

VOLUME 2.
No. 11.

VICTORIA, B. C., JANUARY, 1885.

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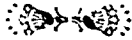
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1863.

1885.

J. P. DAVIES & Co.,

AUCTIONEERS.

THE RESOURCES OF BRITISH COLUMBIA

VOLUME 2. }
No. II. }

VICTORIA, B. C., JANUARY, 1885.

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

TO OUR SUBSCRIBERS.

We should esteem it a favor if those of our subscribers whose subscriptions are overdue, and those wishing to renew, would send in their remittances by cheque, bankbills, or post office orders payable to Munroe Miller.

LOCAL LEGISLATURE.

The Third Session of the Fourth Parliament of this Province was opened by His Honor, the Lieutenant-Governor on Monday, January 12th, with the usual formalities. In the speech from the throne, His Honor spoke of the general prosperity of the country, and of hopefulness, of the future. The necessity, which undoubtedly exists, of enlarging the Graving Dock at Esquimalt, beyond its projected dimensions. The Metlakahtla trouble, and the extension of the terminus of the Canadian Pacific Railway to Coal Harbor were amongst the items of the speech.

REAL ESTATE.

The establishment of a Land Registry Office at New Westminster, in July last year, and the consequent division of the registration of land sales, renders a comparison of the latter half of last year with the fore part unprofitable, and no indicator of progress. We are unable in this number to furnish data as to mainland sales, but hope to do so in our next issue.

Lands sales registered at Victoria, six months ending December 31st, 1884:

July.....	\$76,293
August.....	34,910
September.....	35,184
October.....	45,860
November.....	47,423
December.....	58,048
Total.....	\$297,218

FORE-ARMED.

Again we refer to the vitally important concern of Imperial defence already dealt with in our issue of December last, and previously. However much and however commendably United Kingdomers and British Colonists may appreciate and endeavor after peace, and surely such aspirations indicate superior civilization, it is self-evident that this chief of blessings can best be preserved and Imperial honor maintained by proper preparedness for meeting "the enemy in the gate," aye, and outside of it too, wherever under the far and wide flowing national flag, attack may be attempted. That the physical robustness, as well as the venturesome and martial spirit of Britishers of the old isles, of North America, and of Australasia, is as great as ever, admits not of doubt. In a just cause, of sufficient importance, and for no other, will the empire or commonwealth, which under present management, fight.—Cromwellian Ironsides ashore and afloat, under modern Oliver's, Blakes and Benbows, Nelsons and Wellingtons, would be in arms, in numbers, as needed, however great. When, not so many years ago, the comparative supremacy of the British Navy was undisputed, Gladstone and Palmerston did much, by mere diplomacy, to bring the kingdom of Italy to its present rightful dimensions. If war is to come, which, even yet, seems almost incredible, Britain will have stout and hearty allies, needless now to name. In another column is given the latest warning note in the London *Times* by the farseeing and patriotic Colomb, on the needs of the time, as regards defence at home and abroad. Gratitude is everywhere due to the *Pall Mall Gazette* for its persistent, intelligent endeavors to arouse the British Liberal Government to a proper sense of the situation. What an opportunity, in the idle ship-yards of the Clyde and the Tyne, is now afforded for immediate war-ship building, and what a blessing to the unemployed would such work now be.

Resources of British Columbia.

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

MUNROE MILLER, - - Publisher and Proprietor.

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NO QUESTIONABLE ADVERTISEMENTS INSERTED IN THIS JOURNAL.

The inhabitants of every city, at some time in the existence of that city have an opportunity, either by driving away or holding out inducements to capital, to make or mar its future. The people of Victoria at the present time are no exception to the rule. Speculation is rife as to where the terminus of the Esquimalt-Nanaimo railway will be, and many anxiously await the final location of that terminus. The opinion of many seems to prevail that the Indian reserve will be secured by Mr. Dunsmuir and his associates. It is a most desirable location, but, if we allow it to stop there Victoria will have a suburb which will eventually out-people the mother town, and throw bridges across such portions of our harbor as to them may seem mete. Should the Reserve be secured and a bridge thrown across where the ferry now is the upper end of the harbor will be rendered almost useless, and entail heavy loss to many of our citizens who have had the courage and enterprise to expend large sums of money in the improvement of their water-front property—but a little further on in the future, the interests of James Bay, (which is now advancing more rapidly than any other portion of the city) might render it expedient for the citizens of that ward to combine with the Reserve people, throw a swing bridge across the bay from Hospital point, and at a single blow render a dead letter all the improvements of a quarter of a century.

We do not wish to see any place retarded, but for the same reason that Liverpool put forth such tremendous exertions and was so lavish with her money in securing what she had, before she actually became mistress of the situation, do we point out these possibilities. We have things as they ought to be and let us keep them so. To do it, we suggest the following plan:

The James Bay mud flats at present are not only useless, but an eye sore, and involve an expense of

nearly \$1,800 per year in keeping the bridge in repair. Let the citizens of Victoria ask their representatives to have that portion of our harbor ceded to Mr. Dunsmuir, with the understanding that that is to be the actual terminus of the Island Railway and they will thereby secure to the city more wealth than if they were to discover a gold mine.

The advantages inherent in the selection of this point for the terminus are manifold and great. With a stone wall thrown across where James Bay bridge now stands, it would be an easy matter to fill up the mud-flat with pit-dross from the Nanaimo mines thus making a magnificent Terminal Yard out of an idle, useless swamp. Here ships of all nationalities will come to coal, thus avoiding the long towage to Departure Bay, and the attendant heavy dues. From Victoria the China-Japan mail steamers will practically sail, for large steamers consuming enormous quantities of coal will ever go where they can get that commodity with the greatest facility. These large steamers could not of course enter the inner harbor, but the connection of a tram-line with the railway yard would obviate any difficulty there might be supposed to exist in taking coal to the outer harbor at Rithetville. Of course the James Bay section would have to be efficiently dredged. The material brought up by the dredger would go to fill in the inner side of the sea-wall. Moreover a dredger would be required that *would* dredge, and not one that has to lay back half its time to recruit. Business springs from business, just as money makes money, and the terminus at James Bay means centralization, concentration, a strengthening and a support to Victoria. It means the city will retain the position to which it has attained after five-and-twenty years of trial and tribulation. It means that in spite of every opposition, and against all-comers Victoria would be *ipso facto* the final terminus of the Island and Mainland Railways.

PROVINCIAL BALANCE SHEET.

The Provincial Accounts for the fiscal year, ending 30th June, 1884, contained the following amounts: Revenue, \$887,686.37; expenditure, \$590,629; surplus, \$297,057.37. The revenue included receipts from Dominion Government on account of Graving Dock, to the amount of \$384,512.63, whilst expenditure included an item of \$177,071.78 for streets, bridges and wharves.

DUMAS PETRIFIED.—A youth, to fortune and to fame unknown, sent Dumas the manuscript for a new play, asking the great dramatist to become his collaborateur. Dumas was for a moment petrified, then seized his pen and replied: "How dare you, sir, propose to yoke together a horse and an ass!" The author answered: "How dare you, sir, call me a horse?" Dumas wrote by mail, "Send me your play, young friend."

REMINISCENCES.

The press of work being over, Anthony J—b—n and I took a ten-days' run up to the source of that mighty stream, the Columbia.

We got to the crossing of the Kootenay—that oft described but ever attractive place—where the Kootenay sweeps out of its rocky bounds and roaring round the beetling cliff seeks the calmer and flatter regions, crossing majestically past the head waters of the Columbia on a level with the lake, in the most independent manner as if it claimed and sought a separate existence.

Thus far no adventure or anything worthy of note, unless the magnificent valleys and lacustrine reaches that stretched for miles along our left were worthy of note. We did not give them a thought.

The bracing air through which we dashed along, the open park-like scenery, the invigorating sense of buoyancy must be seen and felt to be appreciated.

We had about 65 miles to make, and had a late start, so the beauties of the landscape, or the future of this interesting place, did not bother us.

Having crossed the Kootenay we struck into a spur of the Rockies, which here stand back, leaving a long flat slope covered with grass, flattening all the way down to the lake, with a corresponding slope leading up to the Selkirk range on the south. We got in early, saw the cattle and Ramon, the Mexican herder, and ate supper with a zest known only to the traveler in these latitudes.

We agreed that in place of exploring those rocky fortresses towering up to the north of us, that we would ride down the Columbia 50 or 60 miles probably to near the present site of Golden City, and started in good time. About half-past ten we met a number of pack animals, and soon the owner, Jack Sh—tlw—th, hove in sight. "What on earth are you doing here, said Jack. "Just taking a ride." "Are you looking for anything?" "No." Jack looked incredulous. "Haven't you got a warrant for the arrest of Machelock?" "No, certainly not." "Well," says Jack, "I would advise you to 'bout ship and south if you would save your heads." "How's that?" "You know the Indian that killed the soldier down at Coleville?" "Yes." "He's here, down at the camp about twenty miles below here, there's a lot of Coleville Indians hunting, and they have heard that two men are coming in to arrest him. They are prepared," said Jack, "you'd better turn back with me, for if you go down there now I wouldn't give five cents for your chances."

Anthony argued that we were from Kootenay and had nothing to do with the Indians, and much talk of that kind, Sh—tlw—th always telling us, "That's nothing, they won't believe you." Andy laughed it off. "Well, if you will run yourselves into the trap," said Jack, "ta ta." Sh—th slackened rein and soon

disappeared after his goods and chattels. He was married to a Coleville squaw, but he didn't consider himself safe, and was making his way down to Galbraith's, Wild Horse Creek.

We had time enough to muse on the situation as we cantered through the rolling foot-hills. How the Indians knew of our coming was a mystery, but a fact, also. (Those who were here at the time of the Bute Inlet massacre will recollect that the Indians here knew for some time before any one else).

We cantered on through an undulating grassy country marked by piles of deer horns at one place to show where a battle had been decided between two contending tribes; and towards night came to some houses, which had been built by the first miners of "Wild Horse" who, driven out by prospects of starvation, had hunted the Rocky Mountain sheep, shot geese, and fished in the stream, till

"Spring came with opening breezes bland
And, touched by her Ithurlial wand
Earth burst her winter chains."

Two or three of the houses were common log shanties, the rest were underground houses, big oblong holes with only the roof above the level of ground, and the only means of getting in or out, was a hole in the centre of the roof which answered for door, window and chimney. These the Indians had taken temporary possession of, but they looked too much like traps, so we boldly presented ourselves at the house of the chief, a conical one of buffalo skins.

The chief received us kindly, but not devoid of suspicion. It was his brother who had killed the soldier and who presently came in. He had been hunting the big horns and had some fine specimens. He seemed to look on the whole business as if concluded, and but required the execution. We differed of course, and prepared our "Colt's" death-dealing irons for any emergency, when the mistress of the house took a say. We couldn't understand a word they said but the controversy waxed loud and long, the squaw manfully replying to the arguments advanced and we could hear by the undertone comments that the whole camp was listening, though none entered. We had given up our horses so that our chances of seeing daylight depended on the apparently slender thread of a chief's honor, and ideas of hospitality. The brother had gone out very angry and shortly returned reinforced as we could tell by the hubbub outside, but now the chief seized his gun and went to the door, spoke in a commanding tone, and seemed determined that no harm should befall his guests, and he was as good as his word.

The crowd dispersed. We lay as we rode, with our blankets drawn over us unconcernedly by the fire. Shortly after daybreak our horses were brought all ready and had been well attended to, bade good-bye to the hospitable chief, and leisurely rode off, believing our time had not yet come.

SAANICH.

In the early morning we came to the pretty little landing stage at North Saanich. The rays of the sun rested on the waters of the little bay, upon the distant mountains tipped with snow, on the sombre-hued trees of the forest, and lit up with refulgent beauty the myriad pendant dewdrops which, like glittering gems, be-decked the shrubs and timber. Right at the landing stage stands the flour and grist mills of Messrs. Brackman & Ker. Here the various cereals grown at North and South Saanich find a ready market at good prices. The mill is fitted with the latest appliances, and driven by a powerful steam engine. Flour, oatmeal, split peas, feed etc., are manufactured from the grain, and put up in different forms to suit the various markets, the oatmeal being sold in neat little sacks of 10 pounds each. Only the very best grain is used, and the greatest care is exercised in the process of manufacture, in order to insure a pure article. Their efforts to please are evidently appreciated by the consumers, for the local supply of grain was last year not sufficient for the mill's want, although this was no doubt owing to part of the crops having been badly saved and not up to the mill standard. Attached to the mill are an extensive piggery, store, and post office. On being asked his opinion as to agricultural prospects in Saanich, Mr. Brackman said "that the forward progress of the settlement was sadly hindered by the fact that thousands of acres of the best land in the district were held by people who allowed it to remain idle and unproductive." The only remedy he knew of was the imposition of a special tax on uncultivated land, that was land which it could be proved was available for cultivation. Mr. J. W. Thompson of North Saanich expressed a similar opinion. He said "the influx of settlers into this district is almost completely checked by the inability of new comers to obtain land." Saanich for the tourist or sportsman is a little paradise. At every turn the eye is greeted by one of nature's pictures. Pretty little farm houses dot here and there the clearings, against the dark background of fir, the blue smoke from many a chimney curls upward to the bluer sky above. Now and again as the road winds round some rocky bluff glimpses are obtained of the waters of Haro Strait and the Emerald Islands of the Mediterranean Pacific beyond. In spite of the drawback mentioned the district is undoubtedly going ahead, in every direction new buildings are seen both built and building. Mr. John Brethour has just completed a large and well built farm residence costing several thousand dollars. The buzz of the saw, the smart ring of the axe, the crash of the falling timber denote the progress of clearing. Game of different kinds, including deer, are plentiful. Various hunting parties during the past three weeks have made large bags. The grouse start up from

your feet in the roadway, the timid deer seek the umbrageous shelter of the forest, the rabbit whisks his bushy stump of a tail as he scurries burrow-ward; the disappearance of these and other indications of wild game the extensions of clearings and cultivated land are unmistakable signs the traveller is approaching Victoria.

DRAINAGE.

This city is too young and too small to undertake an expensive system of drainage such as some of the local press have been advocating lately. Stone drains would cost too much, and if built, would involve the city so hopelessly in debt that—for the present—they may be left out of consideration. Assuming that this city is ready to go to some expense for sanitary purposes, and as a preventive, to adopt some feasible plan of sewerage, the cost of which will be fairly within the ratepayers powers, some such simple and inexpensive scheme as the following might be adopted, or it might form the frame on which a better scheme could be built:

1st. A main drain from low water mark at Ross Bay to high water mark at James Bay.

2nd. A reservoir at James Bay to be filled with tide water to flush the drain out every tide

3rd. A main branch leaving the city by way of Cook Street.

4th. A main branch round the city front.

1st This would be the main sewer, made of 2 inch plank, 48 inches high by 16 inches wide inside, with two triangular pieces 6x6x8½ (i. e. a 6x6 piece sawn into two halves diagonally) placed in the two lower corners, both for strength and to prevent accumulations, to be held together by a mortised frame every eight feet. If made of seasoned timber and jointed with tar and tarred on the outside this would last, at a moderate estimate, twenty years. It could easily be provided with gates at convenient distances for purposes of inspection, and would be large enough for a man to walk along inside in a stooping posture.

This drain having a fall of say eight feet from James Bay to Ross Bay would be flushed out thoroughly every tide, sending everything far out into the sea with the current, never to offend the nostrils of a fastidious public again.

The Main Branch leaving by way of Cook Street could be of the same material, construction and size, would drain all of the town north of Douglas or Blanchard and south of North Park Street.

The Main Branch round the Front would take the drainage from Douglas Street to the water and could probably be extended to the gulch falling into Ross Bay thereby taking all the northern part of the city the only question being whether there is sufficient grade to dump at near high water mark at James Bay.

That portion of James Bay Ward dipping north could be drained by this system, and the remainder would require a system of its own emptying into Royal Roads.

The smaller feeders of this scheme would be of glazed pipes which, with a little preparation, could be manufactured in the Province, there being abundant material.

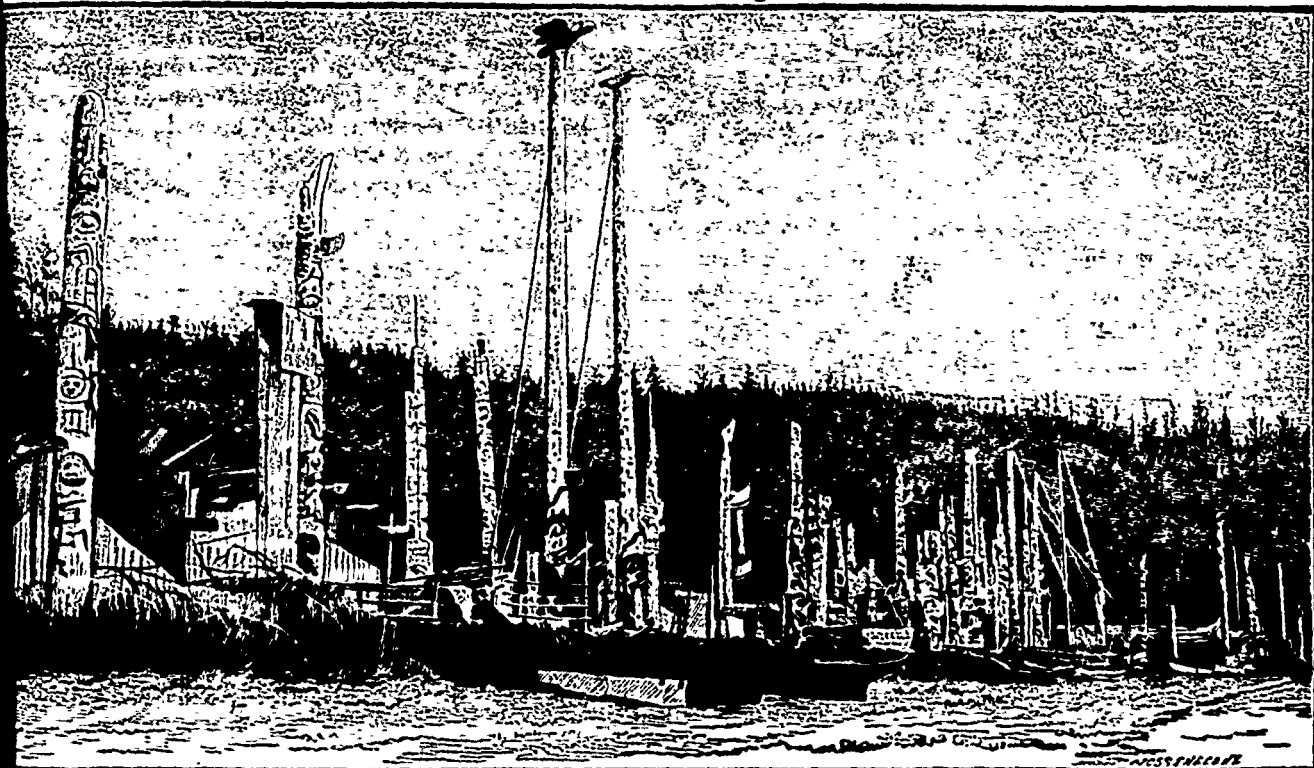
Implied as necessary in the above idea would be an additional main water supply to be got by bringing in another main from Elk Lake, the fiction of a costly reservoir on the higher level here, being (by the writer) considered unnecessary, the present source being the natural and proper reservoir.

The advantage of having two complete sets of pipes is obvious. A main might burst or leak; a new

in the temperature securing a circulation and throwing the noxious gases—that may be driven back through the sewer—high above our heads—where, being lighter, they will disperse in the upper air; also, a sewer provided with the necessary traps, and connected with the street sewer, but if the above mentioned contrivance be adopted the traps cannot be forced and the dwelling is perfectly safe, though typhoid is raging all around no germ can enter the dwelling by means of the sewer pipe. This renders unnecessary any open vents or gratings on the streets.

To condense then, we have abundant means of carrying out, what is conceded to be the best system where practicable, viz., the water-carriage system, that is, we have plenty of water and a splendid "dump."

We secure efficiency at a trifling outlay because this



SCENE ON QUEEN CHARLOTTE ISLANDS.

filter might be required, a big fire might devastate the city; and, if no mishap occurred, the increasing needs of the people, and the enhancement in value of property, as also the crowning triumph of Victoria as the sanatorium of the Pacific would be the fact of pure streams of water coursing through her streets, an idea the realization of which should be begun immediately, and completed as soon as possible, taking Melbourne as her prototype, the model city of the New World.

As health and cleanliness are the main objects, every means known to science should be brought to bear; but the great objection urged against a sewage system connecting every house with every other can be successfully overcome by a system of plumbing which isolates each house, every dwelling having a double vent for the escape of gas one on the inside the other on the outside of the building, and both opening up on the roof, the difference

scheme, roughly estimated and without counting on the cost of right of way, would come to less than even the smallest sum suggested, as necessary to carry out a drainage scheme. It would last out the bulk of the present generation, and when ready to be replaced by a new material there would still be the complete system of levels, and such sewers as are now put in of glazed tile tubing, while the box drains might be used to carry large pipes when they became leaky and unfit of themselves.

It would be salubrious, being tight, no exhalations could escape, and seeing that everything would be either thrown into the main artery to be pulsated out into that great purifier, old ocean, or delivered into the upper regions of air. Though neither last nor least, we would be using the products of the country, and all the expenditure necessary would be circulated amongst our own mechanics and tradesmen.

DECEMBER, 1884.

Now past, with all its joys and sorrows, its hopes and disappointments, has experienced perhaps the cold spell of the current winter. Beginning on the 14th it extended for three days into January, 1885 when thaw. The greatest term of frost and snow since 1858, set in, commenced December 22nd, 1861, and with partial brief thaws endured in this neighborhood from five to six weeks. The year 1858 is regarded as the real beginning of colonization here and on the mainland. In January, 1847, at Victoria, the thermometer fell to 5 deg. below zero, and severe cold continued for about three weeks.

LAST DECEMBER HAD

Of changeable weather with rain, snow or sleet,	3 days.
" " but dry, mild and cloudy, with occasional sunshine,	10 "
" cloudy weather with showers of snow or rain,	8 "
" clear frosty sunshine, truly enjoyable weather for well-happd sleighists or pedestrians,	10 "
	31 "

There, thus came eleven days of less or more rain or snow, and twenty of fair and frosty weather with much, but not uninterrupted sunshine. Around Victoria snow fell to a depth not exceeding ten inches and being dry, with a north-easterly wind, for several days it drifted greatly. Quail, and the recently introduced Chinese pheasant came boldly to farm houses, where, let us hope, they were fed by kindly disposed farmers, wives and children.

December's minimum temperature was 8 deg., its maximum 54 deg., mean or average 31 deg.

Before the dawn of the Railway era snow blockades drifting to great depths used to happen on by elevated roads in the United Kingdom, on that between Perth and Inverness, through the Grampians, especially. Delay of stage and mail coaches sometimes with loss of life would happen. Between Dalwhinnie and Dalnacardoch, the most elevated stretch of General Wade's "highland road" black cock and mair-fowl would, and doubtless can still, during cold weather, be met in large flocks scratching and picking at horse droppings on the smoothened, by travel, highway.

Would it not be well for our athletic youth to practice snow-shoeing. Last December, 1884, afforded a fine opportunity, and, if three winters out of five these shoes had to hang idle "in the hall," or in some other place more secure from the gnawings of rats and mice, what of that?

In the "Book of Days," so crammed with facts worth knowing, it is recorded that in the middle of the last century and later on, winter travel in the British Isles was, by stage-wagons at the rate of two

miles an hour, the vehicles often sticking in the mud. Of a morning, pedestrians were sometimes found stuck in the mud up to their knees, now dead, again resuscitated. Sheep were smothered in snow drifts at sometimes shepherds; pedestrians were found dead in fields, morasses and highways. In the latter half of last century a stout Highland drover, Hugh Fraser of Dell, Stratherrick, coming with a full purse from the southern cattle markets on horseback, got bewildered towards evening on a hill in a furious snow drift. Making for the highest pinnacle of the eminence, he rode and walked alternately in a circle until daylight, thus saving his own life and that of his sturdy nag. After persevering travel, all the following day, although without correct ascertainment of his whereabouts, the much tired, famishing man, in the evening, reached the welcome shelter of a cottage within three miles of his own house on the bank of the id Farigak. Overjoyed he must, of course, have been not only on his own account, but on that of others who, had he perished, might have lost or, at least, been long without their rightful dues, for Fraser, according to a then general custom in the Scottish highlands, had in the south country, marketed, not only his own black cattle or kyloes, but those of many of his neighbors. His appointment with them for settlement was the day of his arrival at Dell. The anecdote, in itself interesting, was in 1816, first published as guidance to others in a like pinch. It is now reproduced as a warning how to act to such of our fellow provincials in this our western mountain land who may ever find themselves, in drifting snow away from shelter and help. Fraser's welcome to friends at Dell, on the appointed day of trust, may have had a "blythe gae doon" such as according to Scott's Guy Mannering, Dandie Dinmont, of Charles Hope, Liddesdale, did to his after the fox hunt. The bulk, form, pluck, and generosity of disposition, in addition has it, that Hugh Fraser, of Dell, resembled the redoubted Dandie.

Therm't	Bar.	Bar.	Rain.	Wind.
Max. Min.	9 A. M.	9 P. M.		
55 35	30.12	30.12	0.11	Light N.E. to fresh South
55 35	30.10	30.10	0.05	Moderate South West
55 35	30.10	30.10	0.05	Gale S. W.
55 35	30.10	30.10	0.11	Light N.E. to very fresh
55 35	30.10	30.10	0.11	Fresh S.W. to change, S.E.
55 35	30.10	30.10	0.11	Light N. W. fresh
55 35	30.10	30.10	0.11	Light North-w. by
55 35	30.10	30.10	0.11	Light North-w. by
55 35	30.10	30.10	0.11	Light North-w. by
55 35	30.10	30.10	0.11	Light North-w. by
55 35	30.10	30.10	0.11	Light North-w. by
55 35	30.10	30.10	0.11	Light North-w. by
55 35	30.10	30.10	0.11	Light North-w. by
55 35	30.10	30.10	0.11	Moderate North
55 35	30.10	30.10	0.11	Gale North
55 35	30.10	30.10	0.11	Har' North
55 35	30.10	30.10	0.11	Moderate North
55 35	30.10	30.10	0.11	Light and stormy S.W.
55 35	30.10	30.10	0.11	Light North-w. by
55 35	30.10	30.10	0.11	Light to fresh North-w.
55 35	30.10	30.10	0.11	Very fresh North-w.
55 35	30.10	30.10	0.11	Light to gale North-w.
55 35	30.10	30.10	0.11	Moderate North-w.
55 35	30.10	30.10	0.11	Light North-w. by
55 35	30.10	30.10	0.11	Moderate North-w. by
55 35	30.10	30.10	0.11	Gale North-w. by
55 35	30.10	30.10	0.11	Light N.W. to S.
55 35	30.10	30.10	0.11	Light North-w. by
55 35	30.10	30.10	0.11	Light North-w. by
55 35	30.10	30.10	0.11	Light North-w. by

Mean Temperature, 31 deg. Rainfall, 1.95 in. Snow, about 12.

TRADERS

British Columbia for the past
HARDWARE, AGRICUL-

After occupying the field in
twenty years as the leading

TURAL IMPLEMENT and METAL dealers in the Province, **MESSRS. MARVIN & TILTON**, (late **EDGAR MARVIN**) find themselves now in a more satisfactory position than ever before to solicit the patronage of the Island and Mainland Merchants. Buying, as they do, almost exclusively direct from Manufac-

turers on the best terms, and having special freight contracts with transportation companies, they are enabled to lay down their goods in

Victoria at the lowest cost, which permits their offering them at prices which will insure the retailer a handsome profit.

Their lines embrace everything carried in a well appointed hardware house, including heavy and

shelf goods, Cordage, Blocks, Ammu-

nition, Holloware, Tinware, Camp Outfit, Farming Machines and

Small Tools, Traps, &c., &c. They will be pleased to furnish prices.

course with Farmers, Stock-
others of kindred occupations
MARVIN & TILTON thoroughly the

A WORD TO THE WISE

requirements of this class of their patrons, whose tastes they make every effort to satisfy. All their stock in this branch is of the best American Manufac-
ture, and carefully selected with a view to meet the requirements of this country. Especial attention is called to their machines for Sow-
ing, Mowing, and Threshing, which are of the most ap-
proved pattern and durable make. Small Tools for the
Farm, Ranch, Dairy or Garden, and Fence Wire
carried in large assortment. Agents for
Wood's and Victor Mowers, Moline
Plows, &c., &c.

FARMERS

A protracted business inter-
raisers and Dairy-men, and
in this Province, has taught **MESSRS. MARVIN & TILTON** thoroughly the

Marvin & Tilton,

M&T

Victoria.

IS SUFFICIENT:

Having enjoyed for a long
ronage from the principal
Improvements, Mechanical Shops, and Coal and Gold Mines, **MESSRS. MARVIN & TILTON** have made supplies required by this class of customers one of their specialties, and it is with the confidence of being in a position to give absolute satisfaction, that they invite attention to their judiciously selected goods in this line. They are prepared to put out Blacksmith Shops, including all tools and stock. A heavy assortment of Quarry-
men's, Grader's, Mason's, Bridge Builders', House and
Ship Carpenter's tools always on hand and arriv-
ing, including Striking Hammers, Steel, Bars,
Powder (black and giant), Gold Tams,
Picks, &c., &c.

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ing, including Striking Hammers, Steel, Bars,
Powder (black and giant), Gold Tams,
Picks, &c., &c.

CONTRACTORS

Having a very extensive pub-
lic
Contractors of Public

The House of
MESSRS. MARVIN

& **TILTON** is the only

establishment in the Province carrying large stocks of Belting, both Rubber and Leather, of all widths.

In consequence of the large business they transact with the leading Saw Mills on the Coast and Fraser River, they are prepared to fill orders, however extensive, for the sundry articles required by Loggers and Mill-

men. In Builders Hardware and Tools they are far in the lead, as well as in all House Furnishing supplies of both ordinary and fine grades, of which their stock is very elaborate. To Locks and Butts they call particular attention, as well as to their Nails, which are of American Manufacture. Bronze and
Elegant design, and in great

BUILDERS

Brass Goods of Unique and variety, always kept in stock.

VOLUMES WOULD NOT

MILLMEN

CONVINCE A FOOL.

LOGGERS

SOME EVENTS IN PAST DECEMBERS.

1753, December 3rd, born near Bolton, Samuel Crompton, inventor of the mule for spinning cotton, which first enabled the British to manufacture muslins, hitherto a product of Hindostan only. Crompton, a shy, proud, but amiable man, by one mishap or another, missed reaping the reward due to him from a grateful country. On May 11th, 1812, Crompton, in the lobby of the House of Commons, was talking to Sir Robert Peel and Mr. Blackburne, when Perceval, Chancellor of the Exchequer, coming up said, "I am going to ask for £20,000 for Crompton, do you think it will be satisfactory?" Crompton, on hearing this, moved away from motives of delicacy. Next minute Perceval was assassinated by the madman, Bellingham. Six weeks after Lord Stanley, afterwards the Earl Derby, known as the "Rupert of the late," carried without opposition, and without any reason given for abatement, a vote of £5,000 for Crompton. Crompton, worn out with "hope deferred," died at Bolton in 1827, where a bronze statue to his memory was erected in 1862.

The Council of Trent, which made irreparable the breach between Catholics and Protestants, was formally opened 13th December, 1545, and after many prorogations, closed December 4th, 1563. It lasted as for eighteen years extending through no less than five Pontificates, commencing with Paul III. and ending with Pius IV.

December 5, 1792, died the wonderfully precocious classical composer Mozart, famous for various works, perhaps most so for the strange circumstances attending the writing of his mass in D minor, commonly known as his Requiem.

December 6, 342, died St. Nicholas about whom several legends have come down to present times.

December 9th, 1859, died at Edinburgh, Thomas DeQuincy, "the opium eater," an author, often getting off impassioned and beautiful prose. Mrs. Gordon, in her memoir of Christopher North, (Professor of Law, her father), tells that DeQuincy, when staying with them, used to dine very simply in his own room. He daily gave the cook in the most deferential manner instructions about his meals. Once after having been told to be very particular in cutting his mutton-pie "a diagonal, rather than in a diagonal manner." The cook, who had great reverence for Mr. DeQuincy, a man of genius, on this or some other occasion when her patience was nearly exhausted remarked to Mrs. Gordon, "Weel I never heard the like o' that in my days: the body has an awfu' sicht of words. It had been my ain maister that was wantin' his mutton-pie he would ha' ordered a haill tablefu' wi' little more than a wauf o' his haun', and here's a' this

claver about a bit o' mutton nae bigger than a prin. Mr. DeQuincy wad mak a gran' preacher tho' I'm thinkin' a bantle o' the folk wadna' ken what he was driving at."

Dec. 9, 1608 born in Broad, Cheapside, London, John Milton, Latin secretary to Oliver Protector poet, and writer of not to be forgotten prose.

Dec. 10, 1282, killed Llewellyn, prince of Wales, and the last native one. Edward I. of England conquered Wales, and called his own son its prince.

Dec. 12, 1724, born, Admiral Samuel Viscount Hood, whose name was by Vancouver given to Hood's Canal, in the Pacific Mediterranean entered by Foca Strait and to Mount Hood, one of the great snowy peaks of the Cascade Range near the great Dalles of the Columbia, and visible most likely from the site of the recent memorable snow-blockade on the Short Line Railway route to Portland Oregon.

Died Sir William Petty, December 16 1687, eminent political economist, and excellent man. From him by the female line, although they have adopted the name of Petty are descended the Lansdowne family of which the present Governor General of Canada, the Marquis Lansdowne, is the worthy representative. He may visit the Pacific Province ere resigning his position. A master of French though without the "honed tongue" of Dufferin he has the reputation of being a good speaker and much practical ability.

JUDGING A HORSE.—Up Michigan Avenue, the other day, a butcher was trying to purchase a very fair-looking horse which a farmer had driven in before a one-horse wagon. After a good deal of talk, the butcher declared his belief that the horse was blind. "Try him," replied the owner. "Try him in any way you desire, and if he's blind I'll give him to you."—"I can tell by opening an umbrella before him."—"All right; bring on your umbrella." One was brought out, and the butcher stood in front of the horse and suddenly shot it open. The animal wasn't blind. Everybody who noticed his conduct agreed that he wasn't. He gave a sudden start of alarm, wheeled short around, and the way he lift pieces of that wagon on the next two squares interested a large floating population. The owner was bounced out, and received a scalp wound, but he was no sooner picked up than he raised his voice as high as the housetops, and cried out, "You bet that no butcher can bluff me on a blind horse."

CROSSING THE NIAGARA.—"I can swim the whirlpool of Niagara," said a stranger in a confidential whisper to a hardware man in New York. "Can you?" "I feel that I can. I should like some advice from you. Would you try it if you were me?" "No, sir—no sir, I wouldn't think of such a thing. A man who hasn't been in a bath-tub for a year, nor had a clean shirt for a month, wouldn't stand the ghost of a show with a whirlpool. You had better go and tackle a drink of water, and gradually work up to it."

A QUESTION OF MILLIONS.

On Thursday, the 15th inst., the Premier made a statement to the House regarding possibilities should the arrangement between the Provincial Government and the Canadian Pacific Railway Company fall through, giving it as his opinion that in such event the Dominion Government might step in and officially proclaim the terminus at or on English Bay, thereby making good their claim to the portion of the forty-mile belt lying west of Port Moody. In certain quarters an awkward attempt was made to ridicule such a theory. Upon careful examination and mature reflection, we are disposed to regard the matter in a very serious light, involving, as it does, considerations of profound concernment to the Province. The Resources, being free from all political bias, we shall be enabled to look at this important subject divested of all the obscuring mists of party strife. The reader is invited to rise with us above political prejudices and look a few salient facts honestly in the face. Referring to the "Settlement Bill," section 2, it is provided that :

From and after the passing of this Act there shall be and there is hereby granted to the Dominion Government for the purpose of constructing and to aid in the construction of the portion of the Canadian Pacific Railway on the mainland of British Columbia, in trust, to be appropriated as the Dominion Government may deem advisable, the public lands along the line of the railway before mentioned, *whenever it may be finally located*, to a width of twenty miles on each side of the said line as provided in the Order in Council, section 11, admitting the Province of British Columbia into Confederation.

Now, it seems clear, from the above extract, especially the words we have put in italics, that if the Dominion Government were so minded, they could, by "finally" locating the railway to English Bay, with the terminus there, make good their claim to the twenty-mile belt on either side thereof. We shall, doubtless, be told that the Dominion Government, having officially declared Port Moody to be the terminus, could not turn round and change it. Let us see what this often misconstrued announcement of Port Moody as the terminus, really amounts to : It will be within the recollection of our readers that Sir Charles Tupper accompanied the announcement with the qualifying remarks that the Government, having too heavy a load to carry, laid it down at the first tidal water reached, because that fulfilled the bond—not that the terminus would permanently remain there—and he intimated that it would doubtless ultimately be carried further down the Inlet, possibly over to Esquimalt ! Thus, it appears that the change now taking place was actually forecast by the Minister of Railways. But we contend that no announcement of the kind, even accompanied by any qualifying remarks, could possibly bind the Government, or

hamper its action in the matter. Was it not officially announced that the route *via* Tate Janne Cache had been finally adopted by the Government ? And yet it has been seen that the route has been changed to the Kicking Horse Pass. Nay, did not Sir John Macdonald himself, announce, without any qualification whatever, that Esquimalt had been decided upon as the terminus of the Canadian Pacific Railway ? And yet nothing came of it beyond a somewhat ludicrous ceremony of stake-planting and champagne-imbibing. The fact is very much as Sir M. Begbie somewhat facetiously expressed it from the Bench a few days ago : Neither the route nor terminus of the Canadian Pacific Railway can be regarded as absolutely fixed until completed. It must, we think, be abundantly clear that there is nothing to hinder the Dominion Government from stepping forward should present arrangements fail, and proclaim Coal Harbor or English Bay to be the terminus, thereby placing themselves in a position to demand the 20-mile belt on each side of the extension.

It may be worth while to consider what the Province would lose in the event of such a contingency. There is still in the Crown, within the 40-mile belt west of Port Moody, somewhere in the neighborhood of 280,000 acres. Of that, about 25,000 acres is situated on what is commonly known as the peninsula dividing Burrard Inlet from Fraser River. Of the latter area, nearly the whole is covered by the time lease of the Hastings Mill Company, and it is proposed to convey about 6,000 acres to the Canadian Pacific Railway Company in consideration of their continuing the railway down to English Bay, and doing certain other things set forth in the agreement. Any estimate we can now make of the value of the lands must be little better than mere guesswork. It is quite certain, however, that the presence of the railway terminus at English Bay would impart very great value to contiguous lands; and, taking as a guide the prices at which lands in that vicinity have already changed hands, it is safe to say that the nineteen thousand acres proposed to be retained by the Provincial Government on the peninsula above would "pan out" between three and four millions if the sale of same were judiciously spread over three or four years. As regards the value of the land that would remain to the Government north of Burrard Inlet and south of the North Arm of Fraser River, it will scarcely be necessary to speak particularly. Suffice it to say that it would stand good for at least a million more. Here, then, we have a Provincial interest of not less than three or four millions, and likely five millions, of dollars, an unexpected "find" and which a mistaken move on the part of the Legislature might lose to the Province ! If we are

rect in our facts, and anything near correct in our figures, certainly to withhold assent, or, by blundering complications, imperil the scheme, would be little short of a crime on the part of the Legislature.

If we may be permitted to regard so important a national question from a local stand-point, how much more strongly should the scheme commend itself to the people of Victoria—of Vancouver Island. To bring the great trans-continental railway some twenty-two miles nearer is, in itself, something which cannot be regarded with indifference on this side of the gulf. To bring it to the only point from which it can be successfully connected with Nanaimo by means of a steam ferry, and thus be made practically to terminate at Esquimalt, is a consideration of still greater magnitude; and in this light it would indeed be strange if the scheme did not receive hearty endorsement at the hands of every island member.

Owing to an unforeseen *contredans* an engraving of Victoria and its vicinity is not to hand, it will however be produced with other like illustrations in our next number. The engravings of Queen Charlotte Islands, etc., are from photographs by R. Maynard, of Victoria.

UNSOLDIERLIKE CONDUCT.—During the Peninsular War a large number of French officers broke parole. A striking instance was that of General Lefevre Desnoettes. Slightly wounded in the head at the cavalry action of Benevento, and sent to headquarters, he arrived magnificently dressed in scarlet and gold as General of the Imperial Hussars. Sir John Moore received him in the kindest manner, and, seeing he was bleeding, immediately sent for some water and washed the wound himself, gave him fresh linen, &c., and sent in a flag of truce to request that his baggage might be allowed to come to him, which was permitted by Napoleon, and that night it arrived, with several horses and servants, &c.; for the French Generals are always a great proportion of baggage. When General Lefevre was dressed, and just before we sat down to dinner, Sir John Moore asked him if there was anything he wished, upon which Lefevre cast a glance at his side (his sword having been taken from him when made prisoner), and then looked at Sir John Moore, who, comprehending what he meant, shall the high feeling of a soldier and the grace of a perfect gentleman, unbuckled his own sword from his side and presented it to his prisoner, who, I grieve to say, for the honour of his profession deserved it. Lefevre Desnoettes broke his parole of honour, and made his escape from England some time after Napoleon's death! was justly disgraced by Napoleon, though he was allowed to serve afterwards, and at last died in exile in America.—*Passages in the Early Military Life of General Sir G. T. Napier. Written by Himself.*

ELECTRICITY.

ANTI-BURGLAR ELECTRICITY.—The Brussels mail carts are now provided with electrical alarms, which give immediate warning to the driver of any attempt to get at the contents.

THE ELECTRIC LIGHTING ACT.—The electric lighting interests have, says the *Pall Mall Gazette*, commenced proceedings against the Electric Lighting Act of 1882, which is now so generally regarded as a failure. A committee has undertaken to organize a movement for the repeal of the impossible clauses in the Act of that year. More freedom to develop our industry, according to the light of our own practical experience is the demand of the electricians.

THE ELECTRIC LIGHT AT THE CRITERION THEATRE, LONDON.—Visitors to the Criterion Theatre during the hot weather, experienced to the full one of the many advantages of the electric light. The temperature of the theatre was lower than the outside air, with a purity of atmosphere. The light lends itself to stage effects with greater facility than gas, and can be used for novel and artistic arrangements in the body of the theatre, in situations which are impossible with any other illuminant. The lamps number 360 in all. The regulating apparatus consists of ten dials, each subdivided into thirteen segments controlling the circuits by means of German silver wire resistances. The overhead buttons can be regulated separately, or worked simultaneously, as was shown during the recent performance of "Featherbrain," in which a daybreak effect had to be produced by gradually increasing all the stage lights from a dull red to full incandescence.—*Electrician.*

BRAKE WORKED BY ELECTRICITY.—The Walker brake, worked by current from a dynamo on the locomotive, has been tried on the Alta Italia Railway. In each wagon, one of the axles is surrounded by a loose metal sleeve. When the current passes, it causes some pieces of soft iron to enter recesses, thus engaging the sleeve with the axle so as to revolve with it. A steel chain, attached to the sleeve, acts on a system of levers which tighten the brake blocks on the wheels. On the line between Turin and Orbassano, a train running at about 15½ miles an hour was pulled up in six seconds and in a distance of 60 feet.

TELEPHONY.—Serbia boasts one telephone line ¾ of a mile long. Bulgaria and Luxembourg do not believe in the telephone; at all events, they have not a yard of line at present. Turkey has three lines only aggregating about 25 miles.

TELEGRAPHY.—The new cable laid by the Dominion Government a few weeks since, in the Strait of Fuca, connecting Victoria with the American lines at a point near Dungeness, W. T. is defective. It is most unfortunate that the government should be unable to find an experienced man to handle their bits of cable, and thus avoid this constant, and expensive bungling in the department, and the consequent weariness to those whose business demand a better service.

THE RESOURCES OF BRITISH COLUMBIA.

ADVERTISING DIRECTORY.

AGRICULTURAL IMPLEMENTS.

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

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

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

BOOK AND JOB PRINTING.

MILLER, MUNROE, Duck's Building, Johnson Street, near Broad. All kinds of Book, Job, and Label Printing Executed in the Neatest Manner.

BOOKSELLERS AND STATIONERS.

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

BOOT AND SHOE MANUFACTORIES.

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

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

BARRISTERS AND ATTORNEYS-AT-LAW.

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

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

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

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

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

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

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

CIGAR MANUFACTORIES.

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

CARRIAGE MAKERS AND BLACKSMITHS.

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

CANDY MANUFACTORIES.

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

COMMISSION AND BROKERAGE.

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

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

DRY GOODS AND MILLINERY.

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

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

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

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

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

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

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

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THE RESOURCES OF BRITISH COLUMBIA.

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

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

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Apples—Sliced, per lb	\$0 12½	Jams, Cutting's asstd.	50
Quartored, per tin	10	" " C & B asstd.	47
Evaporated, per tin	20	Jellies, C & B asstd.	37
Ammonia, washing, qts.	25	Cutting's asstd.	50
Anchovies, in oil, per tin	25	Orge marmalade K	50
Christiana, per tin	50	Lard, Fairbank's 3 lb tins	75
Axle Grease, H & L, per tin	30	Fairbks 5 lb tins	1 25
Asparagus, per tin	50	Fairbks 10 lb tins	2 50
Arrowroot, per tin	50	10 lb wood	2 00
Barley, patent, per tin	37½	20 lb wood	4 00
Pearl, per lb	10	Lemon sugar, P. M.	50
Bacon, choice breakfast, per lb	52	Lime juice, half bottle	30
Beef, compressed, 2 lb tins	20	Cardinal	25
Johnson's Fluid	50	Lobsters, 1 lb tins	25
Johnson's Fluid	50	2 lb tins	50
Johnson's Fluid	1 00	Lentils	12½
Liebig's Extract	50	Meads, corn, 10 lb sks	50
Butter, California grass Roll	25½	Corn 25 lbs	1 00
Island Roll	25	Optimal 10 lb sks	0 25
Pat	50	S. F 10 lb sks	75
White Clover	50	Scotch, 25 lb tins	3 00
Beans, Bayo, per lb	6	Crkd wheat 10 lbsks	0 02
Butter	6	Farina, 10 lbsks	1 50
Lima	6	Rice flour	1 50
Small White	6	Buckw 10 lb tins	75
String, per tin	37	Mullings, per lb	1 25
Lima, per tin	37	Bran	1 25
Harelots Verts	37	Oleako ground	1 25
Blue, Ball, per box	37	Chop feed	1 25
Lat pail, bottle	25	Matches, 3 packs for	1 25
Blacking, Alsons's, 4 tins	25	Safety 3 pks for	1 25
Elony, 2 bottles	50	Maccaroni, per lb	1 37½
Brick, Bath, each	12½	Milk, condensed	1 37½
Boaters, Yarmouth, per tin	50	Munco, stuffed per bottle	1 00
Brushes, Boot	50 to 62½	Mustard, D. S. F. per tin	37½
Brushes, store	25 to 62½	French	37½
Scrub	25 to 62½	Mushrooms	37½
Bumster	50 to 1 00	Nuts—Brazilones, per lb	50
Howth	50 to 1 00	Brazils	50
Buckets, zinc	50 to 1 00	Almonds S. S.	50
Wood	50	Walnuts	50
Brooms	50 to 75	Pecan	50
Catsup, Tomato pot	50	Jordan almonds	1 00
Mushroom, bottle	37	Oats, per lb	12
Walnut, bottle	37	Pews, per lb	12
Candles, Press, per lb	50	Potatoes, per lb	16
Canary Seed, 6 lb	1 00	Pails, Wood	50
Caraway Seed, per lb	50	Galvanized	50 to 75
Celery, Salt, per bottle	50	Pess, Split, per lb	10
Chocolate, per lb	50	Sugar, 2 lb tins	37
Corn, Fry and Egg, per lb	50	Petit Pois	37½
Van Houtton's	1 50	Peel Lemon, Citron per lb	50
Clutney Sauce, per bottle	50	Orange, per lb	50
Mango	50	Pate de foie gras, per tin	1 25
Major Gregg, qts	1 00	Prunes, S. F. per lb	50
Cheese, Canadian, per lb	50	French, per lb	50
Calu	50	Pickles, Kew 5 gal.	2 50
Domestic	50	C. & B. 4 bottles	0 25
Swiss	50	Capt. Whites	50
Edam	50	Nalob, qts	50
Sop Sauso	50	Raisins, Choicest, Selected	30
Lambert	37½	Muscattelles, per lb	30
Boquefort	1 00	Muscattelles per bx	2 00
Glams, per tin	50	Choice Muscattelles	50
Cream Tartar, per lb	50	per lb	50
Coconut, deoasted per lb	60	Calu, London layers	50
Corn, Window's, per tin	37½	per lb	50
Clothespins, per doz	15	per 1/2 box	50
Currants, per lb	15	per 1/2 box	50
Curry Powder, per bottle	50	Valencia, per lb	50
Coffee, green, C. Rica, per lb	50	Sultanas, per lb	50
Green, Java	50	Rice, Sandwich Island	10
Hosetel, Mecla	50	China, per mat, 50 lb	12
Ground	50	Saleratus, per lb	12
Crackers, Soda, extra, per lb	10	Soda Bicarbonate, per lb	12
Coconut talties	15	Sol, per lb	4
Palace, mixed	15	Salmon, 3 tins	4
Picnic	12½	yggs, per lb	25
La Grade	12½	Sardines, 1/2 box, in tins	25
Lemon	12½	1/2 box	25
Ginger	12½	Marine	50
Huntly and Palmer	50	Russian, bottle	50
Deviled Underwood Ham	50	Salt, bottles	50
Chicken	50	F. L. per lb	50
Game	50	Sauces, L & P Large per bott	50
Tongue	50	L & P Small	50
Eggs, strictly fresh	25	Mellors, per bott	50
Farm	25	Nalob	50
Foreign	25	Yorkshire Relish	50
Flavoring Extracts, 2oz botts	50	Montserrat	50
Commercial, 3 botts	50	Tabasco	50
Triple	37½	Soda, Caraway, per lb	50
Fruits, asst table, 2 lb tins	40	Canary, 6 lb	1 00
San Jose, ex h-yr qts	1 25	Hemp, 6 lb	1 00
San Jose, ex h-yr pts	1 25	Hops, 6 lb	1 00
G & D spiced	1 50	Soups, Asst, per tin	50
Flour, Baker's Extra, per bbl	5 00	Soup, Common yellow 2 lb	1 50
Graham	5 00	5 lb box	2 50
Graham, 10 lbscks	5 50	Blue Mottled, 25 lb	3 00
Rec	5 50	White Mottled, 25 lb	3 00
Ham, Fidelity	5 50	Eng Tall w Crown per bx	60
Compressed, 2 lb tns	5 50	Toilet Soap, 1 doz	50
Whole, cooked, pr lb	5 50	Toilet Glycerine, 1 doz	50
Herrings, Holland per keg	2 70	Soap, Ivory, 1 bar	50
Smoked	2 70	Spices, whole Allspice, per lb	1 00
Marionett	50	Cloves, per lb	1 00
Honey, 1 gal, tin	2 00	Cinnamon, per lb	2 00
Half gal, tin	1 00	Mace, per lb	2 00
King Jar	2 00	Nutmeg, per lb	2 00
Strap Jar	2 00	Pepper, per lb	2 00
Butter dishes	2 00	Spices, Ground, reputed 1/2 lb	2 50
Hops, packed	50	1/2 ton	2 50
Herbs, dried asst per bot	50		

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

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CORRESPONDENCE.

Relative to the Terminus of the Canadian Pacific Railway.

By command,

JOHN ROBSON,

Provincial Secretary's Office, Provincial Secretary.
10th January, 1885

VICTORIA, 23rd May, 1884.

To W. C. Van Horne,
Montreal.

DEAR SIR:—You are aware that the Dominion Government relinquish all claim to that portion of the Railway Reserve in this Province lying to the west of Port Moody; and you will doubtless recollect that when I saw you in Montreal, you exacted a promise from me that the Provincial Government would refrain from dealing with these lands until your arrival here, which was to have been within a month from that date.

As more than a month has elapsed, and I am led to understand the time of your coming is still uncertain, I now write for the purpose of impressing upon your mind the great inconvenience of keeping these lands longer locked up.

I have now, therefore, to request that you will hasten your visit or hold me released from my promise to await your coming.

I beg you will, on receipt of this, wire me what you propose doing in the matter.

Yours faithfully,

(Signed)

WM. SMITHE.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE VICE PRESIDENT,
Montreal, 14th June, 1884.

The Hon. Wm. Smithe,
Victoria, British Columbia.

DEAR SIR,—I am again unexpectedly prevented from starting for British Columbia; and as the date of my leaving is uncertain, I write to say that this Company will undertake to make its Pacific Terminus on Coal Harbor and English Bay, if the reserved lands referred to in your letter of May 23rd as having been relinquished by the Dominion Government may be secured to this Company, and if we are able to make reasonable arrangements with private holders of lands in that vicinity.

From communications already received, I have no doubt that the necessary arrangements may be made with the private holders, and if your reply as to the reserved lands is favorable we will commence negotiations with them at once.

I shall be glad if you will wire me with regard to these reserved lands as soon as possible.

Yours truly,

(Signed)

W. C. VAN HORNE,

Vice President.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE VICE PRESIDENT,
Montreal, Sept'r 9th, 1884.

Sir—The Directors of this Company have had under careful consideration the question of the location of the Pacific terminus of the Canadian Pacific Railway,

and they have authorized me to communicate to you their views, as follows:—

Inasmuch as a comprehensive plan for a terminus, providing reasonably for the future as well as for the present, will involve a large immediate outlay of money, and as the present available resources of the Company are required for the completion of their undertaking with the Government, they do not see their way clear to the extension of their line of railway beyond Port Moody, and the provision of the necessary docks and other facilities at a new point, unless they can acquire sufficient property so situated as to be made immediately saleable for a sufficient amount to recoup the outlay mentioned.

They feel that as the lands west of Port Moody, recently relinquished by the Dominion Government, were originally intended and set apart to aid in the construction of the Canadian Pacific Railway to English Bay, and as the lands would have been so applied had the Dominion Government fixed upon English Bay instead of Port Moody as the western terminus, all of these lands should be granted to the Company in the event of their taking up the work where the Dominion Government has left it and continuing the line to English Bay.

But our Directors wish to meet your Government in a liberal spirit, and to ask for no more than they believe to be necessary to cover their outlay within the near future in making their terminus all that it should be in the interest of the country.

Owing to the great depth of water along the shores of Burrard Inlet, and the impracticability of the use of timber in permanent piers and docks, the docks must necessarily be made along shore; and a water frontage of very considerable extent will be required. The greater part of the available water frontage is in the hands of private parties, and it is doubtful if any material amount can be obtained at anything like a reasonable price.

On the enclosed plan you will find indicated in green tint so much of the lands belonging to your Government as our Directors deem necessary to their purposes.

It may be said that the lands so indicated are the most immediately available; but it should be remembered that it is the Company alone that has to meet an immediate outlay.

The Directors, while believing that in the event of an extension of their line the terminal city will be built on the land fronting on English Bay, attach great importance to the "Granville" tract, where must be located their first docks, their shops, their terminal yards, etc.; and, while desiring in every way to meet the views of your Government, they are unable to see how they can carry out anything like an adequate plan without the whole of this particular tract—in fact they deem it essential.

I may say, for your information, that the shops and yards of the Company in Winnipeg occupy about 240 acres, and more ground at that point has already become necessary.

In consideration of the lands, as indicated on the plan enclosed herewith, the Company proposes to extend the main line of the Canadian Pacific Railway to Coal Harbor and English Bay by the time the through line is ready for operation, and to establish the Terminus of the Railway in the immediate vicinity of Coal Harbor and English Bay, and commence the construction of the necessary workshops and other works in time to provide the necessary facilities for

the opening of traffic on the through line, that is to say by the early summer of 1886.

The Company further proposes to construct a branch from some convenient point on the main line to the town of New Westminster during the year 1886, on the condition that the town of New Westminster shall contribute seventy-five thousand dollars in cash in aid thereof, and furnish the necessary right of way and depot grounds.

It will be necessary that the lands be granted to trustees, to be appointed by the Company, in order that they may be free from any line attaching to the Canadian Pacific Railway.

I have, etc.,
(Signed) W. C. VAN HORNE,
Vice President.

To Hon. Wm. Smithe.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE VICE PRESIDENT,
Hon. Wm. Smithe, Montreal, Sept. 23rd, 1884.
Victoria, B. C.

DEAR SIR,—I am told that a strong pressure is being brought to bear to secure the extension of the timber limits on the Government property in the vicinity of Coal Harbor and English Bay for a long term of years, and I am also led to believe that it is the object of the parties in securing such an extension to acquire rights that will have to be bought out; and I trust this may be guarded against.

In view of the probable rapid growth of the town when finally located and put upon the market, and the certainty that manufacturing concerns of more or less importance will spring up all about it, and of the importance of being able to secure the location of such concerns where they will contribute best to the growth of the town, although they may not be directly upon the townsite, it is very important that as much as possible of the property be immediately available for sale or lease.

Believe me, etc.,
(Signed) W. C. VAN HORNE,
Vice President.

* * * * *

VICTORIA, B.C., October 6th, 1884.

SIR,—Referring to your letter, dated 9th and posted on the 16th ultimo, in which you ask for a tract of land on Coal Harbour and English Bay, embracing an aggregate of about 11,000 acres, and including the whole of Granville townsite and the north half of Hastings, in consideration of which you say the company "proposes to extend the main line of the Canadian Pacific Railway to Coal Harbour and English Bay by the time the through line is ready for operation, and to establish the terminus of the railway in the immediate vicinity of Coal Harbour and English Bay, and commence the construction of the necessary workshops and other works in time to provide the necessary facilities for the opening of traffic on the through line by the early summer of 1886,"

I have the honour to inform you that the Government fully appreciate the advantage of having the main line of railway extended to Coal Harbour and English Bay, and are disposed to render the company such aid as a fair consideration of the interests of the province will justify, in order to make the Canada Pacific Railway, upon which so much of the future welfare of the country depends, a complete success.

The do not, however, consider that they can grant so large an area of land for terminal purposes as you

desire, nor do they feel that they can add to the area verbally discussed at the time of your visit to Victoria.

With a view, however, to facilitate an immediate arrangement, the Government would be willing to give the land indicated in red tint on the enclosed plan, less a sufficient area for Government Offices, Schools, etc., to be selected to the extent of say, five acres, half in Granville and half on the south side of False Creek, within half a mile of the shore.

The small Indian Reserve on False Creek, which you include in your plan, is held in trust by the Dominion Government to whom you must apply if you desire to obtain it. The Government Reserve on the point of the peninsula, near the entrance to the harbor, is also in the hands of the Dominion Government.

You will observe that the land now proposed to be given to your Company includes all the Government land at Granville, except, as I have already said, a small area for offices, etc. On the other hand, the whole of Hastings, a portion of which it was proposed to grant to your Company, is retained. Although the area at Hastings now retained exceeds that proposed to be given in exchange at Granville, the value of the two parcels may be taken as very nearly equal.

In order that the vexed question of the Pacific terminus may be finally settled and public confidence established, I have to request that immediate steps may be taken for making the decision of the Company authoritatively known, and that the boundaries of the land hereby granted be properly defined upon the ground.

With this in view, the survey of the line should be undertaken at once and a definite time appointed for the commencement of construction of the necessary terminal buildings.

The grant of land will of course be conditional upon the terms of the agreement being carried out and time will be considered as of the essence of the contract.

It was explained to you when you were here that the Government had agreed to extend the lease of the Hastings Saw Mill Company for a period of five years on condition of their giving up immediately a strip along the shore line of False Creek and English Bay extending back a mile embracing an area of some 4,000 acres. The Government have since agreed to grant a further extension on condition, among other things, that in addition to giving up a mile belt at once, the Company shall give up a thousand acres more annually.

This arrangement is considered to be in the interest of the Canadian Pacific Railway Company, as well as in that of the Province. Without the extension, upon the conditions named, the Mill Company under their lease, which has over two years to run, would be in a position to refuse to allow any sales to be made of lands on False Creek and English Bay. Sales of course could be made of lands there, subject to the lease, but the Company for two years could refuse possession, and few sales would be made if possession could not be had. It may reasonably be expected that during the two years considerable development will take place, and to have valuable property locked up in the immediate vicinity of the terminus could not but be productive of injury in retarding the building up of a terminal town.

The right acquired under the arrangement to be granted at once with all the land which will really be

quired in the near future is therefore thought to be an important advantage to the Company, and the extension of the limits to be opened to sales every year will be all the interests of parties concerned will demand.

I have, etc.,

(Signed) WM. SMITHE,
Chief Commissioner of Lands and Works.

W. C. Van Horne, Esq.,
Manager C. P. R. Co., Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE VICE PRESIDENT,
Montreal, Nov. 22d, 1884.

To Hon. Wm. Smithe,
Victoria, British Columbia.

DEAR SIR,—I have your telegram of the 11th inst., to which I have replied by wire that I supposed that my telegram to you of the 7th ultimo, saying—“Board approves arrangement proposed your telegram thirtieth,” was sufficient to fully settle the matter, and that I wired you on the ninth instant to make sure whether or not anything else was necessary at present. I also stated in my telegram of to-day that our board would formally approve the necessary document at its meeting next Tuesday; that Major Rogers was instructed to make the necessary surveys as soon as he could leave his work east of Kamloops Lake, which would probably be within a week or two; and that no other suitable engineer was available; and that an authorized officer of the company would go to British Columbia within a week or two for the purpose of settling all matters of detail; all which I now confirm.

I regret exceedingly that our delay in this matter has given you any trouble, but I do not see how it could well have been avoided.

I have been away from Montreal much of the time since I met you in Victoria; and the enormous amount of work we are carrying on has required my most undivided attention, and this, to some extent, has delayed matters relating to the Pacific terminus. The surveys would have been commenced earlier, but we have been unable to spare, from our work of operation and construction, any of the men in whose hands we would have been willing to entrust so important a matter.

Major Rogers will be able to locate the line within a few weeks after he reaches the ground, which, I trust, will not be many days after you receive this letter.

I have arranged with the Department of Railways to discontinue their proposed work on an engine house and other terminal buildings at Port Moody, in view of our intention to erect them in the vicinity of Coal Harbor and English Bay.

There is nothing now to prevent active operations in that direction, and we will take all necessary steps without delay.

I am glad to be able to inform you that the progress of our work justifies me in saying that our line will be connected through some time during the month of August next.

I am, etc.,

(Signed) W. C. VAN HORNE,
Vice President.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY,

The Hon. Wm. Smithe, Montreal, Nov. 25th, 1884.
Commissioner of Crown Lands,
Victoria, British Columbia.

SIR,—I am instructed by the Board of Directors to transmit to you an extract, under the seal of the Company, from the minutes of a meeting of the Board held this day, relating to the extension of the main line of the Canadian Pacific Railway to Coal Harbor and English Bay, and the establishment there of the Pacific terminus of the railway.

I beg respectfully to request that you will have prepared and forwarded to me a draft of such formal agreement as you may consider necessary to meet the case.

I have, etc.,
(Signed) C. DRINKWATER,
Secretary.

[ENCLOSURE.]

Extracts from the Minutes of the regular weekly meeting of the Board of Directors of the Canadian Pacific Railway Company, held at the office of the Company in Montreal, on Tuesday, the 25th day of November, 1884, at the hour of 12 o'clock, noon.

Present in person.—Mr. R. B. Angus, Mr. W. C. Van Horne, Hon. Donald A. Smith, Mr. John Turnbull. And by proxy.—Mr. George Stephen, Mr. P. du P. Grenfell, Mr. C. D. Rose, Mr. H. S. Northcote, Baron J. de Reinach.

Mr. C. Drinkwater, Secretary of the Company, also attended.

Mr. Van Horne stated that, in pursuance of the minute of the Board dated September last, he had proposed to the Government of British Columbia that in consideration of the conveyance to the Company of a tract of land on Coal Harbor and English Bay, aggregating about 11,000 acres, and including the Granville townsite and the north half of the tract known as the “Hastings Reserve,” the Company proposed to extend the main line of the Canadian Pacific Railway to Coal Harbor and English Bay, by the time the through line is ready for operation, and to establish the terminus of the railway in the immediate vicinity of Coal Harbor and English Bay, and commence the construction of the necessary workshops and other works in time to provide the necessary facilities for the opening of traffic on the through line by the early summer of 1886.

That by letter dated October 6th, 1884, the Honorable Wm. Smithe, the Commissioner of Crown Lands of British Columbia, had replied as follows:—

“Referring to your letter dated 9th and posted on the 16th ultimo, in which you ask for a tract of land on Coal Harbor and English Bay, embracing an aggregate of about 11,000 acres, and including the whole of Granville townsite and the north half of Hastings, in consideration of which you say the Company proposes to extend the main line of the Canadian Pacific Railway to Coal Harbor and English Bay, by the time the through line is ready for operation, and to establish the terminus of the Railway in the immediate vicinity of Coal Harbor and English Bay, and to commence the construction of the necessary workshops and other works in time to provide the necessary facilities for the opening of traffic on the through line by the early summer of 1886.

“I have the honor to inform you that the Government fully appreciate the advantage of having the main line of railway extend to Coal Harbor and Eng-

lish Bay, and are disposed to render to the Company such aid as a fair consideration of the interests of the Province will justify, in order to make the Canadian Pacific Railway, upon which so much of the future welfare of the country depends, a complete success. They do not, however, consider that they can grant so large an area of land for terminal purposes as you desire, nor do they feel that they can add to the area verbally discussed at the time of your visit to Victoria.

"With a view, however, to facilitate an immediate arrangement, the Government would be willing to give the land indicated in red tint on the enclosed plan, less a sufficient area for Government offices, schools, etc., to the extent of, say, five acres, half in Granville and half on the south side of False Creek, within half a mile of the shore.

"The small Indian reserve on False Creek, which you include in your plan, is held in trust by the Dominion government, to whom you must apply if you desire to obtain it. The government reserve on the point of the peninsula near the entrance of the harbor is also in the hands of the Dominion government.

"You will observe that the land now proposed to be given to your company includes all the government land at Granville, except, as I have already said, a small area for offices, etc. On the other hand, the whole of Hastings, a portion of which it was proposed to grant to your company is retained. Although the area at Hastings now retained exceeds that proposed to be given in exchange at Granville, the value of the two parcels may be taken as very nearly equal.

"In order that the vexed question of the Pacific terminus may be finally settled, and public confidence established, I have to request that immediate steps may be taken for making the decision of the company authoritatively known, and that the boundaries of the land hereby granted be properly defined upon the ground.

"With this in view, the survey of the line should be undertaken at once, and a definite time appointed for the commencement of the necessary terminal buildings.

"The grant of land will of course be conditional upon the terms of the agreement being carried out, and time will be considered as of the essence of the contract.

"It was explained to you when you were here that the government had agreed to extend the lease of Hastings Saw-mill Company for a period of five years, on condition of their giving up immediately a strip along the shore of False Creek and English Bay extending back a mile, and embracing an area of 4,000 acres. The Government have since agreed to grant a further extension, on condition, among others, that in addition to giving up a mile belt at once, the Company shall give up 1,000 acres more annually.

"This arrangement is considered to be in the interests of the Canadian Pacific Railway Company as well as in that of the Province. Without the extension, upon the conditions named, the Mill Company under their lease, which has over two years to run, would be in a position to refuse to allow any sales to be made of lands on False Creek and English Bay.

"Sales, of course, could be made of lands there, subject to the lease, but the Company for two years could refuse possession, and few sales would be made if possession could not be had. It may reasonably be expected that during the two years considerable development will take place, and to have valuable property locked up in the immediate vicinity of the ter-

minus could not but be productive of injury in retarding the building up of a terminal town.

"The right acquired under the arrangement to deal at once with all the land which will really be required in the near future is therefore thought to be an important advantage to the Company, and the extension of the limits to be opened to sale every year will be all the interests of parties concerned will demand.

"The plan accompanying the letter of the Hon. Commissioner of Crown Lands, and which is made a part of this minute, represents only about 6,000 acres of land to be granted to the Company; but although this amount is deemed much less than the Company should receive, the Directors desire to meet the Government of British Columbia in the most liberal spirit, and is, therefore,

Resolved. That the proposition contained in a letter of the Hon. Commissioner of Crown Lands dated 6th October, 1884, be, and the same is hereby accepted and agreed to.

That in consideration thereof the main line of the Canadian Pacific Railway be extended to Coal Harbour and English Bay by the time the through line is ready for operation.

That the terminus of the Railway be established in the immediate vicinity of Coal Harbour and English Bay, and that the construction of the necessary workshops and other works be commenced in time to provide the necessary facilities for the opening of traffic on the through line by the early summer of 1886.

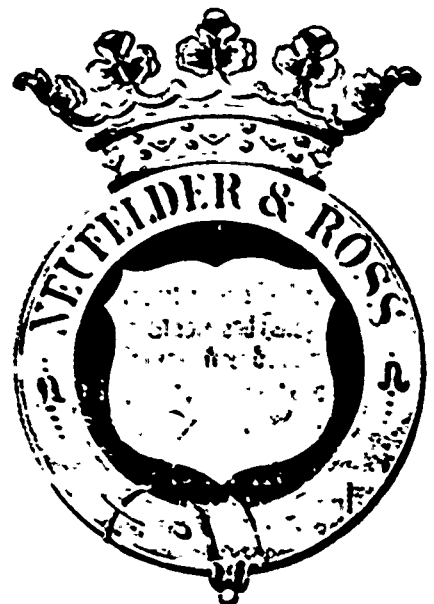
That a survey of the proposed extension, and of land at Coal Harbour and English Bay proposed to be granted to the Company be at once made, and an agreement embodying the terms of the grant contained in the said letter of the Hon. Commissioner of Crown Lands, be entered into and executed by proper officers of the Company.

That the Hon. Donald A. Smith and Mr. Richard B. Angus be, and they are hereby, appointed Trustees to receive and hold the lands above referred to in trust for, and on behalf of the Company.

Certified a true extract,

C. DRINKWATER,
Secretary

{ L. S. }



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