American	Jordan	Wilmington	230
April 1	Barnard Castle, str.	U. K.	Smith	San Francisco	200
" 1	Goliath, str.	American	Libby	Port Townsend	20
" 5	Richard III, ship.	American	McIntyre	Wilmington	170
" 7	Oceidental, ship.	American	Dunphy	San Francisco	250
" 7	Tacoma, str.	American	Cameron	Port Townsend	20
" 9	Wellington, str.	U. K.	Young	San Francisco	270
" 9	Idaho, str.	American	Carroll	Wrangel	20
" 10	R. Holyoke, str.	American	Michels	Port Townsend	50
" 12	Beniah, sch.	American	Wilson	Honolulu	60
" 15	Empire, str.	American	Butler	San Francisco	270
" 17	Barnard Castle, str.	U. K.	Smith	San Francisco	200
" 19	J. R. Walker, ship.	American	Wallace	San Francisco	25
" 19	R. Holyoke, str.	American	Michels	Port Townsend	50
" 21	C. O. Whitmore, bk.	American	Caloun	Honolulu	120
" 21	Idaho, str.	American	Carroll	Victoria	20
" 21	Wellington, str.	U. K.	Young	San Francisco	270
" 21	Harvester, ship.	American	Taylor	San Francisco	20
" 23	Wilmington, str.	American	Blackburn	Port Townsend	60
May 3	Great Victoria, ship.	U. K.	McFee	San Francisco	270
" 5	Idaho, str.	American	Carroll	Victoria	20
" 5	Barnard Castle, str.	U. K.	Smith	San Francisco	200
" 6	Empire, str.	American	Butler	San Francisco	270
" 8	R. Holyoke, str.	American	Michels	Port Townsend	50
" 8	Challenger, ship.	American	Thompson	San Francisco	25
" 9	Valley Forge, ship.	American	Love	Wilmington	200
" 12	Wellington, str.	U. K.	Young	San Francisco	270
" 12	Arctura, bk.	American	Gray	San Francisco	150
" 13	Solitaire, ship.	American	Otis	San Francisco	20
" 15	Wilmington, str.	American	Blackburn	Port Townsend	60
" 21	Idaho, str.	American	Carroll	Victoria	20
" 21	Barnard Castle, str.	U. K.	Smith	San Francisco	200
" 21	King Centric, ship.	U. K.	Williams	Wilmington	170
" 21	Ivanhoe, ship.	American	Merrina	San Francisco	20
" 21	R. Holyoke, str.	American	Michels	Port Townsend	50
" 21	Empire, str.	American	Butler	San Francisco	270
" 21	Wellington, str.	U. K.	Young	San Francisco	270
June 3	Theobald, ship.	American	William	San Francisco	120
" 3	Enoch Talbot, bk.	American	Connor	Wilmington	180
" 3	Idaho, str.	American	Carroll	Wrangel	20
" 3	Eclipse, ship.	American	Stallabar	San Francisco	20
" 5	R. Holyoke, str.	American	Michels	Port Townsend	50
" 6	Syrene, ship.	American	Crocker	San Francisco	170
" 9	Goliath, str.	American	Libby	Port Townsend	20
" 10	Frank Penleton, ship.	American	Penleton	San Francisco	25
" 10	R. Holyoke, str.	American	Michels	Port Townsend	50
" 12	Barnard Castle, str.	U. K.	Smith	San Francisco	200
" 12	Spartan, ship.	American	Ross	San Francisco	20
" 14	Queen Pacific, str.	American	Alexander	Port Townsend	100
" 16	Palmyra, ship.	American	Minoto	San Francisco	26
" 16	Empire, str.	American	Butler	San Francisco	270
" 17	Karluk, str.	American	Thomas	Port Townsend	20
" 17	Richard III, ship.	American	McIntyre	Wilmington	170
" 20	F. F. Manson, ship.	American	Moore	Wilmington	200
" 20	Wellington, str.	U. K.	Young	San Francisco	270
" 21	Idaho, str.	American	Carroll	Port Townsend	20
" 21	Oceidental, ship.	American	Dunphy	San Francisco	250
" 21	Goliath, str.	American	Libby	Port Townsend	20
" 21	Wellington, str.	American	Blackburn	Port Townsend	60
" 21	Barnard Castle, str.	U. K.	Smith	San Francisco	200
" 21	Petrol, ship.	American	Slack	San Francisco	20
July 1	Mexico, str.	American	Huntington	Port Townsend	100
" 1	Bonita, str.	American	Leland	Portland	186
" 12	Enoch, str.	American	Carroll	Sitka	20
" 15	Wellington, str.	U. K.	Young	San Francisco	270
" 15	Harvester, ship.	American	Taylor	San Francisco	20
" 16	R. Holyoke, str.	American	Michels	Port Townsend	50
" 19	Tacoma, str.	American	Cameron	Port Townsend	20

VESSELS LEAVING NANAIMO COAL LADEN—Continued.

Date.	NAME OF VESSEL.	FLAG.	CAPT.	DESTINATION.	TONS.
July 19	Jos. E. Spinney, ship.	American.	Curling.	Wilmington.	2930
21	Barnard Castle, str.	U. K.	Smith.	San Francisco.	2170
22	Bonita, str.	American.	Leland.	Port Townsend.	534
24	Nancy Pendleton, ship.	American.	Pendleton.	San Francisco.	2120
25	Holyoke, ship.	American.	Jordan.	Wilmington.	2107
26	H. Holyoke, str.	American.	Michels.	Port Townsend.	15
28	Empire, str.	American.	Butler.	San Francisco.	450
29	Ancon, str.	American.	Carroll.	Victoria.	403
August 1	Santa Cruz, str.	American.	Robins.	Portland.	230
2	Challenger, ship.	American.	Thompson.	San Francisco.	2380
3	Bonita, str.	American.	Leland.	San Francisco.	534
4	S. L. Mastle, str.	American.	Williams.	Port Townsend.	74
5	H. Holyoke, str.	American.	Michels.	Port Townsend.	40
6	Wellington, str.	U. K.	Young.	San Francisco.	2500
8	Astoria, ship.	American.	Anderson.	San Francisco.	2550
11	Wilmington, str.	American.	Blackburn.	Port Townsend.	21
13	Solitaire, ship.	American.	Otis.	San Francisco.	2400
16	Barnard Castle, str.	U. K.	Smith.	San Francisco.	2170
17	Golah, str.	American.	Lobby.	Port Townsend.	25
18	Santa Cruz, str.	American.	Robins.	Portland.	450
17	Alice M. Minot, ship.	American.	Dickinson.	San Francisco.	1706
18	Ancon, str.	American.	Carroll.	Port Townsend.	400
21	Empire, str.	American.	Butler.	San Francisco.	450
21	Wellington, str.	U. K.	Young.	San Francisco.	2500
21	Lucille, ship.	American.	Lawrence.	San Francisco.	2165

Vessels Sailed, Lumber Laden, from Burrard Inlet, since Jan. 1, 1884.

Sailed.	NAME, FLAG AND REG.	DESTINATION.	CARGO.			DISPATCHED BY	ARRV'D
			Lumber.	Pickets.	Laths.		
Jan. 12	Stant, N. W. bk.	Sydney.	400,086	24,300	30,000	Hastings Mill Co.	Apr. 3
Jan. 20	Highland Glen, It. bk.	Valparaiso	823,204			Hastings Mill Co.	Mar. 30
Jan. 22	Nippon.	Valparaiso	777,746			Moody's I. S. M. Co.	
Feb. 15	Salitama, It. bk.	Sydney.	774,279	150,000	25,000	Hastings Mill Co.	Apr. 28
Feb. 15	Mandalay, It. bk.	Melbourne	523,022	56,214	81,900	Robt. Ward & Co.	May
Feb. 20	Stormy Petrol.	Valparaiso	321,259			Moody's I. S. M. Co.	
Feb. 25	Antelope, Am. sch.	Sydney.	943,345	14,000	30,000	Hastings Mill Co.	May 3
Mar. 5	Gloaming, It. bk.	Callao.	1,057,201			Hastings Mill Co.	May 21
Mar. 7	Prince Rudolph.	Callao.	1,051,241			Hastings Mill Co.	
Mar. 18	Leah Bowen, It. bk.	Sydney.	677,497	10,000	50,000	Hastings Mill Co.	June 17
Mar. 18	Casma.	Valparaiso	417,448			Moody's I. S. M. Co.	
Mar. 31	Compta.	Valparaiso	1,024,271			Moody's I. S. M. Co.	
Apr. 12	Pacific Slope.	Sydney.	722,877	13,174	12,700	Moody's I. S. M. Co.	
Apr. 15	Ellen Goodspeed, Am.	Sydney.	961,060	14,000	60,000	Hastings Mill Co.	July 2
Apr. 15	Golden Gate.	Callao.	632,246			Moody's I. S. M. Co.	
Apr. 8	M. Carmichael, It. bk.	Melbourne	756,864	21,250	25,000	Hastings Mill Co.	July 12
Apr. 10	Volante, Am. sch.	San Francisco.	217,984			Hastings Mill Co.	May 23
Apr. 8	Alice Mary.	Sydney.	288,86	10,217	40,000	Moody's I. S. M. Co.	
Apr. 10	Auguste, French, bk.	Shanghai.	5-5,334	6,750	60,000	Hastings Mill Co.	not rpt
Apr. 22	Nanaimo, It. bk.	Melbourne.	164,550	132,114	78,700	Robt. Ward & Co.	Aug.
Apr. 21	Nanaimo, Am. bk.	Shanghai.	742,139	11,240	12,500	Hastings Mill Co.	not rpt
Apr. 11	Holera, It. bk.	Shanghai.	413,767	12,825	12,500	Hastings Mill Co.	not rpt
Apr. 21	Am. Girl, Am. sch.	San Francisco.	230,566			Hastings Mill Co.	July 10
July 2	Nelle May, Am. bk.	Callao.	504,456			Hastings Mill Co.	not rpt
July 22	Sir Wm. Wallace, It. b.	Sydney.	708,481	30,000	14,100	Hastings Mill Co.	not rpt

IN THE
Resources Office

—WILL BE FOUND A—

COMPLETE LINE

—OF—

**LEGAL BLANKS,
NOTARIAL FORMS,
RENT RECEIPT BOOKS,
SHIPPING BOOKS,
ORDER BOOKS,**

—AND—

CUSTOM HOUSE BLANKS

And many other blank forms, which customers can buy cheaper from us, the manufacturers, than at other places.

B. C. AGRICULTURAL SOCIETY.

This association will hold its annual exhibition on its own grounds adjoining Beacon Hill Park, on Friday and Saturday, 26th and 27th instant. The society has reason to congratulate itself on having directors possessed of nerve and backbone, as the obstacles they have met and overcome mark them as men determined to have success crown their efforts.

For the benefit of intending exhibitors we give some of the rules which will govern at the coming exhibition:—

All entries to be made two clear days before September 26th.

Entrance fees will be: For cattle, sheep, horses and pigs, 15 per cent. on amount of prizes; for silver medal, \$2 50; agricultural implements, \$1 00; field produce, 50 cents; dairy produce, 50 cents; fruit, 50 cents; vegetables, 50 cents; band contest, 10 per cent. of prize offered; special and other entries, 50 cents, except for ladies and misses, 25 cents; trials of speed, 15 per cent. of purse offered.

All live stock to be in the show yard not later than 8 A. M., Friday the 26th, when the gate will be closed, after which nothing will be admitted. All animals to remain in the show yard until 6 P. M. of the 27th.

No responsibility will be assumed for loss or damage to stock, but suitable pens will be provided and all reasonable care taken to prevent accidents.

Green crops and vegetables are to be placed on ex-

hibition cleanly washed and in as attractive a style as possible.

The grounds will be open for the reception of all articles one day before the commencement of the fair and anything may be shipped to the care of the general superintendent, but articles will not be placed on exhibition except by and at the expense of the owner.

Exhibitors of stock will have to provide their own feed; but the Association will have hay and feed on the grounds for sale.

Pedigrees of thoroughbred stock must be handed the Judges when animals are being examined.

On the first day, there will be a half mile race, best two in three, for British Columbia bred colts, for a purse of \$100 to first, and \$50 to second colt, as well as a half mile dash, open to all comers, for a purse of \$100.

Second day, race of mile heats, best three out of five, for a purse of \$500. Five to enter.

There are also prizes offered for Durham, Ayrshire and graded cattle; for roadsters, draught horses, horses for general and miscellaneous purposes; for Leicester, Southdown and Cotswold sheep; for Berkshire and Poland China pigs; poultry, dairy produce, vegetables, field produce, fruits, agricultural implements, etc., and a special and complete list of prizes for ladies' and Misses' work.

RETAIL FAMILY MARKET.

(COMPILED BY NEUFELDER & ROSS, GROCERS.)

Apples—Sliced..... per lb 80	12 1/2	Jams, Cutting's asstd.....	50
Quartered.....	10	C & B asstd.....	37
Evaporated.....	20	Jellies, 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.....	37 1/2	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.....	37 1/2	20 lb wood.....	4 00
Pearl, per lb.....	10	Lemon sugar, P & M.....	50
Bacon, choice 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.....	12 1/2
Liobig's Extract.....	50	Meals, corn, 10 lb sks.....	50
Butter, California grass Roll.....	57 1/2	Corn 25 lb sks.....	1 00
Island Roll.....	75	Oatmeal 10 lb sk.....	62 1/2
Pat.....	40	S. F 10 lb sks.....	75
White Clover.....	1	Scotch, 25 lb tins.....	3 00
Beans, Bayo, 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.....	37 1/2	Middlings, per lb.....	2
Lima, per tin.....	37 1/2	Bran.....	1 1/2
Haricots Verts.....	37 1/2	Oilcake ground.....	2
Blue, Ball, per box.....	25	Chop feed.....	2
Liquid, bottle.....	25	Matches, 3 packages for.....	25
Blacking, Mason's, 3 tins.....	25	Safety 3 pkgs for.....	25
Ebony, 3 bottles.....	50	Macaroni, per lb.....	37 1/2
Brick, Bath, each.....	12 1/2	Milk, condensed.....	37 1/2
Boaters, Yarmouth, per tin.....	50	Mango, stuffed, per bottle.....	1 00
Brushes, Hoop.....	50 to 75	Mustard, D. S. F, per tin.....	37 1/2
Brushes, stove.....	25 to 62 1/2	French.....	37 1/2
Hamster.....	50 to 1 00	Mushrooms.....	50
Hearth.....	50 to 1 00	Nuts Bay-elomas, per lb.....	20
Buckets, zinc.....	50 to 1 00	Brazils.....	30
Wood.....	50	Almonds S. S.....	37
Brooms.....	25 to 75	Walnuts.....	30
Catsup, Tomato pot.....	25	Pecan.....	30
Mushroom, bottle.....	37 1/2	Jordan almonds.....	1 00
Walnut, bottle.....	37 1/2	Oats, per lb.....	2
Candles, Prices, per lb.....	20	Peas, per lb.....	1 1/2
Curry Seed, 6 lb.....	1 00	Potatoes, per lb.....	50
Curaway Seed, per lb.....	25	Pails, Wood.....	50
Celery Salt, per lb.....	25	Grvanized.....	50 to 75
Chocolate, per lb.....	50	Peas, Split, per lb.....	10
Cocoa, Fry's and Epps's, per lb.....	50	Sugar, 2 lb tins.....	37 1/2
Van Houghton's.....	1 50	Petit Pois.....	37 1/2
Chutney, Sauce, per bottle.....	75	Orange, per lb.....	50
Mango.....	75	Peel Lemon, Citron, per lb.....	50
Mustard, Gross, qts.....	1 25	Orange, per lb.....	50
Cheese, Canadian, per lb.....	25	Pate de foi gras, per tin.....	1 25
Calu.....	25	Prunes, S. F, per lb.....	25
Domestic.....	25	French, per lb.....	25
Swiss.....	50	Pickles, Regs 5 gal.....	2 50
Edam.....	50	C. & B. qt bottles.....	62 1/2
Sap Sago.....	50	Capt. Whites.....	62 1/2
Limberg.....	37 1/2	Nabob, qts.....	50
Roquefort.....	1 00	Raisins, Choicest, Selected.....	50
Clams, per tin.....	25	Muscatelles, per lb.....	50
Cream Tartar, per lb.....	50	Muscatelles, per bx.....	8 00
Cocount, desiccated per lb.....	60	Choice Muscatelles.....	25
Corn, Win-low's, per tin.....	37 1/2	per lb.....	25
Clothes-pins, per doz.....	5	Calu, London layers.....	25
Currants, per lb.....	16	per lb.....	25
Curry Powder, per bottle.....	25	per box.....	3 50
Coffee, green, C Rica, per lb.....	37 1/2	per 1/2 box.....	1 25
Green, Java.....	37 1/2	per 1/4 box.....	1 25
Roasted, Mocha.....	50	Valencia, per lb.....	30
Ground.....	40	Sultanas, per lb.....	30
Soda, extra, per lb.....	10	Rice, Sandwich Island.....	2 10
Cocount taffies.....	25	China, per mat, 50 lb.....	2 25
Palace, mixed.....	25	Saleratus, per lb.....	15
Picnic.....	12 1/2	Soda li Carbonate, per lb.....	15
La Grade.....	25	Sal, per lb.....	4
Lemon.....	25	Salmon, 3 tins.....	50
Ginger.....	25	Sago, per lb.....	25
Huntly and Palmer.....	50 75	Sardines, 1/2 box, in tins.....	37 1/2
Deviled Underwood Ham.....	50	1/2 box.....	25
Chicken.....	50	Marieno.....	50
Game.....	50	Russian, bottle.....	50
Tongue.....	50	Salt, bottles.....	25
Eggs, strictly fresh.....	40	F. L, per lb.....	2
Farm.....	37 1/2	Sauces, L & P Large per bott.....	62 1/2
Foreign.....	30	L & P Small.....	37 1/2
Flavoring Extracts, 2 oz bots.....	50	Mellors, per bott.....	25
Commercial, 3 bots.....	50	Nabob.....	25
Tripple.....	37 1/2	Yorkshire Relish.....	25
Fruits, asstd table, 2 lb tins.....	40	Montserrat.....	37 1/2
San Jose, ex h syr qts.....	1 25	Tabasco.....	50
San Jose, ex h syr pts.....	75	Seeds, Caraway, per lb.....	25
G & D apices.....	1 50	Canary, 6 lb.....	1 00
Flour, Baker's Extra, per bbl.....	6 50	Hemp, 6 lb.....	1 00
Graham.....	6 50	Rape, 6 lb.....	1 00
Graham, 10 lb ecks.....	50	Soups, Asst, per tin.....	25
Rye.....	6 50	Soap, Common yellow 20 lb.....	1 50
Hams, Dupee.....	25	50 lb box.....	2 50
Compressed, 2 lb tins.....	75	Blue Mottled, 25 lb.....	2 50
Whole, cooked, pr lb.....	50	White Mottled, 25 lb.....	2 50
Herrings, Holland per keg.....	2 77	Eng Tall w Crown per bx.....	1 60
Smoked.....	10	Toilet Soap, 1 doz.....	1 00
Mariquer.....	50	Toilet Glycerine, 1 doz.....	1 50
Honey, 1 gal, tin.....	2 00	Soap, Ivory, 1 bar.....	15
Half gal, tin.....	1 00	Spices, whole Allspice, per lb.....	25
King Jars.....	62 1/2	Cloves, per lb.....	1 00
Syrup Jars.....	67 1/2	Cinnamon, per lb.....	1 00
Buttes dishes.....	75	Mace, per lb.....	10
Hops, packed.....	50	Nutmeg, per lb.....	10
Herbs, dried asstd per bot.....	50	Pepper, per lb.....	25
		Spices, Ground, reputed 1/2 lb.....	37 1/2

Spices.—2 tins.....		Tongue, Lunch, No 1.....	50
Allspice.....	37 1/2	Teas, English Breakfast.....	50
Cloves.....	37 1/2	Choice, per lb.....	50
Sage.....	37 1/2	Choicest, per lb.....	62
Thymo.....	37 1/2	Ext Choicest, per lb 75 to 1 00	1 00
Marjoram.....	37 1/2	Japans per lb.....	50 to 75
Mace.....	37 1/2	Basket Fired Garden.....	1 00
Mixed.....	37 1/2	Assam, per lb.....	75
Starch, 6 lb box, Kingsford's.....	1 00	Blended, Our brand.....	75
12 lb box Kingsford's.....	1 50	T & B, per lb.....	1 00
Corn Starch, 5 lb box.....	1 00	Paces, per lb.....	1 00
Syrup, Sugar House Drops.....		Chick, per lb.....	1 00
per gal.....	1 25	Sailor's Delight per lb.....	1 00
Sugar House tins.....	1 25	Lorillards, per lb.....	1 00
Sugar House, 5 gal keg.....	5 00	Vermicelli, per lb.....	25
Canadian, 5 gal keg.....	4 50	Vinegar, No 22 Mult, per gal.....	1 00
Canadian, per gal, 1 G.....	1 00	Wine, per gal.....	1 00
Maple, 1/2 gal.....	1 25	Washboards.....	50
Sugar, Paris Lumps, 6 lb.....	1 00	Wash-powder, 3 pkgs.....	50
Dry Granulated, 7 lb.....	1 00	Wheat, per lb.....	50
C. Coffee, 7 1/2 lb.....	1 00	Yeast Powder, 1/4 pkg P & M.....	2 50
D. Coffee, 3 lb.....	1 00	per doz.....	2 50
Central Amer, 10 lb.....	1 00	Royal, 1/4 pkg.....	2 50
Powdered, per lb.....	25	per doz.....	2 50
Sugar of Lemon, per tin.....	50	Golden Gate, 1/4 pkg.....	2 50
Tapioca, per lb.....	20	per doz.....	2 50
Tongue, Compressed 2 lb.....	75	Golden Gate, 1 lb pkg.....	75
Lunch, 2 lb No2.....	75		

GARESCHÉ, GREEN & CO
BANKERS.
 GOVERNMENT STREET, VICTORIA, B. C.
 Sight Drafts and Telegraphic Transfers on San Francisco, New York and Canada.
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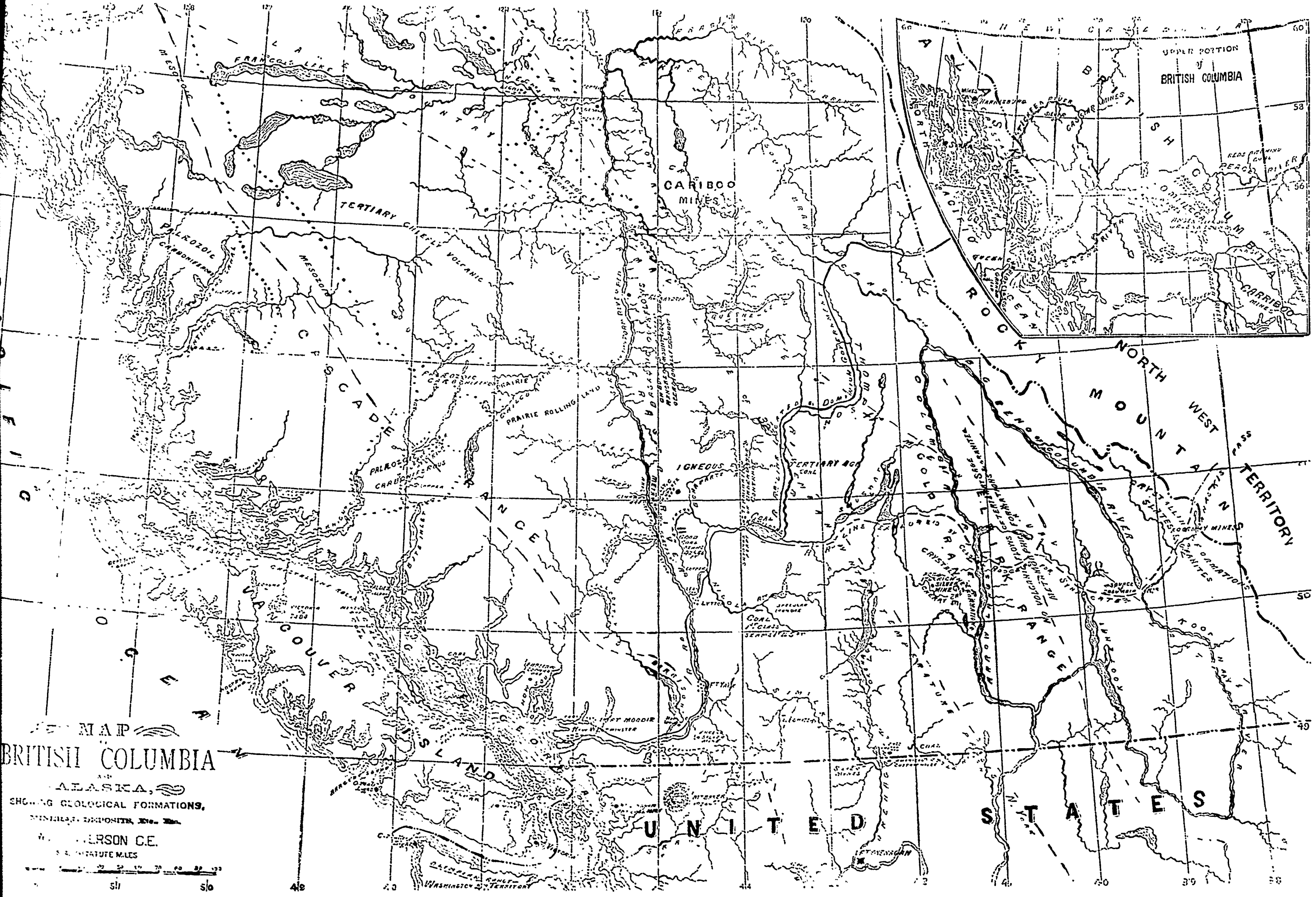
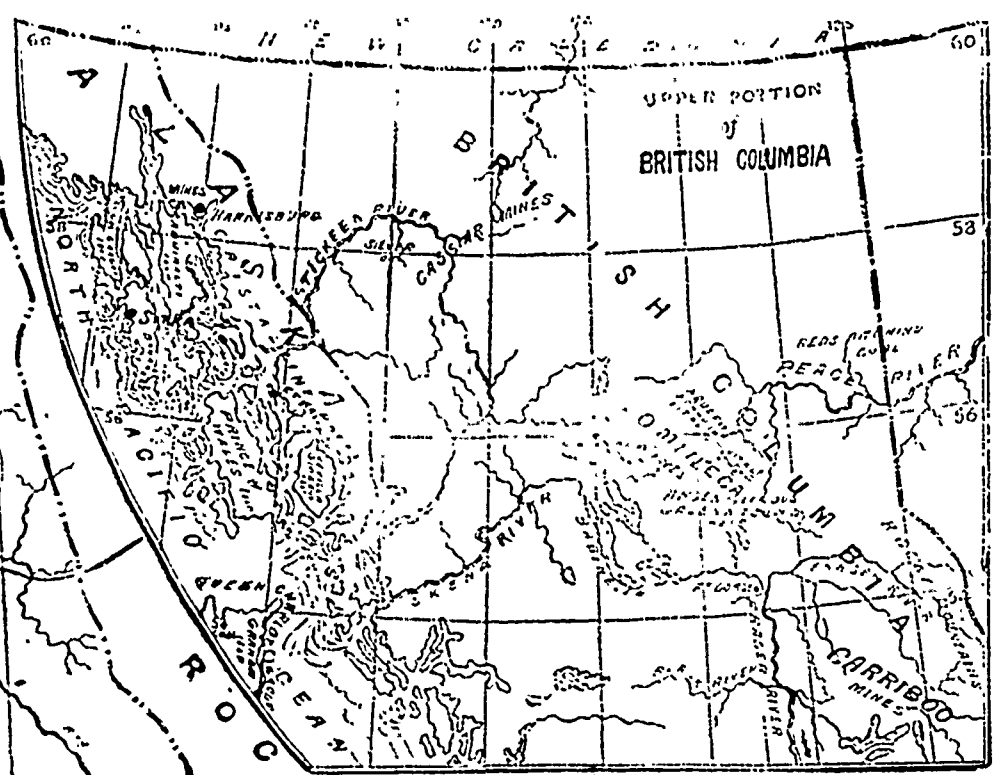
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 BOOK AND JOB PRINTER,
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 Having removed up-stairs, (over the old stand), and made numerous improvements in the establishment, is now prepared to execute
Plain, Fancy and Colored
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 Equal to any office on the Pacific Coast.
 PRICES ACCORDING TO QUALITY OF WORK REQUIRED

Agents for the "Resources."
 The following firms and persons are duly authorized to receive subscriptions and advertisements this publication:
 VICTORIA, B. C.—T. N. Hibben & Co., M. Wait & Co., Henry Gribble, F. L. Tuckfield.
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 BARKERVILLE.—John Bowron.
 CASSIAR.—Callbreath, Grant & Cook.
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ESTABLISHED FEBRUARY, 1832.



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AND
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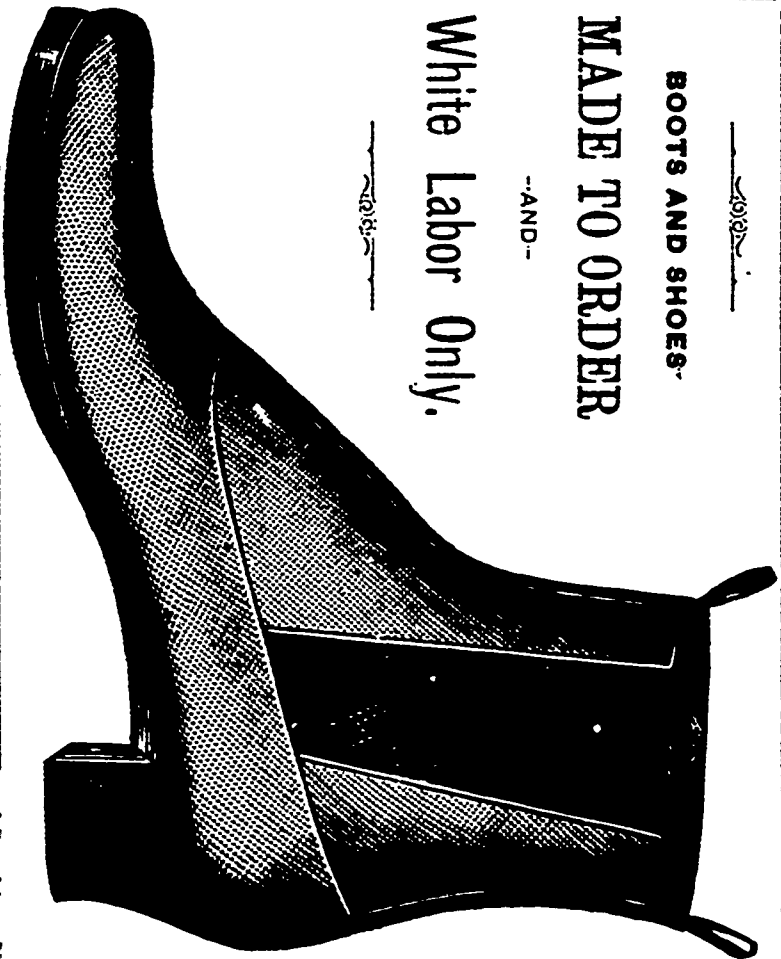
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MADE TO ORDER

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Burt & Packard's Fine Shoes
Ladies' Sandals and Slippers in Great Variety!
Lawn Tennis and Running Shoes.

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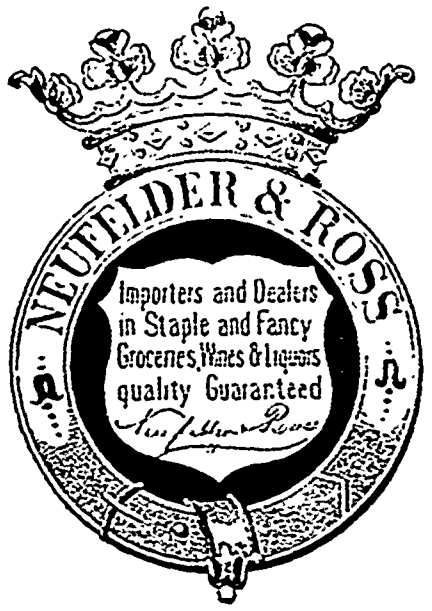
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GEO. H. MAXNARD, . . . Proprietor.

VICTORIA POST OFFICE

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

CLOSE.	PLACES.	DUE.
Monday, Wednesday & Friday at 6:45 a. m.	NEW WESTMINSTER, Burrard Inlet, Granville, Moodyville and Ladner's Landing, Yale, Port Moody, Maple Bridge (Port Haney), Matsqui, Emory, Ferney, Coombe, Lytton, Drynck and Spencer's Bridge, Harrison River, Lulu Island, MUD BAY, North Arm.	Tuesday, Thursday & Saturday at 3 p. m.
Monday at 6:45 a. m.	ASHcroft, Cache Creek, Sarona Ferry, Clifton, Lac la Poudre, Soda Creek, Alexandria, Quesselle, 150 Mills House, and Barkerville.	Thursdays
Monday at 6:45 a. m.	LULLABOTT, Pavilion, Alkali Lake, Big Bar Creek, and Dog Creek.	Saturday at 3 p. m.
Monday at 6:45 a. m.	DUCK & PHINDLE, Spadumcheen, Okanagan, and Okanagan Mission.	Saturday at 3 p. m.
Monday and Friday at 6:45 a. m.	OSOYOOS, Penticton, Semilkameen and Rock Creek.	within 3 weeks after date of departure. Tues. & Sat. at 3 p. m.
Monday at 6:45 a. m.	KAMLOOPS.	Saturday at 3 p. m.
Monday at 6:45 a. m.	PIEMPER PASS.	Saturday at 3 p. m.
Monday at 6:45 a. m.	NICOLA LAKE and Kamloops.	Saturday at 3 p. m.
Monday at 7 p. m.	FORT WILSON, Sitka, Harrisburg and Juneau City, via Port Townsend, W. T.	Uncertain.
Monday, Wednesday & Friday at 6:45 a. m.	NANAIMO, Wellington, Cowichan, Maple Bay, Somers and Chemainus.	Tuesday, Thursday & Saturday at 3 p. m.
Monday at 6:45 a. m.	SALT SPRING ISLAND.	Tues. & Sat. at 3 p. m.
Monday at 6:45 a. m.	BURGOYNE BAY.	Thursday at 3 p. m.
Monday at 7 p. m.	COMOX and Quadra (Hajner Sound).	12th and 27th at 3 p. m.
Monday at 7 p. m.	EASTERN PROVINCES, Manitoba, United States, Great Britain and Europe, via Port Townsend, W. T.	Daily at 3 p. m.
Monday at 7 p. m.	SAN FRANCISCO, Direct.	Every 8 days.
Monday at 11:20 a. m.	AUSTRALIA, New Zealand and Sandwich Islands.	Uncertain.
Monday at 11:20 a. m.	SOUTH AND CENTRAL AMERICA, Mexico and Panama.	Uncertain.
Monday at 11:20 a. m.	CHINA AND JAPAN, British India and Straits Settlements.	Uncertain.
Monday at 11 a. m., 2 p. m. and 5 p. m.	ESQUIMALT - four times daily.	9:20 a. m., 12:20 p. m., 3:20 p. m. & 6:20 p. m.
Monday at 8 a. m.	SOORE, Methowin and Colwood.	Mondays at 3 p. m.
Monday at 12 m. & Tuesdays at 7 p. m.	SAANICH.	Tuesdays at 9 a. m. & Thursday at 3 p. m.
Monday at 7 p. m.	ROOSENA, 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 be enclosed in the regular mails. Letters placed by the public on steamers for Ports in the United Kingdom, although prepaid by postage stamps, will not be despatched to their destination, but will be re-delivered to Victoria.

Letters for Registration must be posted half an hour previous to the closing of the above mails. Colonial 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 Special Rates.

Money Order Office - 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.

When 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.

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

If not exceeding \$4	2c.	Over \$4 not exceeding \$50	25c.
5	10	50	50c.
10	20	100	50c.
20	30		

Money Order, payable in the Dominion of Canada, can be issued for any amount up to \$100 but as many of \$100 each may be given as the remitter requires.

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

If not exceeding \$10	10c.	Over \$10 not exceeding \$50	30c.
20	20c.	50	50c.
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 amount in excess of \$5, but postmasters are at liberty to issue several of \$4 each, if required.

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

Belgium, France, Germany, Greece, Italy, Switzerland, Austria, Hungary, Roumania, Spain, West Indies, Victoria (Australia), New South Wales, Australia and New Zealand, New Zealand, Belgium and Barbadoes.

Registration.

Letters and packets intended for registration must be handed in at the office and a receipt obtained therefor. On no account must it be dropped into a box. The registration fee must be paid by registration stamps, and the fee on letters to places in Canada and Newfoundland is 2 cents, and on letters to the United States, 5 cents.

Letters of a registered letter addressed to any Postal Union Country may be sent in a certificate as to the disposal of said letter by the post at the office addressed, on payment of an additional fee of 5c. Letters 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 Rootenay 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 R. C. Express offices:

Place	Distance	Place	Distance
Victoria	0	Maple Bay	54
Burgoyne Bay	42	Matsqui	104
Bridge Creek	24	Mission	100
Barkerville	22	Maple Ridge	57
Cache Creek	22	Nanaimo	117
Comox	103	New Westminster	115
Cowichan	103	Nicola Valley	123
Cowichan	121	Okanagan	125
Chilliwack	117	Okanagan Mission	125
Clifton	211	Quesselle	128
Departure Bay	20	Riverside	109
Granville	28	Soda Creek	112
Grand Prairie	22	Spadumcheen	112
Horseshoe Bay	21	Spencer's Bridge	115
Hope	160	Sumas	114
Harrison River	121	Stanley	117
Kamloops	121	Sarona's Ferry	116
Rootenay	210	Spadumcheen	112
Lansey	21	Vernon Bay	11
Lytton	210	Wellington	11
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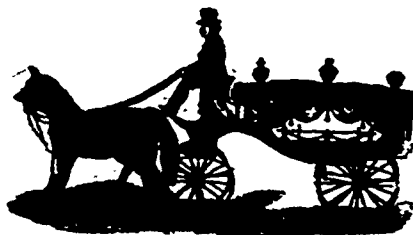
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