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MONTHLY

AND

GENERAL GUIDE

TO

BRITISH COLUMBIA

JULY 1893.

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# BEGG'S MONTHLY

—AND—

## General Guide to British Columbia

—:O:—

ALEXANDER BEGG, PROPRIETOR AND EDITOR.

—:O:—

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JULY 1893.

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### INTRODUCTORY.

The publisher having secured the right to publish Begg & Lynch's Hand Book, of which he was the sole compiler, will hereafter publish the work as Begg's Monthly and General Guide to British Columbia. It is proposed to make the book a combined Monthly Magazine and General Guide, devoted to the interests of the Province. The "Monthly," with the aid of some of the best writers in British Columbia, will be made as interesting and instructive as possible. It is hoped that the support given to the publication will allow of its appearing in an illustrated form at an early date. The Guide will be kept fully written up to date, and corrected each month.

—:O:—

### UNITED BRITISH COLUMBIA.

The efforts of agitators are sometimes beneficial and sometimes the reverse. The cry for separation of Mainland from Island was to say the least of it injudicious, and its promoters would have done well if they had studied the probable consequences before engaging in the movement. In the first place it is very doubtful if they ever had the least hope of being able to carry it to a successful termination, and in the second no real cause has yet been shown to justify the agitation.

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Because the Government failed to bring in a redistribution bill as promised last session only shows a lack of care in the preparation of the legislative programme. Whether the postponement of the measure was due to a desire to gerrymander the constituencies as opponents of the Government claim or to the absence of proper information in relation to the census does not from the standpoint of this article cut any figure. Whatever the cause it was simply a delay not a refusal to bring about redistribution.

But seriously, what harm has come of the delay? and how far has it affected the general welfare of the Province? Without going into particulars it would be interesting to know just what injury has been done or will be done to the Mainland by the erection of New Government Buildings at Victoria. It is exceedingly doubtful whether the originators of the separation agitation could make out the slightest pretext of a case in its favor when answering these questions.

At this time when the credit of British Columbia stands high in the money market, it is to be regretted that any disturbing influence should have been needlessly created. Our rising cities at the present time are frequently requiring to effect loans for improvements. Our mines and other industries need capital for development, and it was suicidal on the part of citizens to throw doubt upon the stability of our institutions and thus injure our credit which undoubtedly the cry of separation was calculated to do. The only excuse for desiring separation of Mainland from Island would be some irreparable injury done by one to the other. Has any such injury taken place? None whatever. When it does it will be time enough to talk of separation.

It is gratifying however to note that the cry of separation is now little heard in the Province, and attention would not be called to it at this time, except as a warning against any such needless agitation in the future. Outsiders should know that inside the Province of British Columbia there is certainly keen rivalry between parts thereof, but no actual disunion.

#### MR. WARD'S REPORT.

The report of Mr. Robert Ward from the standing Committee of Finance of the B. C. Board of Trade, may be regarded as speaking hopefully of the business conditions in this province. British Columbia has shared to a certain extent in the general depression, but the very fact, as Mr. Ward points out, of few failures or difficulties of an important character having occurred in our midst speaks well for the stability of our business men. Trade it is true has been dull and merchants have felt the pressing effects of this, the banks have been obliged as a measure of precaution to deal with credits more conservatively than usual, but when the whole situation is narrowed down it will be found that the affairs of merchants and traders in the province are as a rule satisfactory. Mr. Ward sounds a note of warning on two very important points, the waste of money in wildcat real estate investments and the tendency of municipalities to borrow money for the purpose of aiding unproductive works. Although there has not been the same amount of wildcat speculation in land and town lots in British Columbia as with our neighbors south of the boundary line, yet this province being on the eve of great development there is a danger of all sorts of schemes being attempted by speculators to entrap the unwary. Mr. Ward's warning is therefore opportune.

With regard to the granting of municipal aid for the purpose of encouraging legitimate enterprises it is in some cases a wise thing to do, but certainly a municipality cannot be too careful in probing the stability and productive nature of the work before granting such aid. It may also be said that only in very special cases should municipalities come to the assistance of undertakings because

whatever the nature of the aid granted may be it is a drain on the credit of the municipality which above all things should be preserved.

The closing paragraphs in Mr. Ward's report as follows speak volumes :

For sound investments and legitimate undertakings, money is in ample supply at Victoria, and while credit is perhaps dealt with more conservatively than heretofore, it should prove to traders and others the advantages to be gained by regular and systematic collections and settlements which many have been prone to overlook in the past.

Our Provincial Government securities still rank high in the world's financial centre, and our Municipal debentures have continued to receive attention at good prices throughout the year.

### — — — — — AUSTRALIAN TRADE. — — — — —

The establishment of the British Columbia—Australian Line of Steamers is one more stride taken in the development of an immense maritime trade with this province. The first effort of the Canadian Pacific Railway Company to form a regular connection with China and Japan by means of chartered steamers was soon followed by the placing of the splendid Empress Line on the route. Then the Northern Pacific Railway found it necessary if they wished to compete with their Canadian trans-continental rival, to place steamers of their own to run to the Orient. So at the present time we have two lines of splendid steamships running to China and Japan. The Great Northern, the active competitor of both the Canadian and Northern Pacific Companies, is now on the coast and will be obliged in self-defence to also have a line of steamships, if it wishes to obtain its share of trans-continental traffic and so it is safe to say that in a few months we will see three lines of steamers running regularly between British Columbia and the Orient. From the speeches made by Messrs. Ward and Huddart, the representatives of the Australian Line, while they were in this province, it is very easy to gather that the possibilities of an immense trade between Canada and the Australian are great. It is not too much to expect therefore that the establishment of the Colonies present line will ere long be followed by others. The very fact of several trans-continental railways running to the British Columbia coast bidding for the ocean trade will make it impossible for one line of Australian steamers to satisfy the traffic demand. The present line however has one good advantage at the start, in the subsidies and mail contracts it has secured, and which, being the pioneer line, it has every right to enjoy.

The success of the first two steamers, the Miowera and the Warimoo was even greater than expected, and as the service becomes more advertised and better known the amount of traffic offering is likely to assume large proportions.

The calling of the steamers at the Sandwich Islands is certain to develop a very extensive fruit trade, which will transfer to British Columbia a large proportion of the business done in that and other lines. San Francisco.

The importance of these lines of steamers to this province is, that not only will British Columbia become the supply mart of Eastern Canada and the States for many foreign commodities but our own products such as coal, lumber, fish, &c., will find new markets. This means not only a rapid development of our shipping trade but also of our provincial industries.

### — — — — — ADVERTISE THE COUNTRY. — — — — —

There are a few individuals in British Columbia who appear to think that it is a useless and unnecessary expenditure of money to advertise the Province abroad. Their idea is that the country is well enough as it is and they frown down any

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attempt to make it better. Fortunately men of this stamp are not numerous in the Province yet few in number as they are they succeed sometimes in checking enterprise and delaying development by discountenancing any effort to make the resources of the country better known. They have even been heard to assert that British Columbia has been over-advertised.

Yet the fact is that comparatively little is known of this Province and its resources by people abroad especially in Great Britain. No systematic effort seems to have been made to advertise the country. With the exception of the Government pamphlet recently issued from the Colonist office and which is a most creditable production in every respect there is nothing of recent date to send away to inquirers.

Our exhibit at the World's Fair is highly spoken of and will no doubt have a good effect but the display at the Imperial Institute in London England is from all accounts not up to the mark. Now it is in London where we should should make a good display of our products and the Provincial Government see to it that this is done at once. It is capital we want in British Columbia to assist in its development and a fine display in London would certainly have a good effect on capitalists looking for investments.

It is to be hoped that next session a good round sum will be placed in the estimates for the purpose of issuing a large amount of literature descriptive of the Province its resources and its many attractions to tourists and others.

In the pamphlets issued let the truth about the country be told certainly but let it be told in an attractive way, and then let these pamphlets be widely circulated abroad especially in Great Britain

We have arrived at a time in the history of British Columbia when money spent in legitimately advertising the resources of the country will be money well spent.

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### THE CITY OF VANCOUVER.

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When approaching the city from the water the traveller is at once impressed with the idea that before him lies the nucleus of a great commercial manufacturing and shipping centre. The numerous mills and factories already established with the forest of chimneys emitting great clouds of smoke and steam—the wharves built to accommodate steamships and sailing vessels from all parts of the world—the long line of railway buildings and freight cars lining the water-front and the many imposing blocks of stone and brick buildings standing well out in the background are all taken in at a glance by the stranger as the steamer approaches the city and his mind is immediately impressed with the rising importance of the place lying stretched out before him.

The well protected land-locked harbor—the beautiful site of the city itself rising gradually in a gentle slope from the water's edge and its close proximity to the ocean all tend to show that the founders of Vancouver when choosing the location had in view the magnitude of the proportions which assuredly the city is destined to attain in the near future.

Vancouver is situated about 15 miles north of the mouth of the Fraser River, and the principal part of the city occupies a peninsula, bounded north by the waters of Burrard Inlet, south by False Creek, and west by English Bay of which the other two are arms. The city is extending rapidly to the east and to the south across False Creek, on both sides of which most of the mills and factories are at present situated.

On the 6th of April, 1886, Vancouver was incorporated as a city, and at that time the population was about 600. Six months previous to that time the place

had only some wooden cabins occupied by lumbermen and fishermen, and was known by the name of Gastown. As the small town grew in size and importance the name was changed to Granville, and when incorporated in 1886 it was called Vancouver.

A few months after incorporation the city was almost wiped out of existence by fire, but since then it has grown with wonderful rapidity, and at the present time it is estimated that the number of people in the city, including the floating population, ranges from 18,000 to 20,000.

The city is now on the eve of becoming the terminus of three great trans-continental railways, the C. P. R., (already in), the Northern Pacific, (building in), and the Great Northern with arrangements completed to come in at an early day. In conjunction with this railway development there are the lines of steamships to China, Japan, Australia, and other parts of the world, which not only give an impetus to the trade of the city but also to the establishment of manufactories and consequently to the rapid increase of the population.

Not only is there a considerable area of rich country in the immediate vicinity of Vancouver, but by means of railway and steamer lines the city is closely connected with the rich farming districts along the Fraser River, and the trade of the city is extending to all points on the Mainland of British Columbia, the Northern Coast and parts of the Island of Vancouver.

The Wholesale and Shipping trade of Vancouver therefore covers a very large area of country, and its volume is likely to materially increase with the rapid development of all parts of British Columbia now in progress. Take for instance the great Kootenay mining districts which have been procuring part of their supplies from the United States. American enterprise was not slow to realize the importance of that valuable part of British Columbia and bid eagerly for its trade, but only the other day the C. P. R. decided to build a line from Revelstoke to the mining regions which will practically give British Columbians control of that trade, of which undoubtedly Vancouver will secure a large share.

The terminal advantages possessed by Vancouver for transcontinental railways are due not only to its exceptionally good situation but also to the fact that it is the terminus of the Canadian Pacific Railway, which owing to its peculiar position as a Canadian road is so powerful a competitor of American lines that it is of the utmost importance to the latter to offset that competition by an invasion of C. P. R. territory. To do this with effect they must make a strong effort at or near the Canadian terminus of the Canadian road. It must not be forgotten however and should not be overlooked by the people of Vancouver that the Canadian Pacific Railway Company has done much to make the city what it is to-day and to insure for it the grand terminal position which it now occupies and will do for all time to come.

Already a very considerable steamship and overland traffic is being carried on between British Columbia, Oregon and California, of which Vancouver enjoys a large share, but the day is not far distant when the city will have regular direct steamer connection of its own with the South.

The extension of this ocean traffic in connection with the railway systems means also the extension of dock facilities in Vancouver, and the very fact that one trans-continental road, the C. P. R., has already secured a large slice of the water front, will be the means of developing the wharfage facilities of the city in other directions outside the limit at present held by the C. P. R. This will mean a long line of wharves and docks and a consequent extension of the city in their direction. The formation of the harbor of Vancouver and the long line of water front possessed by it makes it impossible for any one corporation to enjoy a monopoly of the dock facilities.

In addition to the lines of ocean steamships already mentioned there are

several other companies running steamers to points in British Columbia and along the Pacific Coast as far north as Alaska.

Principal among these are the Canadian Pacific Navigation Co., and the Union S. S. Co. The former run their palatial steel-built steamers, the *Islander* and *Premier*, between Victoria and Vancouver in connection with the C. P. R., in addition to which they have a large fleet of other boats running to all points on the mainland, coast, and Island of Vancouver. The Union S. S. Co.'s fleet consists of the following steamers, nearly all of which are built of iron and steel:--*Cutch*, *Grandholm*, *Capitano*, *Coquitlam*, *Comox*, *Skidegate*, *Leonora*, and *Senator*, the first named of which runs daily between Vancouver and Nanaimo, while the others do service to several points on the mainland and Island.

It will thus be seen that Vancouver at the present time does a very respectable steamshipping trade, and in connection with this subject it may be mentioned that in the very important matter of fuel the city stands in an exceptionally good position. Not only have indications of the existence of coal in the immediate vicinity of Vancouver been discovered but within a few hours run by water there are the great coal mines of Nanaimo, Wellington and Union, being worked so that fuel may be said to be at the very door of the city. How different is it with San Francisco and Portland, where coal has to be drawn from long distances, chiefly from the mines of British Columbia. It is evident therefore that the city is peculiarly well situated for carrying on a very large shipping trade, especially with steam vessels.

The almost inexhaustible supply of timber tributary to Vancouver will always make lumber an important article of export from the city, and the establishment of immense mills, the combined capacity of which is about 800,000 feet per day, is only the commencement of what ere long will be an industry of stupendous magnitude in this city of the pines. Already lumber in large quantities is being shipped from Vancouver to the following countries: South America, China, Japan, England, France and Australia, also Eastern Canada, and in time the trade will extend to other foreign markets.

Another industry which is being successfully conducted in Vancouver is that of Iron manufacture which is also likely to grow to large proportions, owing to the number of railways and steamer lines centering at the city.

A very important industry in operation is the British Columbia Sugar Refinery with an output capacity of 200 barrels per day and of which Mr. B. T. Rogers is manager. The presence of this refinery in the city shows the important position of Vancouver as a supply mart for the north Pacific coast. It is the only sugar refinery north of San Francisco and the large cargoes of raw material which are here received are then refined and shipped to all parts of British Columbia and other parts of Canada as well as to points in the United States. Undoubtedly the sugar trade will be one of the most important industries of the city as the development of the country progresses.

As already shown, the Vancouver merchants are stretching out for the trade of the Fraser River districts and of this the supplies to the salmon canneries form an important part. Not only are goods shipped to nearly all the fish-curing establishments on the Fraser, but also to those on the Skeena and Naas Rivers, and several of the canneries are owned or controlled by Vancouver firms. Mr. J. Leckie, of Vancouver, carries on an extensive trade exclusively in fisherman's supplies with the canneries in all parts of British Columbia.

The B. C. Horticultural Society and Fruit Growers Association has its headquarters in Vancouver, and a very important institution it is, because fruit-growing is regarded as the most hopeful and most profitable aspect of agriculture in British Columbia. The establishment of a large fruit cannery in the city, the B. C. Fruit Canning Co. is therefore likely to be the forerunner of a very important and lucrative industry.

Then there is the sealing which is beginning to receive attention from Vancouver firms. Several schooners are owned and fitted out by business men in the city and the fleet is likely to be largely increased during the next few years as the undertaking is a profitable one.

Having now taken a glance at a few of the commercial and industrial aspects let us turn our attention to others.

The streets of Vancouver are regularly laid out and broad with excellent sidewalks lining both sides. In the business portion of the city the work of laying down bituminous rock pavement is now going on and when completed few cities on the Pacific coast will compare with Vancouver in the excellence of her street paving and no better evidence of the enterprise of her inhabitants can be shown. In the suburbs and residential districts the citizens are planting trees and otherwise beautifying the streets in front of their residences.

But it is in the magnificent buildings erected in the city that the people of Vancouver feel a just pride. Scattered throughout the city are splendid blocks of buildings built of stone and pressed brick with highly ornamented fronts which would be a credit to any metropolis on the continent. Banks and other financial institutions, capitalists and merchants having vied with each other who could erect the finest structure. The total value of the buildings erected in Vancouver during 1891 amounted to over \$3,500,000 and last year although the amount was not so large it came very near it. One feature however, in connection with the building operations is worthy of mention as showing the stability of the city's growth. Of a total of 429 buildings erected in 1891, 311 were of stone and brick, and only 118 of frame.

The streets are lit by gas and electric light and there is an excellent system of water works owned by the city and which furnish pure good water. The sewerage system is an excellent one and each year it is being extended and made more complete while for the disposal of refuse a crematory is in operation and found to answer the purpose most satisfactorily. The health of the city is, therefore, well protected.

The terrible ordeal of fire which the city passed through in 1886 has kept the citizens ever since alive to the importance of having an efficient fire department. Fire limits are defined and rigidly enforced and with the system of alarms and the excellent fire brigades on hand there is little danger of Vancouver ever being overtaken again by a disastrous conflagration.

At the time of writing, the City Authorities are negotiating for the purchase of the city tramways, and if the negotiations are successfully completed it is safe to say that the Electric street railway system of Vancouver will be greatly improved and extended. As it is, the service is excellent, but the advisability of the city retaining full control over the traffic on the streets is looked upon with favor by many of the thoughtful citizens.

Of Hotels, there are no less than 56 houses open for the accommodation of visitors, the principal one being the Hotel Vancouver, owned and controlled by the Canadian Pacific Railway. This palatial hotel lit throughout by electric light, furnished by works connected with and belonging to the house, contains 145 rooms for the use of guests, with spacious drawing rooms, reading rooms, dining rooms and offices, and in every respect is a hotel worthy of any city on the continent. It is at present managed by Mr. G. A. Cheney, late of the Lakewood House, in the vicinity of New York, so well known throughout the United States as a health and pleasure resort.

Next to the Hotel Vancouver is the Manor House, the proprietor of which is Capt. Edwards, and this hotel is one of most comfortable and complete on the coast, especially for families and tourists. From the several balconies of the Manor may be seen the towering peaks of a snow capped ridge of mountains

lying on the opposite side of the harbor. Two of the peaks as seen from Vancouver bear a marked resemblance to lions *couchant* and are consequently named the "Lions' Gate."

Adjoining the Hotel Vancouver is the largest, most elegantly furnished and comfortable Opera House on the Pacific Slope, north of San Francisco and west of Denver. It is capable of seating about 1,400 people, and is on the circuit for all the best attractions visiting the coast.

In churches there are a number of fine edifices but it is to be regretted that they are chiefly built of wood. In this respect the people of Vancouver will have to show a little more of their usual enterprise and while in the enjoyment of prosperity contribute somewhat more liberally to the erection of substantial places of worship. From a worldly point of view it should be remembered that handsome solid church buildings in a city is generally regarded as a sign of prosperity.

The establishment of the Australian line of steamers means much to the city, as well as to the Province generally, and if the company controlling the traffic will keep their rates at a reasonable figure, or even the same as rules in San Francisco, British Columbia will be the supply mart for many kinds of fruit and other articles, to not only Canada, but also to several of the Western States, including Washington and Oregon.

That Vancouver is destined to become within the next few years a great metropolis few will doubt, and it will be the pleasing duty of the Monthly to record from time to time the progress of the city.

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#### THE SEALING INDUSTRY.

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The season of 1893 bids fair to be a very successful one for the sealers. The arrival the other day in Victoria of the schooner *Beatrice* with 7000 skins from various vessels augurs well and the reports brought in by her show that with very few exceptions all the sealing schooners have done splendidly. This is most satisfactory, and as it is now a certainty that the whole catch will be large the effect on trade this fall will be good. It is too early at this time to give any idea of the season's catch, but the following reports received from a few of the schooners to date will give an idea of what it is likely to be:

Penelope .....	1500 seals.
Mary Ellen.....	1500 "
Beatrice .....	1307 "
Dora Seward.....	1400 "
Anioka .....	1340 "
May Belle.....	1659 "
Allie Alger.....	1000 " &c., &c.

When it is remembered that there are some 70 British Columbia vessels engaged in the industry, and that the season is still not half over, the value of the season's catch if the other schooners come anyway near the few figures above quoted may be seen.

The success of the Sealing industry this year is but one of several other auguries that good times are coming—and coming soon.

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#### VICTORIA.

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Victoria, the seat of Government of British Columbia, is one of the most beautiful cities on the Pacific Coast. Strangers visiting it are charmed with the

beauty of the place, and its delightful surroundings. The many enjoyable drives the parks, and the long line of seashore with its splendid beach fronting the city, the wealth of foliage seen in every direction, the grandeur of the scenery to be witnessed from the higher points, and the picturesque harbor, are all delightful to the eye and ever to be remembered.

The beauty of California and of its many pleasure resorts is much spoken of, but the tourist visiting the Pacific Coast who fails to take in Victoria, loses one of the greatest treats of the trip.

Victoria is situated on the south-eastern extremity of Vancouver Island, and is estimated to contain about 24,000 of a population. Its position as a commercial centre for foreign trade cannot be over-estimated, and in this respect it is a keen rival of Vancouver the metropolis of the mainland. The possibilities of its future are great, but in order to give the reader an adequate idea of its advantages and resources, it will be necessary to go more fully into details than space at command will permit in this number. It is therefore proposed to give in the next issue of the Monthly a more extended description of the city. In the meantime it may be stated that the trade of Victoria is far-reaching to every part of the province, and probably no place on the continent of America, of the same size, can show more wealth or signs of prosperity than are enjoyed by it to-day. the present time.

#### ALONG THE LINE OF THE E. & N. R. R.

A trip along the line of the Esquimalt & Nanaimo R. R. is most enjoyable, especially if one has the time to stop over at some of the delightful places between Victoria and Wellington. Tourists and Sportsmen visiting Victoria should certainly avail themselves of the opportunity. The scenery is grand and the fishing and hunting cannot be surpassed in the Province. The first station to be noted after passing Esquimalt is Goldstream, with its excellent summer hotel, and then you pass on to Shawnigan where there is a picturesque lake, on the shores of which the visitor will find a most comfortable hostelry provided with pleasure boats, &c., for the convenience of guests. Then you pass on to McPhersons, Koksilah, Duncan's and Chemainus, all of which are most enjoyable resorts, where a few days may be spent with pleasure, and where the best accommodation is provided. The delightful rambles and drives around these places, the streams and the lakes teeming with fish, and the pure air from the Mountains all tend to make the visit healthful and truly enjoyable. The visitor before returning to Victoria should go on to Nanaimo, where he will find one of the most interesting cities in British Columbia. Nanaimo is beautifully situated on a slope leading down to the shores of one of the finest harbors on the Coast. Here the great coal mines of the New Vancouver Coal Co may be visited, which will well repay the time spent in doing so, or a sail enjoyed among the numerous islands at the entrance to the harbor. From Nanaimo a few miles bring the tourist to Wellington, where the famous mines of the Dunsmuir's may be seen. Altogether the trip is one of instruction and pleasure, and mention is made of it at this time because it is desirable that strangers visiting Victoria should know of the treat they may enjoy if they will only embrace the opportunity. Trains leave on the E. & N. R. R. every morning at 8 a.m., returning at 8 p.m., and on Fridays, Saturdays and Sundays there are two daily trains each way.

#### GOLD IN BRITISH COLUMBIA.

A gentleman who lately returned from England states that it is useless to attempt placing silver mines there at present, not because of a scarcity of money

but because of the belief prevailing that silver has no stable value. Yet prospecting and development are going on with unabated vigor in the rich mining districts of Kootenay in this Province. Silver may have no stable value at the present time, owing to the monetary agitation going on, but this cannot continue long and the question will have to be settled in some way so as to give the precious metal its true value. Whatever that value may be it is certain that the richness of the discoveries in the Kootenay will always make silver mining a most profitable industry in that district.

But the agitation over the silver question will benefit British Columbia in another direction by stimulating gold mining. The real wealth of this Province in its gold mines is as yet only a matter of surmise, although sufficient is known to warrant the belief that with proper appliances the yield of the precious yellow metal will be very great. Already we hear of capital being directed towards opening up and working the gold mines of Cariboo and other districts, and we may expect that the output will be very considerably increased during the next few years. Experts declare that the hidden treasures of gold in the Mountains and streams of British Columbia are immensely rich, and that the mining hitherto carried on in a rude way and which yielded over fifty million dollars was only the washings from the rich deposits farther back in the Mountains. Gold mining is certainly coming to the front in this country and some remarkable finds may be expected.

#### THE INLAND FISHERIES.

It is understood that the Provincial Government is making an effort to have the inland fisheries legally vested in and controlled by the Province. In this the local government is doing good service and it is to be hoped will meet with success. It is apparent that the authorities at Ottawa are continually making a mess of it in their management of this important industry and that the mistakes being made are hampering our fishermen very considerably. The offal question is one that should certainly be under the control of the Provincial Government because it could be better regulated in the interest of all parties without injury or injustice to any. Local regulations could then be put in force to suit the circumstances of the case based upon the health laws of the Province whereas the Ottawa authorities are not in a position to do this intelligently being so far removed from the scene of operations.

The fisheries department of the Dominion Government seem inclined to make unjust discrimination in favor of certain rivers to the injury of others, and the fishermen on the Fraser River are not treated in the same way as those in the North. It seems only fair that the local authorities should at least control the offal question, because it affects not only the health of the Province but its proper regulation has a great bearing upon one of our most important industries. Mr. Wilmot's headstrong views are never likely to be regarded with favor in this Province, and the sooner his arbitrary measures are curtailed or prevented altogether the better it will be for the Province.

This should be a good year with our Salmon canneries but it is too early yet to predict the result of the seasons work. It is to be regretted that there should be any trouble between the fishermen and the canneries in regard to prices, and it is to be hoped that the matter will be settled in a satisfactory manner to both, especially as the latest report is that the fish are running strong in the Fraser.

#### THE CANADIAN PACIFIC NAVIGATION CO., LD.

The Canadian Pacific Navigation Company of which Captain John Irving is manager has been for years an important factor in aiding the development of

British Columbia. The history of the Company and its operations in maintaining communication with all parts of the British Columbian coast is an interesting one and so intimately connected with the progress of the Province that an article on the subject is now being prepared and will appear in an early issue of the "Monthly." The fleet of steamers is at present composed of the following: Islander, Premier, Yosemite, Princess Louise, Danube, R. P. Rithet, Wm. Irving, Maude and Transfer. The two first named are constructed of steel, the Islander being built in Glasgow and the Premier at the Union Iron Works San Francisco while the others are staunch wooden steamers. The Islander is a splendid steamer handsomely fitted up with all the modern conveniences for passengers and is a general favorite with the travelling public. During the past few summers she made a number of trips to Alaska and on that route became the most popular steamer running. Each trip she had a full passenger list and on nearly every occasion the people travelling on her voluntarily published hearty testimonials of the good treatment they received while on board. It is to be regretted therefore that the action of the American Government has prevented the Islander from making her usual excursions to Alaska during the present season. The steamer will however make one trip there this summer leaving Victoria on the 26th of this month and a large party of tourists will undoubtedly avail themselves of the opportunity. In connection with this it is to be hoped that steps will be taken to permit the Islander to make her regular summer excursions to Alaska, and that international limitations will be stretched a point to permit of this.

The Islander frequently runs between Victoria and Vancouver in connection with the Canadian Pacific Railway but recently the Premier which is also a magnificent passenger steamer has taken the route and is becoming almost as great a favorite as the Islander.

By reference to the time cards in the General Guide it will be seen that the C. P. N. Co's Steamers run regularly to New Westminster and way ports to Barclay sound and all northern points and that a service is also maintained on the Fraser River. In this way the Company are very materially assisting in the development and progress of British Columbia.

The officers of the C. P. N. Co's boats are noted for their courtesy and attention to passengers and to people paying a visit to the province for the purpose of recreation or health as well as to business men and general travellers this is of no small importance.

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#### THE B. C. AGRICULTURAL ASSOCIATION.

Before the next number of the Monthly is published, the Exhibition of the British Columbia Agricultural Association for 1893 will have been held in Victoria. This year the exhibition takes place a month earlier than usual, which in some respects is an advantage. The exhibits of cereals and roots may not be up to the mark owing to the earliness of the show, but in every other respect the display will probably be above the average. The business men and citizens generally of Victoria, are taking more than their usual interest in the exhibition, and an almost universal desire exists to make it a grand success. As the weather in August is generally fine, there is reason to expect a large attendance of visitors from all parts of the Province and consequently there is every confidence on the part of the Management that the Exhibition of 1893 will be financially successful.

Victoria can boast of having the finest Exhibition building and grounds on the Pacific Coast north of Portland, and each year the fair week in the city is looked forward to as one of the chief events of the Season.

This year especially, the display is to be made more attractive than ever, and nothing is to be left undone to make it the best exhibition ever held by the British Columbia Agricultural Association.

## BRITISH COLUMBIA SLATE.

A shipment of 80 tons of slate was made the other day from the Jervis Inlet quarries of the Westminster Slate Company. Fifty tons went forward by the steamer Walla Walla to San Jose, for the United States Government. Most of the balance of the cargo was shipped per C. P. R. to Portage la Prairie, Man., to complete an order of the Canadian Pacific Railway Company for slate roofing for the new station buildings.

Samples of the slate were asked for and submitted to the Department of Public Works at Washington from the quarries of Pennsylvania, Vermont, Maine and British Columbia, tested and examined by experts and reported upon, as a result of which the British Columbia article was chosen by the department and as a sequence of this the Westminster Slate Company received an order for material for roofing a government building in California, as mentioned above.

The Company sent by the steamer Warimoo samples of their slate to Honolulu, and Sydney, N. S. W. They feel that it is only a question of a short time till the superior quality of their roofing slate, as evidenced by the Washington test, opens to the Jervis Inlet article the markets of the American continent.

## THE HOTELS OF VICTORIA.

It is well that strangers should know something of the hotels in a city he is about to visit. There are altogether 42 houses for the accommodation of guests in Victoria and of these the principal are the Driard, the Dallas, the Hotel Victoria and the Occidental, and to those who prefer a hotel kept on temperance principles, the Brunswick.

The Driard is one of the finest and well appointed hotels on the coast and is an old and general favorite with the travelling public. The Driard has always held front rank among the hotels of British Columbia and many a traveller who has visited Victoria will remember with pleasure the good dinners he enjoyed at this famous hostelry. In this and other respects the hotel is just as much of a favorite as it was in days gone by. The Driard needs no commendation, its name and the excellence of the accommodation it affords being too well known.

The Dallas is one of the most charming hotels a traveller could wish to stay at. Situated on the shore and close to the entrance to the harbor of Victoria, the view from its windows is superb, and the air wafted from the sea, across the point where the hotel is situated, is most invigorating. The Dallas although not located in the business centre of the city is in close connection with it by means of an excellent and regular tramcar service, and it is especially well situated for passengers going to China, Japan or California, as the steamers of the different lines leave within a few minutes walk of the hotel. The appointments of the Dallas are of the best, the cuisine everything that can be desired, and although a city hotel it has the air and surroundings of a delightful health and pleasure resort.

The Hotel Victoria is essentially a city hotel of the first-class order, well furnished rooms with every convenience that a traveller can desire, centrally located and altogether a most desirable house to stay at. Although not an old hotel like the Driard it has already established itself as a popular favorite with the travelling public.

The Occidental and Brunswick are most comfortable houses and well kept in every respect, the latter being a strictly temperance house. It is newly and elegantly furnished with all the modern conveniences of a first-class hotel.

There are a number of other good hotels in the city, but these mentioned can be recommended to readers of the Monthly.

## PROVINCIAL NOTES.

Two handsome school buildings are about to be erected in Victoria and the greatest care is being taken by the School Trustees in choosing the architectural designs.

—:o:

A fine bathing shed containing forty dressing rooms in all twenty for ladies and twenty for men—has been erected at English Bay, and will prove a great boon to the citizens of Vancouver. Close to the bathing shed there is one splendid stretch of beach 100 yards long.

:o:—

The following will give some idea of the value of the ore being taken out at present in the Slovan district.

Twenty tons of ore were shipped from the Idaho mine, Slovan, to the Tacoma smelter. The ore assayed \$168 a ton—119 silver and \$49 lead. It cost \$45 per ton to get it from the mine to Kaslo, \$28 per ton from Kaslo City to Tacoma and to have it smelted. The duty on the lead in the ore was \$21 per ton; the cost of mining, sacking and sacks \$10 more, making \$104 for expenses, leaving a net profit of \$64 per ton. With smelters located in closer proximity to the mines and with better means of transportation it will be seen that mining in that locality may be made very profitable even though the price of silver should depreciate below its present value.

—:o:—

The catch of the seals in 1892, by British Columbia vessels, reached 46,362 skins, which will be largely increased during the present season.

—:o:—

Strawberries and raspberries have been plentiful during the past month and some idea may be formed of the perfection which the fruit attains in British Columbia from the following:—A lot of strawberries from the garden of Mr. Mawdsley, Point Comfort, Mayne Island, was brought to Victoria, some of the berries measuring four inches in circumference the fruit being rich and juicy with a delicious flavor.

—:o:—

Since the great fire which destroyed the city in 1886 Vancouver's population has increased as follows:

In 1886	the population was.....	600
In 1887	“ .....	2,000
In 1888	“ .....	6,000
In 1889	“ .....	10,000
In 1890	“ .....	15,000

and it is now estimated to be from 18,000 to 20,000.

—:o:—

The Mayor and Council of Victoria accompanied by a party of friends and those interested in the City's water supply, visited Goldstream the other day and from all accounts had a very pleasant time. If the result of the trip should turn out to be an improvement in the quality and quantity of the Victoria water supply the citizens will have no reason to begrudge the Mayor and Alderman this holiday.

—:o:—

The 20th of July is the 100th anniversary of the completion of Alexander McKenzie's expedition across the northern part of the continent of North America, and it is proposed to commemorate the event in Victoria in such a manner as will show that at least some of the present inhabitants of British Columbia do not wish to forget the memory and heroic deeds of the early discoverers and pioneers of the province.

The following was received too late to appear in its proper place in the General Guide.

CIVIC OFFICERS OF KANLOOPS.

Mayor—Dr. S. Clarke. Aldermen—Robert Lee, Geo. Munroe, James Vair, R. E. Smith, M. P. Gordon. Secretary-Treasurer—M. J. McIver. Constable—A. F. Kelley. Night Watchman—R. Blair.

EDITOR'S NOTE BOOK.

Some one has been pulling the wool over the eyes of Henry Labouchere, the editor and proprietor of Truth, in regard to British Columbia affairs, but I would not care to stand in the shoes of the individual who made the misrepresentations.

"Labby," as he is familiarly known, is a dangerous man to trifle with, and when he discovers that he has been befooled he will be apt to make it very hot for the party who deceived him.

Truth, as a rule, is pretty sure of its ground before it makes an assertion or commences an attack, but in the case of British Columbia when it took it for granted that the separation of the Mainland from the Island was a vital issue with the people of the province, it allowed some one to mislead it woefully.

The statements published by Truth in connection with the subject contained a whole bushel of lies, as was clearly shown by our local newspapers, but after all there is really so very little known about British Columbia in England that there is some excuse for the untruthfulness of Truth's remarks on that occasion.

The person who imparted the false information to Labouchere is the one to blame. Who is he? I have no doubt Truth will inform us one of these days.

I happened to be standing on the wharf the other day when the Queen arrived from Alaska and I observed that very few of the tourists engaged the hacks to drive into the city. Most of the visitors piled into the tramcar and enjoyed a five cent ride, while a number walked.

I wondered at the time whether this was due to a spirit of economy on the part of the tourists, or to attempted overcharging on the part of the hackmen. I found out afterwards that the latter were not to blame, and then I wondered how much tourists of that description would benefit the city.

As a fact the Alaska excursions, the way they are now managed, do very little good to Victoria. The excursionists are allowed only a very limited time to visit the city and have no opportunity to form any correct impression in regard to it. Some of the party I mentioned took the tramcar at the outer wharf rode to the end of the track and back to the boat without alighting. This was all they saw of Victoria, as the steamer remained only a few hours in port.

Victoria has reason to complain of the action of the American authorities in stopping the Islander's Alaska excursions, especially as it was probably caused by the representations of interested parties.

Hon. T. M. Daly, Minister of the Interior, is paying an official visit to this province. If Mr. Daly will take as his text, the words "Is British Columbia treated by the Dominion Government as it should be or as it deserves?" he may be able, by keeping his eyes wide open while here, to preach a sermon to his colleagues at Ottawa on his return which will open their eyes to the shortcomings of Dominion administration of British Columbian affairs, and be productive of much good to the province.

I have seen it stated that Hon. Mr. Daly is considered by some as inclined to be "too fresh." Not a very elegantly way of putting it certainly, but the Honorable gentleman, I may safely say, cannot be "too fresh" so far as righting the wrongs of British Columbia is concerned.

The very popular agent of the Canadian Pacific Railway in Victoria, Mr. Allan Cameron, has been promoted to the agency in Portland. A number of his numerous friends bade him farewell at the steamer on his departure for his new post, and presented him with a testimonial of the high esteem in which he is held by Victorians generally. If Mr. Cameron makes as many friends in Portland as he has in Victoria, the C. P. R. will have no reason to regret placing him there.

The conduct of the hotel runners of Victoria on the arrival of steamers is simply disgraceful and is apt to give visitors on landing a very poor impression of the city. In Vancouver they are kept in check and travellers are not molested in the same way as in Victoria. If the police will not interfere to put a stop to the nuisance complained of, it is the duty of the Mayor and council to look into the matter.

I have often wondered why the Postal Authorities do not allow dealers a small commission for selling postage stamps. It would be a great convenience to the public if stamps could be bought at the stores as well as at the post office. When the post office closes it is difficult to obtain stamps and only as a favor can they be procured. In the United States the postage on letters is only 2 cents yet the government I believe allows a small commission to sellers of them. Here in Canada the postage is 3 cents yet the government is too niggardly to offer any incentive to dealers to keep stamps for sale.

Lacrosse is the national game of Canada and I am sorry to see that it is fast merging into a mere exhibition of rough play, instead of a game of skill. The incidents attending the recent game between New Westminster and Victoria is only an instance of what is going on throughout the Dominion wherever lacrosse is played. If lacrosse clubs do not soon take the matter in hand vigorously to prevent such displays, they will find that a large portion of respectable people will not attend their matches. The handwriting is on the wall for lacrosse unless the players take heed of this warning. I might also add that clubs should see that sufficient force is on the field during a match to prevent unruly spectators from interfering with the game. A hoodlum should not be allowed inside the grounds. Hoodlums are a nuisance at any time, but more especially during a lacrosse match.

#### BUSINESS NOTES.

It is always well for parties seeking investments to know whom to address with safety for information. The firms of Innes & Richards and J. M. Buxton & Co., of Vancouver, rank among the highest in British Columbia.

D. Wilson, of 137 Cordova Street, Vancouver, is a practical harness maker, and keeps a very large stock of harness and saddlery. He speaks in the highest terms of Myers & Co's. Horse Ointment, for which he is the sole agent in B. C. What Mr. Wilson recommends you may depend upon.

Then there is B. F. Heney, also on Cordova Street, Vancouver, who is the Special Agent for the Cork-faced Horse Collar, which however is so well known as hardly to need a recommendation.

Vancouver is particularly well supplied with handsome vehicles for hire, and this is owing to the enterprise and push of the Vancouver Gurney & Cab Comp'y. Tourists and others visiting the metropolis of the mainland should not fail to see Stanley Park, and the best way to do this is to ring up the Gurney & Cab Co. and engage one of their handsome rigs for the purpose.

Tourists and others, when in Victoria, if they desire to transact banking business with any part of Canada, the United States or Great Britain, will find every attention paid to their requirements by the popular banking house of Green, Worlock & Co., cor. of Trounce Avenue and Government Street.

The biscuits made in M. R. Smith & Co's. factory at Victoria, took a high award at the Colonial and Indian Exhibition in London, England. This speaks volumes for their goods.

Stemler & Earle, of Victoria, is another factory which stands high with the trade in ground coffee and spices.

Wilson Bros., of Victoria, have been appointed agents for the sale of Sandwich Islands Fruit, such as bananas, &c., shipped by Campbell, Marshall & Co., of Honolulu.

The vicinity of Victoria abounds in delightful drives, and the best way to enjoy them is to engage one of the handsome carriages of the Victoria Transfer Co. Tell the clerk of the hotel to ring up the stables and your orders will be attended to promptly. Polite and intelligent drivers accompany the carriages.

In a fashionable novel the author says, "Lady Emma trembled, grew pale, and immediately fainted." The printer, putting p instead of f, rendered it, "grew pale and immediately painted."

OLD LADY—"Is this a genuine alligator bag?" Dealer—"Yes, ma'am. I shot that alligator myself." Old Lady—"It looks rather shop worn." Dealer—"That's where he hit the ground when he tumbled off the tree, ma'am."

CUSTOMER—"Didn't you tell me this horse was afraid of nothing?" Dealer—"That's just what I said." Customer—"Why, he shies at his own shadow." Dealer—"Well, a shadow is about as near nothing as anything I know of."

MR. BROWN—"There is one virtue about these biscuits, my dear." Mrs. Brown (blushing with pleasure)—"What is it dearest?" Mr. Brown (brutally)—"If they were worth their weight in gold we should be millionaires."

HOUSEKEEPER—"Why don't you go to work, you lazy vagabond?" Tramp—"Lazy, mum? Do you call a man who tramps from here to Land's End an' back, year in and year out, lazy? I think, mum, gents like me displays considerable energy."

—THE—  
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—TO—  
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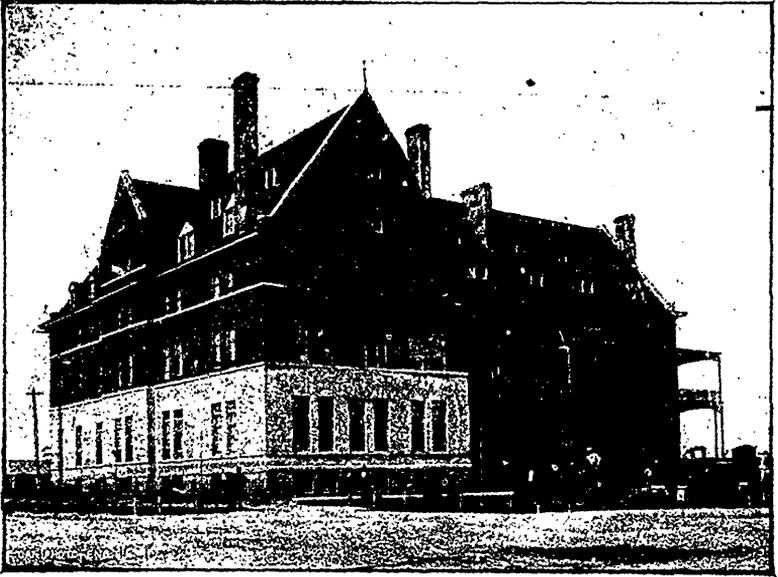
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JULY, 1893.  
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CORRECTED AND PUBLISHED MONTHLY.

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CONTAINS RAILWAY, STEAMER AND STAGE TIME TABLES, DISTANCES, FARES AND  
OTHER GENERAL INFORMATION AS TO THE PROVINCE EASY OF REFERENCE  
ON ALMOST EVERY SUBJECT CONNECTED WITH BRITISH COLUMBIA  
WHICH TOURISTS, GENERAL TRAVELLERS OR PROSPECTIVE  
SETTLERS MAY WISH TO BE INFORMED UPON.

SEE BUSINESS DIRECTORY AT END OF BOOK.

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# The Province

—OF—

# British Columbia.

**BRITISH COLUMBIA**, which entered the Canadian Confederation in 1871, is the most westerly of the Canadian Provinces. It has a coast line on the Pacific Ocean of about 600 miles, that is, in a straight line. If its almost innumerable indentations and bays were measured, the coast line would extend to several thousands of miles.

The area of the Province, according to the census measurement, is 341,305 square miles. Its position on the American continent is one of great commercial importance, and its resources are in keeping with its position. If it were to be described from the characteristics of its climate, its mineral wealth, and its natural commercial relations, it might be said to be the Great Britain and California combined of the Dominion of Canada.

The Province is divided into two parts, the Islands, of which Vancouver is the principal, and the Mainland. Vancouver is about 300 miles long, with an average breadth of about 60 miles, containing an area of about 20,000 square miles.

British Columbia has numerous harbours and rivers, some of which are of importance, and all are remarkable for their bountiful, in fact, wonderful supplies of fish. The scenery which it possesses is magnificently beautiful.

The climate on the coast is more equable and much milder in winter than in any other part of Canada; but as the mountain are ascended, greater cold prevails, with more snow, and the characteristics of greater dryness of atmosphere which mark the climate of the interior of the continent are found.

There is very little frost or snow. An abstract of one year gives 201 fine days, 96 overcast, 50 rainy, and 17 on which snow fell. Gooseberry buds opened the middle of February; early plants came in leaf the 2nd of March, and native hemp 3 inches high; catkins in full bloom on March 7th; buttercups in flower March 29th; strawberries in bloom April 13th; apple trees in bloom May

6th; beans in blossom May 12th; strawberries ripe May 25th; raspberries ripe July 9th.

The climate of Victoria and its suitability for invalids is described by a traveller in the following words:—"Victoria has a climate unequalled anywhere, which is specially recommended to health seeking invalids. The atmosphere is charged with ozone peculiar to Victoria only. It originates in the snow cooled breezes in the Olympian range (about 60 miles south-west of the city), mixes with the salt air of the Pacific, giving it peculiar health restoring and life prolonging qualities, which are fast making Victoria the sanitarium of the Pacific Coast."

Every part of British Columbia is amply and well provided with excellent wood for construction and for other purposes. The coast region has the pre-eminence at present, owing to the greater facility of export. The gigantic size of forest trees is due, according to Dr. Dawson, to the mildness and humidity of the climate.

The fisheries of British Columbia are as yet almost untouched industrially, except the salmon fishery, which has rapidly become an important industry. Its chief seat at present is on the Lower Fraser, in the rich agricultural districts of New Westminster, through which the railway passes. Salmon fishing is carried on, also, on the rivers Skeena and Nass, and at various places on the coasts. Nearly all the salmon are canned and exported to England; a few are salted and smoked.

Gold is known to be almost universally distributed in the Province of British Columbia. There is scarcely a stream of any size in any part of the Province that one cannot wash a few "colours," as they say, out of, at the very least, and in 105 localities, which I catalogued in 1877, actual mining had been carried on for gold. The main auriferous belt of British Columbia runs from south-east to

north-west, just inside the Rocky Mountains, and includes the mining localities which have been called Kootenay, Big Bend, Cariboo, Omineca and Cassiar from south to north.

Coal mining is one of the most important industries in British Columbia. The deposits are very widely spread, both on the main land and in the islands. The coal of Nanaimo and vicinity, on Vancouver Island, being so far the best that has been found on the western coast of America. All authorities agree as to the extent and value of the coal beds of British Columbia.

There is every indication that the silver mines of British Columbia will within the next few years prove to be the most valuable ever discovered on the American continent; the specimens of ore so far assayed having given high yields of silver. There are also deposits of copper, iron, galena, ciannabar, platinum and other ores in large quantities awaiting development.

Of British Columbia as a farming, grazing and fruit growing country, the Marquis of Lorne says :-Wherever there is open land the wheat crops rival the best grown elsewhere, while there is nowhere any dearth of ample provision of fuel and lumber for the winter. As you get your colonization roads pushed, you will have a larger available acreage, for there are quiet straths and valleys hidden away among the rich forests, which would provide comfortable farms. As in the North-west last year, so this year, I have taken down the evidence of settlers, and this has been wonderfully favorable. To say

the truth, I was rather hunting for grumblers and found only one. There is no reason why British Columbia should not be for this portion of our territory what California is to the States, in the supply afforded of fruits. The perfection attained by small fruits is unrivalled, and it is only with the Peninsula of Ontario that you would have to compete for the supplies of grapes, peaches, pears apples, cherries, plums, apricots and currants.

The most richly endowed with gifts of material advantage of all provinces, British Columbia excels them all in beauty. In the magnificence of her rugged mountains, the charm of her land-locked waters, the lonely grandeur of her forests and the quiet beauty of her prairies, she possesses a wonderful variety--a combination of scenic beauty. Whether a traveller approaches from the east after crossing the apparently illimitable prairies, or from the west at the conclusion of an ocean voyage, he is filled with a sense of relief, mingled with curiosity and pleased expectancy. The features that may be found almost beautiful must depend on the temperament of each spectator, but it happens that nature has so arranged the forms and attributes of this country that whether coming from the east or west the traveller finds a striking contrast to that which he is leaving behind him, and as contrast is a primary condition of excellence in that which is to delight the eye, his aesthetic sense is sure of gratification.

## THE ARCADE

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### VICTORIA, B. C.

# A B C DESCRIPTIVE GUIDE

TO

## BRITISH COLUMBIA.

Consult Railway and Steamer Time-tables.

- Abbotsford**—Is on the crossing of the Mission extension of the C. P. R. and the New Westminster and Yale wagon road. Daily train from Vancouver.
- Aberdeon**—Cassiar District, Skeena Division. In the midst of a most important wealth producing country. Steamer from Victoria twice a month.
- Agassiz**—On the Fraser River. The C. P. R. has a station, also an express and telegraph office. The Dominion Government experimental farm is here. A train east and west each day.
- Ainsworth**—Situated on Kootenay Lake. Steamer communication with Nelson and Bonner's ferry, Idaho. There is also telephone communication with Nelson.
- Alberni**—At the mouth of the Somass River, near Barclay Sound—is a rising place. It is the supply mart of the beautiful and fertile Alberni Valley, and already several industries have been established here, chief of which is a large paper mill. A rich mining and agricultural country is tributary to Alberni. Steamer from Victoria twice a month, also stage from Nanaimo once a week.
- Albert Canyon**—A station on the C. P. R. from which a splendid view of the neighboring Canyon can be obtained. Train east and west each day, also daily steamer from Revelstoke.
- Albert Head**—About 7 miles by water from Victoria and 12 miles by land, where the Dominion Quarantine Hospital is situated. A pleasant drive from Victoria.
- Aldegrove**—About 22 miles east of New Westminster near the boundary line. It is in the midst of a farming country and has a mail service twice a week and telegraphic communication. Stage from New Westminster.
- Alert Bay**—Is situated on Cormorant Island. There is a salmon cannery here and steam saw mill. Steamer from Victoria twice a month.
- Alexandria**—About 18 miles from Cariboo in the midst of a farming and stock-raising country. Stage from Ashcroft 185 miles.
- Alkali Lake**—On the road to Barkerville about 90 miles from Clinton and on the left bank of the Fraser River. Stage from Ashcroft; change at Clinton.
- Annieville**—On the left bank of the Fraser where there is a brickyard and pottery, the clay being of a very fine quality. Steamer and train daily from New Westminster.
- Ashcroft**—Is a most important station on the C. P. R. as all the stages of the B. C. Express Co. for the upper country leave here. It is situated on the south bank of the Thompson River near its junction with the Bonaparte. It is the great trading post for the districts in the northern interior of the Province. A train east and west each day.
- Anderson Creek**—Reached by stage from Kamloops.
- Balfour**—Daily steamer from Nelson, twice a week from Bonner's Ferry, Idaho.
- Barnston Island**—Near Port Kells on the Fraser River. Steamer and train daily from New Westminster.
- Barkerville**—At the termination of the Cariboo Road on Williams Creek, about 285 miles from Ashcroft. Gold mining is the principal industry, and it is confidently expected that great wealth will be taken out of the district with the introduction of proper appliances for hydraulic mining. The Government assay office is located here. Stage from Ashcroft, 280 miles.
- Beecher Bay**—Is 21 miles from Victoria by land, and 15 miles by water, and is at the southern end of Metchosen, a rural settlement on Vancouver Island. Livery from Victoria.
- Beaver Mouth**—A station on the C. P. R., 446 miles from Vancouver, in the midst of a lumbering country. The headquarters of the Columbia River Lumber Co. A train east and west each day.
- Beaver Creek**—Nearly 12 miles from Alberni. Contains excellent farming lands and timber, there being a saw mill in operation. A steamer twice a month from Victoria, and a stage once a week from Nanaimo.
- Beaver Point**—Is on Salt Spring Island, about 25 miles from Victoria, and the principal industry is fruit growing and farming. Steamer from Victoria and Nanaimo twice a week.
- Bella Bella**—A picturesque village on the North West Coast district. Steamer from Victoria twice a month.
- Bella Coola**—A small village in the North West Coast district. Steamer twice a month from Victoria.
- Big Bar Creek**—On the left bank of the Fraser River. Chief industry, stock raising. Connected by wagon road with Clinton. Stage from Ashcroft.
- Bonaparte**—Near Cache Creek. Stage from Ashcroft.
- Blue Springs**—Stage from Vernon once a week.
- Bridge Creek**—Is about 83 miles north of Ashcroft. A beautiful country for dairying and stock raising. A large area of good government land is open here for settlement. Stage from Ashcroft.
- Brownsville**—Opposite New Westminster. Ferry every hour.

- Barclay Sound**—Steamer twice a month from Victoria.
- Basque Ranch**—Livery from Ashcroft.
- Black Creek**—Livery from Comox.
- Bloomfield**—Steamer from Golden to Windermere and stage from latter place.
- Boundary Bay**—Steamer to Ladner's Landing from Victoria or New Westminster and stage from Ladner's Landing.
- Burgoyne Bay**—On the west side of Salt Spring Island. Steamer once a week from Victoria to Nanaimo.
- Burrard Inlet**—C.P.R. trains daily, electric cars. Pleasant drive from Vancouver.
- Burton Prairie**—C. P. R. to Sicamous, Shuswap & Okanagan R. R. to Vernon, steamer to Mission and stage from latter.
- Cache Creek**—An agricultural district about 6 miles from Ashcroft, from which there is a daily stage.
- Cedar**—About ten miles from Nanaimo, connected with it by a wagon road. Stage once a week from Nanaimo.
- Cheminus**—A station on the E. & N. R. R., in the midst of a farming and lumbering country. It is an exceedingly picturesque spot. There are large saw mills at this point. Daily train from Victoria.
- Chilcote**—A stock raising district connected by trail with Ashcroft. Stage from Ashcroft changing at Soda Creek.
- Chilliwack**—Bordered on the north by the Fraser River, and on the south-west by Sumas Lake and River, and not far from Harrison Hot Springs. It is a splendid agricultural country, and one of the most productive districts in the Province. There are here two saw mills, a grist mill, fruit canery and brick factory. It is a most desirable spot for the tourist and sportsman, as well as settlers. Steamers daily from New Westminster.
- Claygate**—Horseback from Alberni.
- Clayton**—An agricultural district near the head of the Serpentine River. Daily train from New Westminster—9 miles.
- Clinton**—On the Cariboo road, about 32 miles from Ashcroft. A Government Agent is located here, and quite a large general business is carried on with the surrounding country and mining districts. Stage from Ashcroft.
- Cloverdale**—Daily train from New Westminster.
- Clover Valley**—Twelve miles from New Westminster, between Hall's prairie and Surrey Centre. A fruit growing district. Daily train from New Westminster.
- Cobble Hill**—A station on the E. & N. R. R., three miles from Shawaigan lake. There is a large quarry of granite stone here. Daily train from Victoria.
- Colwood**—Near Esquimalt harbor. A good farming section. Livery from Victoria.
- Comox**—On the east coast of Vancouver Island, about 140 miles north of Victoria. The industries are coal mining, lumbering and agriculture, and the district around is one of the best settled on the Island. Steamer weekly from Victoria, Vancouver and Nanaimo.
- Constance Cove**—On the E. & N. R. R. line where there is good clay and the B. C. Pottery & Terra Cotta Works are located. Daily train from Victoria.
- Corfield**—In the Cowichan valley. A charming spot with good agricultural land surrounding it. Small fruits are raised here extensively. It is about two miles from McPhersons or Koksilah on the E. & N. R. R. Daily train from Victoria.
- Coutlee**—In the Yale district, between Kamloops and Spence's Bridge. Coal and iron are found here and the mines are being developed. In addition to this there is a good agricultural country. Coutlee is a distributing point for the neighboring mining districts. C. P. R. to Spence's Bridge thence by stage to Coutlee.
- Cowichan**—Near the E. & N. R. R., a fertile district with good roads and abundance of game. Daily train from Victoria to McPhersons thence by stage to Cowichan.
- Cowichan Lake**—About 21 miles from Duncan's station on the E. & N. R. R. A delightful spot to visit. Stage from Duncan's.
- Craigellachie**—A station on the C. P. R. 353 miles from Vancouver. Train east and west each day.
- Cranbrook**—About 12 miles from Fort Steele in the Kootenay country. C. P. R. to Golden thence by steamer to Windermere connecting there with stage to Cranbrook.
- Cadboro Bay**—A suburb of Victoria. Livery.
- Campbell River**—Steamer from Vancouver once a week.
- Canoe Pass**—Steamer from Victoria or Westminster to Ladner's Landing thence by Livery.
- Cape Mudge**—On Valdez Island at its southern extremity. Near here is the Yucatus Indian reservation with about 200 Indians living on it. Steamer once a week from Vancouver.
- Cedar Hill**—A suburb of Victoria. A very pleasant drive.
- Centre ville**—On the Fraser River. Steamers daily from New Westminster.
- Cheam**—Steamer from New Westminster twice a week.
- Cherry Creek**—A station on the C. P. R. Train east and west each day.
- Clan William**—A station on the C. P. R. Train east and west each day.
- Cisco**—A station on the C. P. R. Train east and west each day.
- Columbia Lakes**—C. P. R. to Golden, thence by steamer to Windermere, and from the latter, stage to the lakes.
- Cordova Bay**—A suburb of Victoria. A pleasant drive.
- Craigflower**—Near Esquimalt. Livery from there. Electric tramcar to Esquimalt, or Livery from Victoria.
- Donnan Island**—Near Comox with good farming land on it. Steamers weekly from Victoria, Vancouver and Nanaimo.
- Departure Bay**—Three miles north of Nanaimo, the shipping port of the Wellington coal mines. It has a good harbor and commodious wharves. Stage from Nanaimo.
- Dog Creek**—About 42 miles north of Clinton, with a wagon road connecting the two places. Stage from Ashcroft. 132 miles.
- Donald**—An important station on the C. P. R., with railway workshops, stores, etc. It is the supply centre of the East Kootenay mining district. Train east and west each day.

- Duncans**—About half way between Victoria and Nanaimo on the E. & N. R. R. There are several industries here; saw mill, pump factory, sash and door factory, etc., and the place is growing rapidly. It is in the midst of a fertile district, and is a popular resort for visitors, owing to the beauty of the scenery surrounding it. Daily train from Victoria.
- Duck & Pringle**—On the South Thompson river about 300 miles from Vancouver, near the line of the C. P. R. Stage from Duck Station.
- Duncan's Bay**—Livery from Comox.
- Douglas Lake**—C. P. R. to Kamloops, stage from there to Quilshena and thence by steamer to Douglas Lake.
- Drynock**—A station on the C. P. R., train east and west each day.
- Ducks**—A station on the C. P. R., train east and west each day.
- East Sooke**—Stage from Sooke.
- East Wellington**—On the E. & N. R. R. about six miles from Nanaimo and close to the Wellington coal mines. Daily train from Victoria. Livery from Wellington.
- Elgin**—On the Nicomekl river, on the road to Blaine and distant from New Westminster about 13 miles. Stage and steamer from New Westminster.
- Empire Valley**—On west side Fraser, having mail communication with Dog Creek once a week. There are two mills here, a grist and a saw mill. It is ninety miles from Ashcroft, and is surrounded by a splendid stock raising country. Stage from Ashcroft to Dog Creek thence livery 13 miles.
- Enderby**—In the district of Yale, on the Shuswap River about 25 miles from Sicamons, surrounded by the finest of wheat producing land. Here is a large flouring mill capable of grinding 100 barrels per day. Pork packing and brick making is also carried on. It is a station on the Shuswap and Okanagan Railway. C. P. R. to Sicamons, Shuswap and Okanagan R. R. to Enderby.
- Erington**—About 24 miles northwest of Nanaimo. Weekly steamer from Nanaimo. Stage from Comox.
- Esquimalt**—About 4 miles from Victoria where the graving dock and the Imperial naval station are located. The graving dock is 457 feet long, 57 feet wide with a depth of 27 feet. Esquimalt harbor is a picturesque spot and several English men-of-war are usually lying at anchor in it. Esquimalt is connected with Victoria by the Electric tram car line and the E. & N. R. R. and the drive by road is an exceedingly pleasant one. Tramcar hourly and train from Victoria daily.
- Eighty-Three Mile House**—Stage from Ashcroft, 63 miles.
- Elk Lake**—Livery from Victoria.
- English Bay**—Livery from Vancouver.
- Fairmount**—In the Kootenay country, in east Kootenay, in the midst of a wealthy mining district. C. P. R. to Golden, thence steamer to Windermere, and stage from there to Fairmount.
- Field**—A station on the C. P. R., 300 miles from Vancouver. There is a large saw mill here. Train east and west each day.
- Fort Simpson**—On the north west coast. Steamer from Victoria twice a month.
- Fort Steele**—In east Kootenay. C. P. R. to Golden, thence steamer to Windermere, and from there by stage to Fort Steele.
- French Creek**—About 28 miles from Nanaimo. Stage and steamer from latter place once a week, also from Comox, and stage from Alberni.
- Findlay Creek**—C. P. R. to Golden, thence steamer to Windermere, and from there stage to Findlay Creek.
- Fort George**—Stage from Ashcroft, change at Quesnelle.
- Fowl Bay**—A suburb of Victoria, a pleasant drive.
- Gabriola Island**—In the Gulf of Georgia, and is an island about 9 miles long and 3 miles wide, fertile and very productive. It is situated near Nanaimo. Steamer once a week from Victoria and Nanaimo.
- Galeana**—On the Columbia River, 45 miles from Golden, and 40 miles from Windermere. Steamer to Windermere, stage from latter.
- Genoa**—In the district of Cowichan. Is about 35 miles from Victoria, has a fine harbor, and possesses large lumbering interests. Weekly steamer from Victoria.
- Georgetown**—On the north west coast. Steamer twice a month.
- Glacier House**—A station on the C. P. R., surrounded by some of the finest mountain scenery on the line. Train east and west each day.
- Golden**—On the C. P. R. line, about 433 miles from Vancouver. Mining is the principal industry, with lumber manufacture. The steamers of the Upper Columbia start from here. There is an excellent assay office and laboratory in this town. Train east and west each day.
- Goldstream**—On the E. & N. R. R., about 11 miles from Victoria. It is quite a summer resort. Daily train from Victoria.
- Gordon Head**—A point in the Haro & Rosairo Straits, where there is a small farming community. The drive from Victoria to Gordon Head is a delightful one.
- Grande Prairie**—In the Kootenay district about 36 miles from Kamloops with which it is connected by wagon road. Stock raising and agriculture the principal industries. C. P. R. to Duck's thence stage.
- Granite Creek**—Nine miles from the mouth of Tulameen river in the Yale district in the midst of a mining country. C. P. R. to Spencer's Bridge thence stage to Granite Creek.
- Grantham**—In the Comox district connected with Comox by wagon road 7 miles. Livery from Comox.
- Griffin Lake**—A station on the C. P. R. 365 miles east of Vancouver. Train east and west each day.
- Guichon**—About 13 miles from New Westminster and one mile from Ladner's Landing. It is surrounded by a splendid agricultural country. Daily steamers to Ladner's Landing.
- Galbraith Ferry**—C. P. R. to Golden thence steamer to Windermere and stage from latter place.
- Galiano Island**—Steamers weekly from Victoria and New Westminster.

- Ganges Harbor**—On the east side of Salt Spring Island. Steamer weekly from Victoria and Nanaimo.
- Halls Prairie**—Eighteen miles from New Westminster in the midst of a fine farming district. Stage from New Westminster 19½ miles.
- Hanceville**—In the district of Cariboo. Cattle raising and general farming are largely carried on in the neighborhood. Stage from Ashcroft, change at Soda creek; distance 220 miles.
- Harrison Hot Springs**—On Harrison Lake about 5 miles from Agassiz station. The springs are noted for their medical properties and curative qualities. The spot is one of the loveliest in British Columbia. A small steamer plies upon the lake and there are also a number of small boats for the use of pleasure seekers, hunters and fishermen. The scenery in the neighborhood is grand and a large number of tourists visit the springs each summer. Train east and west each day. Stage from Agassiz station to springs.
- Hartley Bay**—On the north west coast. There is a large saw mill here. Steamer twice a month from Victoria.
- Hatzic Prairie**—An agricultural district 6 miles from Matsqui. c. p. r. to latter place thence stage. Daily steamers from Westminster.
- Hope**—In the district of Yale, and the head of navigation on the Fraser River. Farming and mining are the chief industries. c. p. r. train east and west each day. Fortnightly steamer from New Westminster.
- Hope Bay**—On Pender Island where there is an extensive blue freestone quarry. Steamer weekly from Victoria.
- Hornby Island**—East of Denman Island. It is a fertile and beautiful island. Steamer fortnightly from Victoria and Nanaimo.
- Hundred and Fifty Mile House**—On the Cariboo road where there is also a saw-mill. Stage from Ashcroft 235 miles.
- Hundred Mile House**—Another stopping place on the Cariboo road. Stage from Ashcroft.
- Huntingdon**—At the junction of the c. p. r. Seattle Lake Shore and Eastern and Bellingham Bay railways on the International boundary. c. p. r. from Vancouver to Mission Junction thence train to Huntingdon.
- Hammond**—Station on c. p. r. 21 miles from Vancouver. Train east and west each day; also daily steamers from New Westminster.
- Haney**—Station on c. p. r. 26 miles from Vancouver. Train east and west each day.
- Happy Valley**—Livery from Victoria.
- Harrison**—A station on c. p. r. 62 miles from Vancouver. Train east and west each day.
- Hastings**—Four miles from Vancouver on the c. p. r. trains daily.
- Hat Creek**—Stage from Ashcroft.
- Hector**—A station on the c. p. r. 517 miles from Vancouver. Train east and west each day.
- Highland**—Livery from Victoria.
- Horse Fly**—Stage from Ashcroft, change at 150 mile house.
- Howe Sound**—Steamer from Vancouver twice a week.
- Illecillewaet**—A station on the c. p. r., 407 miles from Vancouver. Silver and lead are found near here. It bids fair to become an important mining district. Train east and west each day.
- Inverness**—On the west coast. Steamers twice a month from Victoria.
- James Island**—Stage from Victoria to Prairie Tavern, thence by boat.
- Johnson's Landing**—A station on the c. p. r., called Nicomen, 53 miles from Vancouver. The soil is fertile around here. Trains east and west each day.
- Kamloops**—Is the largest town in British Columbia on the c. p. r. east of Vancouver. It is situated at the junction of the North and South Thompson Rivers, and is in the midst of a large ranching country. There are also minerals in the neighborhood, but the mines are as yet undeveloped. The town is growing rapidly in size and importance, and several industries have been started. The climate is dry and healthy. Train east and west each day.
- Kaslo City**—At the mouth of the Kootenay river. It is the centre of the great Kootenay mining district and has every prospect of becoming an important place. The great Kaslo and Slocan silver mines are from 15 to 20 miles from here. Steamer from Nelson.
- Keefers**—A station on the c. p. r. 140 miles from Vancouver. Train east and west every day.
- Keithley Creek**—In the Cariboo country about 18 miles from the Quesnelle Forks. Hydraulic mining is carried on in the vicinity. Stage from Ashcroft, change at 150 Mile House.
- Kensington Prairie**—A farming section in the New Westminster district (P.O. Address, Nikomekel.)
- Kettle River**—c. p. r. to Sicamous. s. & o. r. r. to Okanagan, and thence stage and livery.
- Kings Island**—On [the north-west coast. Steamer twice a month from Victoria.
- Katamah**—At the head of Douglas Channel on the north-west coast. Steamer twice a month from Victoria.
- Kitlupe**—At the head of Gardiner's Channel, on the north-west coast. The scenery about here is grand in the extreme, mountains and waterfalls. Prices cannery is located here. Steamers twice a month from Victoria.
- Koksilah**—A station on the e. & n. r. r. in the Cowichan Valley. It is a lovely spot and offers inducements to the farmer sportsman and tourist.
- Kuper Island**—Steamer weekly from Victoria.
- Lac La Pêche**—In the district of Lillooet on the wagon road between Barkerville and Lillooet. Farming, dairying and stock raising are the principal industries. Stage from Ashcroft 100 miles.
- Ladner's Landing**—About 13 miles from New Westminster on the Fraser River. The steamers from Victoria, Vancouver and New Westminster and Nanaimo all call here. The district in the neighborhood is one of the most important agricultural sections of the Province. The soil, of which there is 40,000 acres in the settlement, is exceedingly

- rich, and large crops of roots and cereals are produced. There are no less than eight salmon canneries in the vicinity of Ladner's so that it is an important shipping point. Daily steamers from Victoria, New Westminster and Vancouver.
- Langley**—On the Fraser River near the boundary line. It is in the midst of a rich and beautiful agricultural district the settlers being of a superior class. The soil is well adapted to fruit culture and the growth of hops. Steamers daily from New Westminster.
- Landsowne**—In the Spallumcheen valley, Kootenay district. C. P. R. to Sicamous thence S. & O. R. R. to Enderby and from there stage.
- Lillooet**—On the Fraser River about 60 miles from Ashcroft. Near here is Seaton Lake. The scenery around is superb. There is a fine bridge crossing the Fraser at this point. The surrounding country which is very fertile, is devoted chiefly to grazing and agriculture. Stage from Ashcroft, change at Clinton.
- Little Qualicum**—About 24 miles north-west of Nanaimo, where farming and fishing are the chief industries. Weekly steamer from Nanaimo and stage from Comox.
- Loch Enoch**—Nearest station, Harrison, on C. P. R. Train east and west each day.
- Low Inlet**—A small fishery on the north west coast, where there is a cannery capable of turning out 1500 cases of salmon per annum. Steamer twice a month from Victoria.
- Lower Nicola**—In the district of Yale, 72 miles from Kamloops. C. P. R. to Kamloops or Spence's Bridge. Stage from either place.
- Lulu Island**—On the south arm of the Fraser. A farming district carrying on a good trade with Victoria, Vancouver and New Westminster. Steamer tri-weekly from Victoria. Daily steamer from New Westminster. Daily stage from Vancouver.
- Lund**—Weekly steamer from Victoria.
- Lytton**—At the junction of the Fraser and Thompson Rivers, a station on the C. P. R. Mining and farming carried on in the vicinity. Its position makes it a busy place. Train east and west each day.
- Lake**—Stage from Victoria.
- Langford Plains**—Livery from Victoria.
- Langley Prairie**—Stage from New Westminster.
- Leanehoil**—A station on the C. P. R., 495 miles from Vancouver. Train east and west each day.
- Maple Bay**—Is a pretty place on the east coast of Vancouver Island, with a commodious harbor. Steamer weekly from Victoria.
- Maple Ridge**—A large district on the Fraser, devoted chiefly to dairying. If dyked, it would be splendid agricultural land. The C. P. R. runs through the district. Station at Hammond. Train east and west each day.
- Massett**—A small place on the north west coast. Steamers twice a month from Victoria.
- Matsqui**—Distant 44 miles from Vancouver, and 35 miles from New Westminster. The St. Mary's Mission is located here, and the C. P. R. crossing the Fraser at this place makes it a central point. Station called Mission. Train east and west each day.
- Mayno Island**—Situated at almost equal distances from Victoria, New Westminster and Nanaimo. Indications of coal exist. Steamer from Victoria twice a week.
- Mamette Lake**—C. P. R. to Kamloops thence stage to Coutlee.
- McPherson's Station**—In the district of Cowichan and a station on the E. & N. R. R. Like most of the places along this line of railway it is a beautiful spot, surrounded by farms. Daily train from Victoria.
- Metehosin**—A beautiful district about 15 miles from Victoria, where picnics, hunting and fishing can be enjoyed during the summer months. Fruit, hay, grain and root crops are raised here in large quantities and the whole district contains many places of interest and beauty which are dealt with elsewhere. Stage from Victoria.
- Menzie's Bay**—Steamer weekly from Vancouver.
- Metlakatla**—A beautiful village on the north-west coast. Steamers twice a month from Victoria.
- Millicam**—E. & N. R. R. to Goldstream daily.
- Mission**—See Matsqui.
- Mission**—See Okanagan.
- Moberly**—A station on the C. P. R. 468 miles from Vancouver. Train east and west each day.
- Moodyville**—About three miles from Vancouver with which it has communication by 4 trips daily ferry. There is a large saw mill here and there is an excellent harbor.
- Mount Lehman**—On the Fraser river about 30 miles above New Westminster. Splendid farming country. Daily steamer from New Westminster.
- Mount Pleasant**—A suburb of Vancouver.
- Mount Tolmie**—A suburb of Victoria where a splendid view of surrounding country may be obtained. A pleasant drive.
- Mud Bay**—At the junction of Semiamho, Kirkland and McLellan roads with good bottom lands in the vicinity. Stage from New Westminster.
- Nakusp**—Steamer from Robson.
- Nanaimo**—For description see cities of British Columbia. Daily train on E. & N. R. R. from Victoria.
- Nanoose Bay**—Eight miles north of Nanaimo and five miles from Wellington mines. Stage and livery from Nanaimo.
- Napier Lake**—C. P. R. to Kamloops thence stage.
- Nelson**—On the Columbia and Kootenay R. R. and within 23 miles of Kootenay Lake. It is the distributing point for West Kootenay. Steamers ply regularly from here to Bonner's Ferry, Idaho, Ainsworth, Balfour. Nelson owing to its proximity to the great Kootenay mining district and its central position is destined to become a very important place and railway centre. C. P. R. to Revelstoke thence by Columbia and Kootenay R. R. and Navigation Co. rail and steamer.
- New Denver**—Steamers from Makusp and Nelson, also from Bonner's Ferry, Idaho.

- New Westminster**—For description see cities of British Columbia. Daily train on C.P.R. Electric tramcar from Vancouver hourly and steamers daily from Victoria.
- Nicola Lake**—In the district of Yale, about 60 miles from Kamloops. It has a flour, saw, shingle and planing mill. C. P. R. to Spence's Bridge and Kamloops, thence by stage.
- Nicomen**—A station on the C.P.R. and a steamboat landing on the Fraser, 53 miles from Vancouver. Train east and west each day, and daily steamer from New Westminster.
- North Arm** A settlement in the New Westminster district, including part of Lulu Island. Industries, farming, market gardening, and there are also two canneries in operation. Steamer daily from New Westminster.
- Northfield**—On the E. & N. R. R. A coal mining town, the Northfield mine being in the neighbourhood. The coal from this mine is said to be the best in the province. Daily stage from Nanaimo.
- North Saanich**—About 18 miles from Victoria. A fine farming district. Stage from Victoria.
- North Bend**—A station on the C. P. R. 129 miles from Vancouver. Train east and west each day.
- Notch Hill**—A station on the C. P. R. 300 miles from Vancouver. Train east and west each day.
- Oak Bay**—A suburb of Victoria, reached by tramcar.
- Okanagan**—Terminus of the Shuswap & Okanagan R. R. C. P. R. to Sicamous connecting there with S. & O. R. R. Daily train to Okanagan.
- Okanagan Mission**—C. P. R. to Sicamous. S. & O. R. R. to Enderby thence stage.
- Osoyoos**—On the lake of the same name which is the most southerly lake in British Columbia. It is a beautiful spot and the chief industry is stock raising. Livery from Okanagan Mission.
- Otter Point**—Stage from Victoria once a week.
- Ottertail**—A station on the C. P. R., 501 miles from Vancouver. Train east and west each day.
- Oyster Bay**—On the E. & N. R. R. Daily train from Victoria.
- Oyster River**—Livery from Comox.
- Oway Keno**—A small place at the head of Rivers Inlet, where there is a large cannery. Steamers twice a month from Victoria.
- Palliser**—A station on the C.P.R., 487 miles from Vancouver. Train east and west each day.
- Parksville**—24 miles north west of Nanaimo, the chief industry being farming. Stage from Nanaimo, weekly steamer from Victoria.
- Parson's Bridge**—Livery from Victoria.
- Pavillion Mountain**—23 miles from Clinton. A fine grazing and farming district. Stage from Ashcroft, change at Clinton.
- Peace River**—Stage from Ashcroft, change at Quessenelle.
- Pemberton Meadows**—On the right bank of the Fraser, and is the only part of the Lillooet district where irrigation is unnecessary. The land is very fertile. Connected by trail with Lillooet.
- Pender Island**—About 35 miles from Victoria, on the route to the Fraser River. There is excellent building stone on this island, and much good agricultural land. It also seems destined to become a favorite pleasure resort, owing to the good bathing, boating and fishing to be had. Steamers from Victoria and New Westminster twice a week.
- Penny's**—A station on the C.P.R., 219 miles from Vancouver. Train east and west each day.
- Penttiston**—C. P. R. to Savozas, thence livery.
- Penticton**—At the foot of the Osoyoos Lake, distant from Vernon, 85 miles with which place it is connected by steamer. C.P.R. to Sicamous thence S. & O. R. R. to Vernon, and from there steamer.
- Perry Creek**—C.P.R. to Golden, thence steamer to Windermere, and from there stage.
- Pilot Bay**—Steamers daily from Nelson also steamers from Bonner's ferry, Idaho.
- Pitt River** In the municipality of Maple Ridge, where there are large meadows, only good however for dairying, as the land is subject to annual overflows from the Fraser River. C. P. R. to Hammond, the nearest station.
- Plumper Pass**—36 miles from Victoria. Fruit growing, general farming and fishing are the industries of the place. Steamer from Victoria, New Westminster and Vancouver, almost daily.
- Popeum**—Daily steamer from New Westm'sr.
- Port Essington**—On north-west coast. Steamers twice a month from Victoria.
- Port Haney**—Is a station on the C. P. R., about 26 miles from Vancouver, and a steamboat landing for Fraser River steamers. There are several large brick yards here. Fruit growing and farming are also carried on largely and salmon freezing for shipment in winter to the east is an important industry of the place. Trains east and west. See Haney—Also steamers daily from New Westminster.
- Port Hammond**—24 miles from Vancouver, in the municipality of Maple Ridge, where a town site has been laid out. Train east and west each day. Also daily steamers from New Westminster. See Hammond.
- Port Kells**—On the Fraser river about 10 miles from New Westminster, where there is an immense deposit of iron ore not yet developed. Steamer from New Westminster and daily train on the New Westminster & Southern R. R.
- Port Moody**—On the C. P. R. about 12 miles from Vancouver. It was at one time the terminus of the C. P. R. and in consequence property advanced greatly in value and the town was growing rapidly when the railway company changed their headquarters to Vancouver. This gave Port Moody a set back but it is still a thriving place and a large lumber business is carried on. It is also becoming a favorite health resort owing to the good bathing there. Daily C.P.R. trains.

- Port Simpson**—An important place on the north-west coast. There is a shingle mill there a saw and door factory and the Hudson's Bay Co. have a large store and wharf. It has one of the finest harbors in British Columbia. Steamers twice a month from Victoria.
- Provost Island**—Steamer twice a week from Victoria.
- Quamichan**—About a mile and a half from Duncan's on the E. & N. R. It is essentially a farming district. A branch of St. Ann's convent is established here. Daily train from Victoria to Duncan's.
- Quatheski Cove**—Between Cape Mudge and Gowlland Harbor on Valdes Island. A stopping place for steamers. Steamer once a week from Victoria.
- Quadra**—Steamer once a week from Victoria.
- Quesnelle**—In the Cariboo district at the junction of the Quesnelle and Fraser Rivers 230 miles from Ashcroft. It is a supply mart of farm produce for the miners around Barkerville. There is also a flour mill in the neighborhood. Stage from Ashcroft.
- Quesnelle Forks**—In the district of Cariboo. There has been gold mining since 1859, and with hydraulic works the industry will be largely increased and made more valuable. There is a wagon road from 150-Mile House to this point. Stage from Ashcroft change at 150-Mile House.
- Quilchena**—In the district of Yale connected with Kamloops by stage. It is an agricultural district.
- Queen Charlotte Island**—On the north-west coast due west from Port Simpson. Coal has been discovered and there is a good deal of rich land but there is as yet little settlement of whites. Steamer twice a month from Victoria.
- Read Island**—East of Valdez Island, containing a number of good farms. Steamer once a week from Victoria.
- Revelstoke**—On the C. P. R. 387 miles from Vancouver and the centre of supplies for the West Kootenay district. The Columbia is navigable to this point to about 200 miles southward to the international boundary. It is a thriving place. Trains east and west each day.
- Richmond Island**—Steamer and Stage from Vancouver.
- Riske**—Stage from Ashcroft, change at Soda Creek.
- Rivers Inlet**—Steamer from Vancouver and Victoria.
- Riverside**—On Matsqui Prairie, near the Mission extension of the C. P. R. and the New Westminster and Yale wagon road. C. P. R. to Mission, and steamer to New Westminster.
- Robson**—The river terminus of the Columbia & Kootenay R. R. C.P.R. to Revelstoke, thence Columbia & Kootenay R. R.
- Rock Creek**—Is in Yale district, 210 miles from Spokane and an old mining camp. C.P.R. to Sicamous, thence by S. & O. R. R. to Enderly, stage from thence to Mission, and thence livery to Rock Creek.
- Rockford**—In Yale district on the road leading to Kamloops. Stock raising, farming and mining are carried on largely. Stage from Kamloops 35 miles, or from Spence's Bridge 75 miles.
- Rocky Point**—A picturesque point between Albert Head and Pedder Bay. Stage from Victoria, 22 miles.
- Roger's Pass**—A station in the mountains on the C. P. R. Train east and west daily.
- Ross Peak Siding**—A station on the C.P.R. Train east and west daily.
- Ross Bay**—A suburb of Victoria. A pleasant drive.
- Royal Oak**—At the junction of the East and West Saanich roads. A stopping place for hunters and pleasure seekers. A pleasant drive from Victoria.
- Ruby Creek**—A station on the C. P. R. 81 miles from Vancouver. Train east and west each day.
- Russels**—A station on the E. & N. R. R. daily train to and from Victoria.
- Salmon Arm**—A station on the C. P. R. 316 miles from Vancouver; a farming district. Train east and west each day.
- Salmon River**—C. P. R. to Kamloops thence stage to Quilchena and from there to Salmon River on horseback.
- Salt Spring Island**—In the electoral district of Islands. The island separates Stuart channel from Triacomlie and Swanson channels. There are salt springs on the island and farming is carried on ja-zely. The scenery on parts of the island is grand and the lands are generally fertile. Steamer once a week from Victoria.
- Samuel Island**—Near Plumper Pass. Steamer from Victoria twice a week.
- Sandwich**—In Comox district, about 65 miles from Nanaimo. A fine farming district. Livery from Comox. Weekly steamers from Vancouver and Nanaimo.
- Sapperton**—23 miles from Vancouver on the Westminster branch of the C. P. R. Trains daily.
- Sardis**—About 50 miles from New Westminster. A splendid farming country. Communication by steamer from New Westminster to Centreville.
- Saugster's Plain**—12 miles from Victoria, a beautiful plain. Livery.
- Saturna Island**—Near Plumper Pass. Steamer twice a week from Victoria.
- Savonas**—Situated on Kamloops Lake at mouth of Thompson river. It is also a station on the C. P. R. There is fine scenery in the neighbourhood and hunting and fishing are good. Train east and west each day.
- Sander's Harbor**—On the north-west coast. Steamer twice a month from Victoria.
- Sayward**—Steamer twice a month from Victoria.
- Sea Island**—Stage from Vancouver.
- Seventy Mile House**—On the Cariboo road. Stage from Ashcroft.
- Shawnigan Lake**—A station on the E. & N. R. R. The lake is very beautiful and a favorite summer resort. There is a comfortable hotel for tourists and visitors, and boats are provided for guests. A saw mill is in operation near the station. Daily train from Victoria.
- Shuswap**—A station on the C.P.R., 284 miles from Vancouver. Train east and west each day.

- Shoal Harbor**—In North Saanich, where there is a large flour mill and fine wharf. Livery from Victoria.
- Shopland**—About 4 miles from Duncans, on the E. & N. R. R. Daily train to Duncans from Victoria.
- Shortreed**—About 13 miles from Langley, in district of New Westminster. Fruit growing and farming being largely carried on. Steamers daily to Langley from New Westminster. Stage from Langley.
- Sicamous**—In the district of Yale at the north end of Mara Lake, and is a station on the C. P. R. Lumbering is the chief industry. It is destined to become a most important point, owing to it being a railway junction of the C. P. R. The Shiswap and Okanagan R. R. connects here with the C. P. R. Trains east and west each day.
- Sidney**—Weekly steamers from Victoria.
- Six Mile Creek**—A station on the C. P. R. 41 miles from Vancouver. Train east and west each day.
- Silverdale**—Daily stms. from New Westminster.
- Skeena River**—A great cannery locality on the north-west coast, there being no less than seven large concerns located here, having a capacity of from 12,000 to 15,000 cases per annum. Steamers twice a month from Victoria.
- Skidgate**—On Queen Charlotte Island, north-west coast, where there are large oil refineries. Steamers twice a month from Victoria.
- Soda Creek**—A village in Cariboo on the Fraser river. It is the shipping point for part of the Cariboo district. There is steamboat communication with Quesnelle. The scenery around here is grand. Stage from Ashcroft 165 miles.
- Somenos**—A sub-division of the Cowichan district, on the E. & N. R. R., and is purely a farming section. Daily trains from Victoria to McPhersons.
- Sooke**—23 miles from Victoria. Is a thriving agricultural settlement possessed of a fine harbor. It is a very fertile district and all kinds cereals, fruit and vegetable, thrive well. There is also good hunting and fishing. Stage from Victoria.
- South Saanich**—In the electoral district of Victoria. The whole Saanich district is very picturesque, the numerous small lakes in it teeming with fish and the woods with game. It is also a fine agricultural country. Tourists and visitors in Victoria enjoy a trip to Saanich and the many beautiful drives in the district.
- South Westminster**—Connected with New Westminster by a ferry running hourly.
- Spallumeen**—This valley situated in the district of Yale and is termed the garden of British Columbia owing to its fertility, genial climate and thriving settlements. It is also a paradise for sportsmen and is without doubt the richest agricultural section in the interior of the province. C. P. R. to Sicamous thence by Shuswap and Okanagan R. R. to Vernon.
- Spotsam**—A station on the C. P. R. 180 miles from Vancouver. Train east and west each day.
- Spences Bridge**—On the Thompson River on the C. P. R. 173 miles from Vancouver. Train east and west each day.
- Sproats Landing**—Now known as Robson. See Robson.
- Sprizum**—A station on the C. P. R. 114 miles from Vancouver. Train east and west each day.
- Squamish Valley**—At the head of Howe Sound, about 35 miles from Vancouver and is well adapted to hopgrowing, which is likely to become an important industry there. Hard coal has also been found in that locality. It is a good agricultural district. Steamer from Vancouver once a week.
- St. Elm**—C. P. R. daily trains to Ruby Creek Station.
- St. Mary's Mission**—See Matsqui.
- Stamp Harbor**—The extreme eastern end of Alberni Canal. Steamers from Victoria twice a month.
- Stanley**—Is a mining town in the Cariboo district, distant from Ashcroft 280 miles. Stage from Ashcroft.
- St. Eugene Mission**—Stage.
- Steveston**—On the north bend of the south arm of the Fraser River, at its entrance to Gulf of Georgia. It has a fine harbor, and indeed the gateway to the great Fraser River Valley. It has also a great farming country behind it. There are two large canneries at this point. Steamers from Victoria twice a week, and daily from New Westminster.
- Stephen**—A station on the C. P. R. 519 miles from Vancouver. Train east and west each day.
- Stump Lake**—C. P. R. to Kamloops, thence by stage.
- Stuarts Lake**—Stage from Ashcroft change at Quesnelle.
- Sumas**—In the district of New Westminster, surrounded by a fine agricultural and dairying country. The settlers are generally prosperous. Daily steamers from New Westminster.
- Surrey Centre**—At the junction of the coast meridian and the McLellan roads. Watered by the Serpentine. Daily train from South Westminster.
- Tappen Siding**—A station on the C. P. R. 309 miles from Vancouver. Trains east and west each day.
- Terra Rosa**—Stage from Vancouver every day except Sunday.
- Texada Island**—An island to the north of the Gulf of Georgia. Mining is the chief industry. Steamer from Vancouver once a week.
- Trail Creek**—The distributing point for Trail Creek and Sheep Creek about 23 miles from Robson. C. P. R. to Revelstoke thence by Columbia & Kootenay R. R. to Robson.
- Tombo Island**—Near the International boundary line in the Gulf of Georgia. The Tombo Island Coal Company is operating here. Steamer from Victoria twice a week.
- Turgoose**—Livery from Victoria.
- Tatla Lake**—Stage from Ashcroft change at Soda Creek.
- Tranquille**—A station on the C. P. R. 212 miles from Vancouver. Trains east and west each day.

- Twin Butte**—A station on the c. p. r. 391 miles from Vancouver. Train east and west each day.
- Union**—A coal mining section in Comox, the coal being mined is of good quality and finds ready market. The Union Colliery Co. ship large quantities. Livery from Comox.
- Upper Sumas**—In the New Westminster district, noted for dairying, stock raising and fruit growing.
- Valdese Island**—Separated from Vancouver Island by Discovery passage. At its most south-westerly point are the Seymour Narrows, which at spring time is a dangerous spot for small craft, and grand sight to view from the shore. The climate is good, and the country is suitable for stock raising and small farming. Steamer from Victoria once a week.
- Vancouver**—For description see cities of British Columbia. Daily c. p. r. trains to and from the east. Steamers to and from Victoria and all ports on Vancouver Island and Mainland.
- Van Winkle**—A village in the Cariboo district, about 280 miles from Ashcroft. Stage from Ashcroft.
- Vernon**—Is the centre point of the largest and richest agricultural district in the interior of British Columbia. It is the distributing point for the Okanogan division of the Yale district. It is owing to its position, destined to become a great railway centre. It is the principal station now on the Shuswap & Okanagan Railway. There are thriving settlements all round Vernon, and tributary to it. C. P. R. to Sicamous, thence by s. & o. r. r. to Vernon.
- Vesuvius Bay**—Steamer once a week from Victoria.
- Victoria**—For description see cities of British Columbia. Connected by daily steamers with Northern Pacific r. r. at Tacoma and Seattle and c. p. r. at Vancouver and New Westminster also all ports on Vancouver Island and mainland, and E. & N. r. r. to Nanaimo, Wellington and intermediate points.
- Wasa**—c. p. r. to Golden thence by steamer to Windermere and from there stage.
- Wades Landing**—Daily steamers from New Westminster.
- Websters Corners**—c. p. r. daily to Haney. Drive to Websters Corners 4½ miles
- Wellington**—The terminus of the E. & N. r. r. and about 6 miles from Nanaimo. It is a coal mining town, the great Wellington mines of R. Dunsmuir and Sons being here. Daily train from Victoria.
- Westham Island**—At the mouth of the south arm of the Fraser river. Chief industry, farming. Steamers from Victoria twice a week and daily steamer from New Westminster.
- Wells Landing**—Daily steamers from New Westminster.
- Westminster**—For description see cities of British Columbia. Daily c. p. r. trains. Hourly tramcar to Vancouver. Steamers to and from Victoria and Vancouver daily, and steamers to ports on mainland and Vancouver Island.
- Westminster Junction**—A beautiful and thriving village on the c. p. r., and a junction station for Vancouver and New Westminster. Daily c. p. r. trains east and west.
- Westholm**—A flag station on the E. & N. r. r. near Chemainus. Some fine farms in this neighborhood.
- Warnock**—A flag station on the c. p. r. 33 miles from Vancouver. A farming district.
- Windermere**—A fine farming district in East Kootenay. c. p. r. to Golden thence by steamer to Windermere.
- Yale**—One of the principal stations on the c. p. r. 102 miles from Vancouver. The scenery around it is very beautiful and it is a favourite stopping place for tourists. Train east and west each day.
- Young**—Stage twice a week from Victoria

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*Limited first class ticket* entitles the holder to every privilege accorded to an unlimited ticket, but must be used within a specified time from its date of sale. It is usually limited to two or three days longer than the actual time required to reach destination. Stop-overs may be had within such limit.

*Second class ticket* entitles the holder to ride in a second class coach. It does not allow stop-overs at any point.

*Children* 5 years of age, and under 12, are charged half fare; those under five, free.

*Contract Tickets*—If you attempt to travel on a ticket bought for another person and usually marked "Not Transferable," it is the duty of the conductor to take it up and collect full fare, of which the passenger cannot expect a refund nor the return of the lifted ticket.

*Unused tickets* are generally redeemed by the company as an act of courtesy. Unused tickets, or parts of tickets, should be forwarded to the General Passenger Agent of the issuing line, with an explanation of why they were not used. The return portion of a round-trip ticket is generally redeemable at a difference between the amount paid for it and the regular trip rates between the points for which sold.

*Stop-overs*—If you wish to stop off at any point and your ticket allows it, you must ask the conductor for a stop-over check, without which you will be obliged to pay fare on resuming your journey.

*Lost Tickets*—If you lose your ticket you are out of pocket the value thereof. Give notice of your loss to the conductor, pay your fare to him taking a receipt for the amount paid. Then write the General Passenger Agent on the road, enclose receipt, and explain the circumstances. The railway company will adjust the matter.

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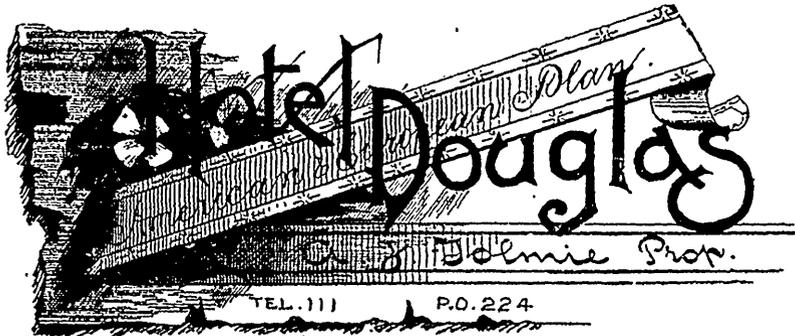
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 Ashcroft—Ashcroft Hotel.  
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 Armstrong—Armstrong.  
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 Burrard Inlet—Brighton House.  
 Balfour—The Balfour House.  
 Blue Springs—Rams Horn.  
 Beaver Point—Kerman's Hotel.  
 Beaver Creek—Alberni Hotel.  
 Brownsville—Punch's Hotel.  
 Chemainus—Louisville Hotel.  
 Chilliwack—Harrison Hotel. Queen's Hotel.  
 Coutlee—Coutlee's Hotel.  
 Clover Valley—Star Hotel.  
 Cloverdale—The Starr.  
 Clinton—Clinton Hotel.  
 Cobble Hill—Station Hotel.  
 Cedar—Cranberry Hotel. Wheat Sheaf  
 Cornfield—Koksilah.  
 Colwood—Traveller's Exchange.  
 Claxton—The Royal Canadian.  
 Courtney—Courtney House, Riverside Hotel.  
 Donald—Forrest House.  
 Departure Bay—Bay Hotel.  
 Duncan's Station—Quamichan Hotel. Aderlea  
 Hotel  
 Dog Creek—Dog Creek Hotel  
 Duck & Pringle—Brunswick House  
 Esquimalt—Howard's Hotel  
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 Fort Simpson—Fort Simpson Hotel  
 Fort Langley—Commercial.  
 Fairview—Fairview.  
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 nelles.
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 Lulu Island—London's  
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 Mission City—The Albion  
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 New Westminster—The Colonial Queen's, Hotel  
 Douglas, Depot Hotel, Central Hotel.  
 Nanaimo—Windsor House, Wilson  
 Nakusp—Hotel Nakusp, Leland, Madden House  
 Northfield—Wall's, Roger's  
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 Penticton—Penticton  
 Port Hammond—Dale's  
 Pilot Bay—Blanchard, Clark  
 Port Haney—The Cosmopolitan  
 Parksville—Parksville, The Errington  
 Port Guichon—The Port Guichon.  
 Quamichan—The Quamichan. Alderlea.  
 Riverside—Riverside  
 Robson—Robson  
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 Sidney—Sidney Hotel  
 Savonas's Ferry—Lake View  
 Steveston—Commercial  
 Sandwich—Courtney House, Riverside Hotel  
 Salmon Arm—Balmoral  
 Sicamous—Lake View  
 Surrey Centre—Boothroyd's  
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 Beaver Creek, Chas. F. Bishop.  
 Beaver Point, Alex. McLennan.  
 Big Bar Creek, Philip Grinder.  
 Blue Springs, Alex. McDonell.  
 Brownsville, James Punch.  
 Burgoyne Bay, Saml. Maxwell.  
 Buriard Inlet, Geo. Black.  
 Cache Creek, Jas. Campbell.  
 Cedar, John Hill.  
 Cheam, C. S. Ryder.  
 Chemainus, E. J. Palmer.  
 Chilcote, Gerald Dexter.  
 Chilliwack, Saml. Mellard.  
 Clayoquot, John L. Penny.  
 Clayton, C. C. Cameron.  
 Claxton, A. S. Robertson.  
 Clinton, A. Le Bourdais.  
 Cloverdale, Geo. Campbell.  
 Clover Valley, D. McKenzie.  
 Cobble Hill, John T. Porter.  
 Colwood, Arthur H. Peatt.  
 Comox, J. B. Holmes.  
 Coquitlam, R. B. Kelly.  
 Corfield, Geo. T. Corfield.  
 Cortez Island, M. Manson.  
 Coutlee, Gilbert Blair.  
 Cowichan, G. B. Ordano.  
 Cowichan Lake, A. C. Fraser.  
 Denman Island, R. T. Swan.  
 Departure Bay, Jas. Harper.  
 Des Roches, Ernest Des Roches.  
 Dewdney, John Barker.  
 Dog Creek, Jno. S. Place.  
 Donald, R. W. Patmore.  
 Douglas Lake, J. B. Greaves.  
 Duck & Pringle's, Wm. Seely.  
 Duncan's Station, W. P. Jaynes.  
 East Sooke, Jas. Keill.  
 East Wellington, W. S. Chandler.  
 Eburne, W. H. Eburne.  
 Elgin, C. F. Roland.  
 Empire Valley, A. J. Boyle.  
 Enderby, Oliver Harvey.  
 Errington, J. A. McCarter.  
 Esquimalt, Wm. S. Goodwin.  
 Fairmount Springs, Saml. Brewer.  
 Fairview, T. Elliott.  
 Field, H. G. Parson.  
 Fort Simpson, C. W. D. Clifford.  
 Fort Steele, Chas. Clark.  
 French Creek, Wm. H. Lee.  
 Gabriola Island, Jas. Gray.  
 Galena, Geo. McMillan.  
 Garnham, Wm. Garnham.  
 Genoa, W. B. Baker.  
 Glenwood, Wm. Beavis.  
 Golden, Chas. A. Warren.  
 Goldstream, Jas. Phair.  
 Grande Prairie, R. M. Clemitson.  
 Granite Creek, W. T. Thompson.  
 Grantham, Margaret Grieve.  
 Hagan, Jas. Hagan.  
 Hall's Prairie, D. W. Brown.  
 Hanceville, O. T. Hance.  
 Harrison Hot Springs, Jno. R. Brown.  
 Harrison River, C. W. Menton.  
 Hatzic, F. T. Lazenby.  
 Hatzic Prairie, vacaut.  
 Heal, Fredk. Heal.  
 Hope, Jas. Wardle.  
 Hornby Island, Geo. Ford.  
 Howe Sound, G. W. Gibson, Sr.  
 Huntingdon, T. F. Truswell.  
 Illicilewaet, A. C. McArthur.  
 Kamloops, E. H. Jones.  
 Kaslo, S. B. Green.  
 Keithley Creek, G. A. Veith.  
 Kelowna, Thos. Spence.  
 Keremeos, Thos. Daly.  
 Kettle River, Ernest Spraggett.  
 Koksilah, Chris. Crosier.  
 Kootenay, David Griffith.  
 Kuper Island, G. T. Donekels.  
 Lac La Hache, Wm. Abel.  
 Ladner's Landing, Thos. McNeely.  
 Langley, Jas. M. Drummond.  
 Langley Prairie, Wm. Murray.  
 Lillooet, C. A. Phair.  
 Loch Erroch, Tom Wilson.  
 Lower Nicola, R. M. Woodward.  
 Lulu Island, W. H. London.  
 Lund, C. A. Thulin.  
 Lytton, Arthur Stevenson.  
 Mamette Lake, L. Quienville.  
 Maple Bay, Walter Morley.  
 Metlakatla, John Curningham.  
 Millstream, Jos. Wriglesworth.  
 Mission City, M. Des Brisay.  
 Moodyville, A. N. C. King.  
 Mount Lehman, D. W. Sutherland.  
 Mount Pleasant, T. R. Morrow.  
 Mount Tolmie, Thos. Nicoll.

- Mud Bay, Thos. Welsh  
 McPherson's Station, Annie Nightingale.  
 Nass Harbor, A. J. McLellan.  
 Nakusp, U. S. Thomas.  
 Nanaimo, A. H. Horne.  
 Nanoose Bay, Wm. Roberts.  
 Nelson, J. A. Gilker.  
 New Denver, Wm. Hunter.  
 New Westminster, Jno. C. Brown.  
 Nicola Lake, A. Carrington.  
 Nicomel, R. Ludlow.  
 Nicomin, Wm. Brown.  
 North Bend, Jno. Webb.  
 Northfield, Wm. Crossan.  
 North Saanich, T. J. Forfar.  
 Notch Hill, C. Castle.  
 Okanagan, Corn. O'Keefe.  
 Okanagan Mission, B. Lequime.  
 150 Mile House, R. Borland.  
 Osoyoos, Theo. Kruger.  
 Otter, D. W. Poppel.  
 Otter Point, Ed. Gordon.  
 Parksville, And. Hirst.  
 Pavilion, Wm. Lee.  
 Penticton, Thos. Ellis.  
 Pender Island, Wash. Grimmer.  
 Pilot Bay, J. D. Marsden.  
 Plumper Pass, W. T. Collinson.  
 Port Guichon, Thos. Sherman.  
 Port Hammond, A. L. Lazenby.  
 Port Haney, D. Docksteader.  
 Port Kells, John Latta.  
 Port Moody, Jos. Tays.  
 Princeton, J. F. Allison.  
 Quamichan, C. F. Jaynes.  
 Quesnelle, Arch. McNaughton.  
 Quesnelle Forks, Wm. Stephenson.  
 Quilchena, R. Charters.  
 Revelstoke, F. B. Wells.  
 Revelstoke Station, H. J. Bourne.  
 Riverside, E. A. Morrisy.  
 Rivers Inlet, H. J. Kirkland.  
 Robson, L. Levesque.  
 Rock Creek, M. McCuaig.  
 Rockford, Robt. Scott.  
 Roger's Pass, Wm. Cator.  
 Salmon Arm, Emily McGuire.  
 Salt Spring Island, Joel Broadwell.  
 Sandwick, Eric Duncan.  
 Sapperton, Thos. Johnson.  
 Sardis, A. S. Vedder.  
 Savona's Ferry, J. H. McNab.  
 Shopland, J. S. Shopland.  
 Shortreed, R. Shortreed, Jr.  
 Shuswap, vacant.  
 Sicamous, W. F. Wood.  
 Sidney, L. Dickinson.  
 Silverdale, Robt. Law.  
 Skeena, R. Cunningham.  
 Sluggett, John Sluggett.  
 Soda Creek, Robt. McLeese.  
 Somenos, Mary J. Kier.  
 Sooke, John Muir.  
 South Vancouver, Wm. Daneils.  
 Spallumcheen, Geo. J. Wallace.  
 Speices Bridge, John Murray.  
 Squamish, Wm. Mashiter.  
 Steveston, W. H. Steves.  
 St. Elmo, C. F. Pound.  
 St. Eugene Mission, Nicholas Cocola.  
 Sumas, D. McGillivray.  
 Surrey Centre, John Churchland.  
 Tappen Siding, W. T. Smith.  
 Terra Nova, Jas. Mellis.  
 Trail Creek, E. S. Topping.  
 Turgoose, Fredk. Turgoose.  
 Union, J. L. Roe.  
 Upper Sumas, Wm. Fadden.  
 Vancouver, Jonathan Miller.  
 Van Winkle, La ira M. Dodd.  
 Vernon, Robt. McDougall.  
 Victoria, Noah Shakespeare.  
 Victoria West, Alex. Watson, Jr.  
 Waneta, John Reith.  
 Webster's Corners, J. M. Webster.  
 Wellington, Theo. Bryant.  
 Westham Island, T. S. Adsett.  
 Westholme, Ed. Barkley.  
 White Valley, A. M. Seed.  
 Whonnock, G. A. Smith.  
 Windermere, Jas. Stoddart.  
 Yale, D. J. Creighton.  
 Young, Henry Young.

## A. FADER & Co.,

WHOLESALE AND RETAIL DEALER IN

**Fresh, Salt & Smoked Fish**

116 CORDOVA STREET,

VANCOUVER, B. C.

POSTAL GUIDE.

List of Principal Articles transmitted by Mail, with Rates of Postage.	Canada Rates.		Rates to United States		Rates to all other Countries.	
	£	oz.	£	oz.	£	oz.
Bank Pass Books.....	1	2	1	2	1	2
Bank and Broker's Quotations.....	1	2	1	2	1	2
Blank Forms.....	1	4	1	2	1	2
Books.....	1	2	1	2	1	2
Book or Newspaper MSS by type-writer.....	1	2	1	2	1	2
Botanical & Entomological Specimens.....	1	2	1	1	P. Post	do
Bulbs.....	1	4	1	1	1	2
Cards (Xmas & Visiting Circulars (printed).....	1	2	1	2	1	2
Circulars by cyclostyle or multiplying process.....	1	4	1	2	1	2
City Letters (drop).....	2	1	2	1	2	1
Commercial Papers.....	6	4	1	2	1	2
Customs Manifests.....	3	1	2	1	2	1
Cuttings.....	1	2	1	1	P. Post	do
Deeds.....	1	2	1	2	1	2
Drawings.....	1	2	1	2	1	2
Drop Letters.....	2	1	2	1	2	1
Engravings.....	1	2	1	2	1	2
Examination Papers (School and College).....	1	2	1	2	1	2
Exhibition entry Tickets.....	1	2	1	2	1	2
Eye-glasses.....	1	1	1	1	P. Post	do
Fatty Substances.....	1	1	1	1	do	do
Grafts.....	1	4	1	1	do	do
Handbills.....	1	4	1	2	1	2
Insurance Policies.....	1	2	1	2	1	2
Legal Papers.....	6	4	1	2	1	2
Letters.....	3	1	3	1	5	½
Letters, Registered, 5 cts in addition to postage.....	1	1	1	1	P. Post	do
Liquids.....	1	2	1	2	1	2
Lithographs.....	1	2	1	2	1	2
Maps (with or without mountings).....	1	2	1	2	1	2
Manuscript (of Books or Newspapers & Music).....	1	2	1	2	1	2
Merchandise (open to inspection).....	1	1	1	1	P. Post	do
Microscopic Slides.....	1	2	1	1	1	2
Militia and Municipal Returns.....	1	2	1	2	1	2
Music.....	1	2	1	2	1	2
Music Instruction o. k.....	1	4	1	2	1	2
Newspapers (transient).....	1	4	1	4	1	2
Oils.....	1	1	1	1	rts. v'ry	do
Parcels.....	6	4	none sealed allowed	do	do	do
Pamphlets.....	1	4	1	2	1	2
Patterns.....	1	4	1	2	1	2
Pass-Books.....	6	4	1	2	1	2
Periodicals.....	1	4	1	4	1	2
Photographs.....	1	2	1	2	1	2
Policies of Insurance.....	1	2	1	2	1	2
Post Cards.....	1	each	1	each	2	each
Post Cards in bulk.....	1	2	1	2	1	2
Prices Current (printed).....	1	4	1	2	1	2
Printed Forms (stationery).....	1	2	1	2	1	2
Roots.....	1	4	1	1	P. Post	do
Samples.....	1	4	1	2	1	2
Seeds.....	1	4	1	1	P. Post	do
Stationery.....	1	2	1	2	1	2
Voters' Lists, printed or written.....	1	2	1	2	1	2

Postal Guide- Continued.

\* A minimum prepayment of 5c is required, covering rate of 10 ozs.  
 † A minimum prepayment of 2c is required, covering rate of 4 ozs.  
 § Except for British Bechuanaland, Orange Free State, and other more remote places in the interior of Africa, the rate for which is 10cts. per ½ oz.  
 ‡ See rate for merchandise to U. S. when open to inspection.

NEWSPAPERS AND PERIODICALS.—Transient Newspapers for any place in Canada or United States, 1 cent per 4 oz.; but a paper not more than 1 oz. will go for ½c. Local newspapers and periodicals not weighing more than 1 oz., for delivery in the city ½c each.

BOOKS, ETC., AND MISCELLANEOUS MATTER.—The postage on Books, Pamphlets, Circulars (wholly in print), occasional publications, etc., addressed to Canada is 1c per 4 oz.; to the United States, Newfoundland, Great Britain, and all European countries, 1c per 2 ozs. The postage on Printer's Proof sheets, Maps, Pr'nts, Drawings, Engravings, Lithographs, Photographs, Sheet Music, (whether printed or written, including music books, whether stitched or bound), etc. addressed to Canada, the United States, Newfoundland, Great Britain or any European country is 1c per 2 oz. No package must exceed 2 feet in length by 1 foot in width or depth. The limit of weight for Canada and United States is 5 lbs for other postal union countries 4 lbs.

Seeds, Cuttings, Bulbs, Roots and Scions or Grafts can only be sent to the United States as 5th class matter; when posted for delivery in Canada, the postage is 1 cent per 4 oz., and the limit of postage 5 lbs.

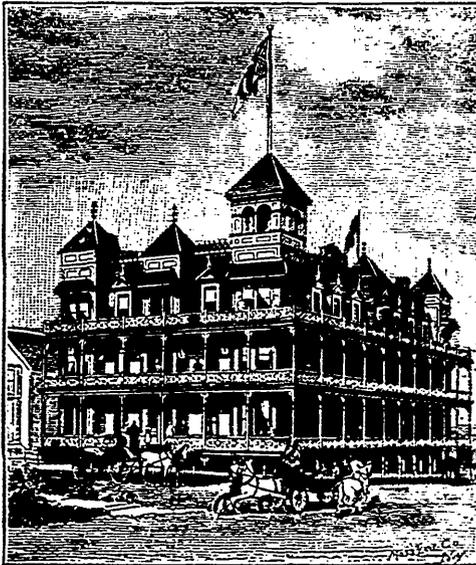
Commercial Papers and Legal Documents may be sent to Great Britain, Newfoundland, United States, and all Foreign countries, except Orange Free State, British Bechuanaland, and other more remote places in the interior of Africa served by the way of Cape Colony or Natal, at 5 cents for the first 10 ounces and 1 cent for every additional 2 oz. These papers when posted for delivery in Canada, must be prepaid at Letter or Parcel Post rates—but Deeds and Insurance Policies may be sent if prepaid 1 cent per 2 oz.

PATTERNS AND SAMPLES.—*Bona fide Patterns and Samples of Merchandise*, not exceeding 24 ounces in weight, may be sent to any place in Canada, at 1 cent per 4 oz. Must be put up so as to admit of inspection. Goods sent in execution of an order, however small the quantity may be or articles sent by one private individual to another, *not being actually Trade Patterns or Samples*, are not admissible. The limit of weight to United Kingdom is 5 oz.; dimensions, 12 in. in length, 8 in. in width and 4 in. in depth; postage, 2c for the first 4 oz. and 1c for every additional 2 oz.

The limit of weight to all countries in Europe Newfoundland and United States is 3 oz.; dimensions, 8 in. in length, 4 in. in width, and 2 in in depth; postage, 2 cents for the first 4 oz. and 1 cent for every additional 2 oz.

FOURTH CLASS MATTER—CLOSED PARCELS.—Parcels for Canada must be prepaid 6 cents for 4 oz., and must not exceed 5 lbs. in weight, nor 2 feet in length, by one foot in width or depth; No correspondence must be enclosed.

FIFTH CLASS MATTER.—Comprises such articles of general merchandise as are not entitled to any lower rate of postage. Postage, 1 cent per ounce or fraction of an ounce. Limit of weight 5 lbs.; of size, 2 feet in length, by one foot in



o—THE—o

# Manor House,

C. EDWARDS, PROP.

Cor. Howe & Dunsmuir Sts.

VANCOUVER. - B. C.

IS A MODEL HOTEL.

It is heated with hot air throughout, supplied with all modern conveniences.

The rooms are large and so arranged as to be used in suit or singly.

Good Sample Rooms either in the house or down town, will be furnished Commercial Travellers.

Best Conducted Hotel on the Pacific Coast. Polite Porters with covered carriages and baggage wagons meet all trains and boats.

## MASON Makes Candy.

24 Victoria Crescent, Nanaimo, B. C.

### The Secord House,

Cor. Powell and Dunlevie Streets.

MRS. A. WYLD, - - PROPRIETRESS.

Well-furnished Rooms, with Board by the day, week or month. Baths—hot and cold water, with every convenience. Take Powell street Tram. Rates from \$5 per week upwards.

### CENTRAL HOTEL, W. COLLIER, PROP.

Centrally Located. Newly Furnished. Choicest Wines, Liquors and Cigars.

CORNER COLUMBIA AND ALEXANDER STREETS,  
P. O. Box 101. NEW WESTMINSTER.

Tel. No. 2 BRITISH COLUMBIA MARKET. P. O. Box 55

### British Columbia Cattle Co., LIMITED.

Wholesale & Retail Butchers & Packers.

Cor. Government & Yates St., Victoria, B. C.

Branches: Vancouver, New Westminster.

### Raper, Raper & Co.,

Pioneer Book and News House,

ESTABLISHED 1875.

BOOKS, STATIONERY & FANCY GOODS.

Victoria, Crescent, Nanaimo, B. C.

TRY THE **P. GABLE,**  
**NANAIMO** Manufacturer of Fine  
Havana Cigars,  
**CIGAR.** **NANAIMO.**

width or depth. Matter claimed to be 5th Class must be open to inspection and there must be no correspondence enclosed.

**PARCEL POST** with the United Kingdom Japan Newfoundland Barbadoes and certain other countries.—Closed parcels may be sent to places in Newfoundland, Jamaica, the United Kingdom, Japan, Barbadoes and all other countries and colonies with which the United Kingdom maintains a Parcel Post. No correspondence must be enclosed. A Customs declaration of the contents and value of each parcel must be filled up at the Post Office, or one of the branches by the sender.

Parcels for Newfoundland must be prepaid 15 cents per lb. or fraction of a lb., and must not exceed 7 lbs. in weight, nor 2 feet in length by 1 ft. in width or depth.

Parcels for Jamaica and Barbadoes must be prepaid 20c. per lb. or fraction of a lb., and must not exceed 7 lbs. in weight nor 2 feet in length by 1 foot in width or depth.

Parcels for Japan must be prepaid 25c. per lb. or fraction of a lb. and must not exceed 5 lbs. in weight, nor 2 ft. in length by 1 ft in width or depth.

Insufficiently prepaid letters posted in or addressed to Canada are charged with double the amount of postage due thereon.

When posted wholly unpaid, they will be sent to the Dead Letter Office.

Insufficiently prepaid letters to and from the United States are charged with the deficient postage on delivery. Letters for the United States must be prepaid at least one full rate, 3c.

Wholly unpaid letters for or from the United Kingdom or other countries are charged double postage on delivery, and insufficiently prepaid letters double the deficiency.

Letters addressed to mere initials, to fictitious names, will not be delivered unless a street address, the number of a box or some other definite direction is added.

Letters bearing mutilated stamps or stamps so soiled and defaced as to make it impossible for the sorting clerks to decide whether they have been used before or not will be sent to the Dead Letter Office.

**POSTAL CARDS.**—Nothing whatever may be attached to a postal card, nor may it be cut or altered in any way. A previously used post card, bearing a one cent stamp will not be accepted as a post card.

#### USEFUL HINTS ABOUT MAILING LETTERS.

Register all valuable letters, and use, except on those for hot countries, sealing wax for letters containing money.

Transmit money by money orders.

Make complaints and enquiries in writing.

Preserve and request correspondents to preserve envelopes of mis-sent or delayed letters.

Send to Postmaster envelopes of letters about which you seek information or make complaint.

Business men should be careful to authorize but a limited number of persons to receive their letters and only those in whom they have full confidence.

Report promptly to the Postmaster or at the Enquiry Office undelivered letters or other mail matter.

Letters and papers should be addressed to the street and number at which they are to be delivered.

Notice of change or residence should be promptly given to the Postmaster in writing, and renewed at the end of three months or it will then lapse.

In addressing letters, add the name of the county in which the Postoffice addressed is situated; if to a city, add street and number.

Letters to the United States should be addressed to the State as well as the Postoffice.

A letter addressed to a particular street will be taken out by the letter carrier and not delivered at the wicket unless returned by the letter carrier.

A letter or packet once posted becomes the property of the person to whom it is addressed, and must be forwarded to its destination. On no application, however urgent, can it be delivered back to the sender.

#### Telegraph Offices in B. C. and Rates.

Between offices in the same section, 25c and 2c from offices in section 9 to those in section 10, and vice versa, 40c and 3c.

##### Sec. OFFICE.

- 10 Agassiz Sec. 10 Ashcroft.
- .. Alberni, by mail Nanaimo. 9 Albert Canyon
- .. Alder Grove, by mail New Westminster
- .. Barkerville, 75 5 Day, 50 3 Night, more than sec. 10
- 9 Beavermouth. Bear Creek.
- .. Bridge Creek, 25 2 Day, 25 1 Night, more than sec. 10.
- 10 Chemainus. Sec. 10. Brownville.
- .. Cache Creek, by mail Ashcroft
- .. Cedar, by mail Nanaimo
- .. Chilcoten, by mail Soda Creek
- .. Clover Valley, by mail New Westminster
- .. Coutles, by mail Spence's Bridge
- .. Cowichan, by mail Koks
- .. Cranbrook, by mail Golden
- 10 Chilliwack;
- 9 Clanwilliam
- .. Clinton, 25 2 Day, 25 1 Night, more than section 10.
- 10 Cobble Hill
- .. Departure Bay. 10 0 Nanaimo
- .. Dog Creek, by mail Clinton
- 9 Donald
- 9 Ducks
- 10 Duncans
- .. East Wellington, by mail Nanaimo
- .. Elgin, by mail New Westminster
- 9 Enderby.
- .. Esquimalt, 25 0 special delivery, or by mail Victoria.
- 9 Field
- .. Fort Simpson, by mail Nanaimo
- .. Gabriola Island, by mail Valdez
- 9 Glacier Hotel
- 9 Golden City
- .. Granite Creek, by mail Spence's Bridge
- 9 Griffin Lake
- .. Grohman, by mail Golden
- 10 Hammond
- .. Harrison Hot Springs, 10 0 Agassiz
- 9 Hector
- 10 Hope Station
- .. Hot Springs Mining Camp, by mail Revelstoke
- 9 Illecillewaet
- 9 Kamloops
- 10 Keeters
- .. Keremeos, by mail Sicamous
- 10 Koksilah
- .. Kootenay, by mail Golden
- .. LaCaser's Landing, 25 2 New Westminster
- .. Lac La Hache, by mail Bridge Creek
- .. Langley
- .. Langley Prairie, by mail New Westminster
- .. Lillooet, by mail Clinton
- .. Lower Nicola, by mail Spence's Bridge

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W. H. STEPHENSON, THE WATCH SPECIALIST  
KAMLOOPS.

Dealer in high grade Watches, Clocks, Silverware and Jewelry of every description. Repairing and Engraving Neatly Executed. Satisfaction guaranteed.

---

W. T. SLAVIN, Books, Stationery  
and Fancy Goods.

P. O. BOX 6. KAMLOOPS.

---

Kamloops Carriage & Wagon Works, G. P. RAVEN,  
Prop.

VICTORIA STREET. - - KAMLOOPS.

All kinds of repairing done, Stock Imported and of XXX quality. All work done by contract or piece and warranted. Blacksmithing in every branch done at lowest prices. TERMS CASH. 10 per cent. discount. Note address opposite Post Office.

---

Point Comfort Hotel,

MAYNE ISLAND,

Will be open for reception of Guests 1st of June 1893.

Easy distance by water from Vancouver and Victoria.

*The most delightful health and pleasure resort in British Columbia.*

---

A. W. TAYLOR & CO.,  
Financial Insurance and General Agents.

No. 2 Trounce Avenue,

VICTORIA B. C.

..	Lulu Island, by mail New Westminster
10	Letton
..	Maple Bay, by mail Koksilah
10	Matsqui, (P O Riverside
..	Metehosin, by mail Victoria
10	Mission
..	Moodyville, 25 2 Vancouver
..	Mount Lehman, by mail New Westminster
10	Nanaimo
..	Nelson Mining Camp, by mail Revelstoke
10	New Westminster (M)
..	Nicola Lake, by mail Spence's Bridge
..	North Arm, by mail New Westminster
10	North Bend
10	North Saanich, by mail Victoria
9	Okanagan
..	Okanagan Mission, by mail Sicamous
..	150-Mile House, by mail Bridge Creek
..	Osoyoos, by mail Sicamous
9	Palliser
..	Pavilion, by mail Clinton
..	Plumpers Pass, by mail New Westminster or Victoria.
10	Port Moody
..	Port Hanov, by mail Hammond
..	Princeton, by mail Sicamous
..	Quamichan, by mail Duncan's
..	Quesnelle, 50 3 Day, 30 2 Night, more than section 1.
..	Quilchena, by mail Sicamous
9	Revelstoke
10	Riverside (See Matsqui)
..	Rock Creek, by mail Sicamous
9	Roger's Pass
9	Ross Peak
9	Salmon Arm
..	Salt Spring Island, by mail Victoria
10	Savones
..	Sea Island, by mail New Westminster
9	Shuswap
9	Sicamous
..	Skeena, by mail Nanaimo
..	Soda Creek, 50 3 Day, 30 2 Night, more than section 10.
..	Somenes, by mail Duncan's
..	Sooke by mail Victoria
..	Spallumcheen, by mail Sicamous
10	Spence's Bridge
..	Sproat's Landing, by mail Revelstoke
..	Stanley tariff same as and check Barkerville
..	Sumas, by mail Chilliwack
..	Surrey Centre, by mail New Westminster
..	Toad Mountain Mining Camp, by mail Revelstoke
..	Trail Creek Camp, by mail Revelstoke
10	Twia Butte
..	Upper Sumas, by mail Chilliwack
0	Valdez
0	Vancouver (M)
9	Vernon
10	Victoria (M)
10	Wellington
..	Westminster Junction
10	Yale

NOTE--M Money transfer offices.

## RATES FROM VICTORIA TO POINTS OUTSIDE THE PROVINCE.

Maritoba.....	\$1 60 and 7
Ontario and Quebec.....	1 00 " 7
Nova Scotia and New Brunswick.....	1 00 " 7
Washington.....	0 75 " 5
Oregon.....	0 75 " 5
California.....	0 75 " 5

## RATES VIA MACKAY-BENNETT CABLE.

B. C. to Great B't'n, France and	
Germany.....	50 37 per word
Australia (via Eastern).....	1 53 to 2 68 "
" (via Northern).....	3 27 to 3 53 "
Austria.....	46 " "
Belgium.....	42 " "
Denmark.....	47 " "
Gibraltar.....	55 " "
Holland.....	44 " "
India (via Eastern).....	1 35 " "
Italy.....	44 " "
Japan (Hakodadi, Hiogo, Nagasaki, Osaka, Tokio (Yeddo) and (Yokohama) via Northern.....	2 33 " "
Java (via Eastern).....	1 84 " "
Norway.....	47 " "
Portugal.....	51 " "
Russia in Europe.....	55 " "
Spain (via Eastern).....	52 " "
Sweden.....	51 " "
Turkey in Europe (via France).....	49 " "
Turkey in Europe (via Eastern).....	55 " "

## DIFFERENCE IN TIME

Between the Principal Cities of the World and Victoria.

	H. M. Slower
Amsterdam.....	3 19 "
Athens.....	9 35 "
Anckland.....	10 37 "
Berlin.....	8 53 "
Berne.....	8 29 "
Bremen.....	8 35 "
Brussels.....	8 17 "
Bombay.....	12 51 "
Christiania.....	8 43 "
Constantinople.....	9 56 "
Copenhagen.....	8 50 "
Calcutta.....	13 54 "
Cairo.....	10 05 "
Chicago.....	2 00 "
Hamburg.....	8 39 "
Hongkong.....	15 37 "
Honolulu.....	2 31 Faster.
Lisbon.....	7 24 Slower
London.....	8 00 "
Madrid.....	7 46 "
Moscow.....	10 30 "
Munchen.....	9 43 "
Montreal.....	3 00 "
Melbourne.....	17 40 "
New York.....	3 00 "
New Orleans.....	2 00 "
Paris.....	8 09 "
Panama.....	2 38 "
Rome.....	8 50 "
Rio de Janeiro.....	5 08 "
St. Petersburg.....	10 01 "
Stockholm.....	9 12 "
Stuttgart.....	8 37 "
Shanghai.....	16 06 "
Singapore.....	14 56 "
San Francisco.....	— " "
Sidney.....	18 04 "
Toronto.....	3 00 "
Vienna.....	9 05 "
Winnipeg.....	2 00 "
Yokohama.....	17 19 "

## TELEGRAPH OFFICES.

VICTORIA.--Canadian Pacific--William Christie, Agent.
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NEW WESTMINSTER.--C. P. R.--H. A. Wilson, Agent.
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**Pianos, Organs and Musical Instruments.**

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**Wholesale & Retail Butchers!**  
 Beef, Veal, Mutton, Pork & Sausages.

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*A full line of Drugs, Chemicals, Patent Medicines, Perfumery and Toilet Articles. Prescriptions Made Up.*

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THE LEADING MERCHANT TAILORS.  
 New Fall Goods, Latest Novelties in Suitings, Coatings, Pantings and Overcoatings.

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FOR THE FINEST  
**BOOTS AND SHOES IN TOWN**

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**Livery, Stage and Feed Stables,**  
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First-class Single and Double Turnouts to Let at Reasonable Rates. All orders for teaming, etc., will receive careful attention.  
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**Saddlesy and Harness Manufacturer**  
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**DOMINION EXPRESS**--Agent, F. Oliver, Office, 38½ Yates street. Office hours, 9 a.m. to 6 p.m. Closes 6 p.m. Arrives 7 p.m.

**NORTH PACIFIC EXPRESS**--Office, corner Government street and Treunce avenue. Agent, E. E. Blackwood. Office hours, 8 a.m. to 6 p.m. Closes 4 p.m. Arrives 4:30 d.m.

**WELLS FARGO EXPRESS**--Corner Government st. and Trounce ave. Office hours, 9 a.m. to 6 p.m. Agent, F. H. Worlock.

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**DOMINION EXPRESS Co.**--C.P.R. Station.  
**GREAT NORTHERN**--Corner Carrol and Hastings street.

**NEW WESTMINSTER.**

**DOMINION EXPRESS Co.**--J. B. Johnson, Agent.

**GREAT NORTHERN EXPRESS Co.**--Wright Bros., Agents.

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**VANCOUVER**--New Westminster & Burrard Inlet Telephone Co. (L'td.), H. W. Kent, Manager. Office, Le Fevre Block, Hastings street.

**NEW WESTMINSTER**--New Westminster & Burrard Inlet Telephone Co. (L'td.), G. C. Hodge, Manager. Office 707 Columbia street.

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**STEVESTON**--New Westminster & Burrard Inlet Telephone Co., J. C. Forlong, Local Manager. Office, Second avenue.

**Health and Pleasure Resorts.**

**Banff**--On the C.P.R. main line. Celebrated for its hot springs, Splendid mountain scenery and superior hotel accommodation. A favorite stopping place for tourists on their way to the Pacific coast.

**Burrard Inlet**--This resort near Vancouver is popular in winter and summer, owing to its superior hotel accommodation and attractions for visitors.

**Duncan's**--Is recommended by the leading medical faculty in Victoria as a fine health resort, and during the summer many families from Victoria reside here.

**Goldstream**--A pleasant pleasure resort with good hunting and fishing, and a comfortable hotel.

**Harrison Hot Springs**--About five miles from Agassiz station with regular stage meeting each train. These springs are celebrated for their curative powers, especially for rheumatism, sciatica, etc. There is an excellent hotel (The St. Alice), good boating and fishing on the lake. Splendid scenery and hunting. This resort is becoming more popular each season.

**Hope**--A most desirable spot for all wishing to

spend a quiet and restful holiday, or those fond of hunting.

**Oak Bay**--On the outskirts of Victoria, is a most charming spot, where the Mount Baker Hotel, a splendid house, is now open for guests. It is a lovely spot where tourists and others may visit with much pleasure to themselves.

**Pilot Bay**--This whole district with its pure air and water, lying some 2000 feet above sea level, is most healthful and invigorating. No more striking or enjoyable trips can be taken through the whole length of this section of country.

**Shawnigan Lake**--On the E. S. N. R. A delightful spot for camping, fishing and hunting, with excellent hotel accommodation and pleasure boats on the lake.

**Westham Island**--There is good accommodation at the beach--a pleasant place to visit in the summer.

There are many resorts for the sportsman as may be seen by referring to "Hunting" and "Lake and River Fishing." Other health and pleasure resorts will be added from time to time.

Box 76. Established 1858. Telephone 413.

# Phillips Bros.

SODA WATER.

Syrup, Sarsaparilla, Ginger Beer  
and Cider Manufacturers.

LOWER YATES ST.,

Near Wharf St. - Victoria, B. C.

## R. J. W. ATWOOD & Co.

CHEMISTS

—AND—

DRUGGISTS.

68 Douglas Street, Victoria, B. C.

## PIONEER

# Steam Coffee & Spice

**MILLS.**

STEMLER & EARLE.

Established 1875.

Manufacturers of Coffee, Spices, Cocoa,  
Cream Tartar, Mustard and  
Baking Powder.

Pembroke st., between Government and Douglas  
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Biscuit Manufacturers.

57 & 59 FORT STREET.

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# Reid & Currie Ironworks Company, Ltd.,

NEW WESTMINSTER, B. C.

**Brass and Iron Founders, Machinists, Engineers, Blacksmith, &c**

Agents for the best makers of Marine, Stationary and Mill Machinery. Importers  
and Manufacturers of Machinery.

—IN STOCK:—

Carriages, Buggies, etc., by John Campbell, of London. Wagons by Bain  
Bros., Brantford. Imported Iron, Steel, Chain, Smithy Coal, Steel Shafting,  
Marine Engines, Etc.

## William Lindley,

PRACTICAL TAXIDERMIST.

Birds, Animals, Deer Heads, Stuffed and Mounted  
to order from fresh specimens or dry skins.

First-class work guaranteed. Cases, Heads and  
Horns cleaned. No. 7 Oriental Alley.

P. O. Box 605. Victor, B. C.

## R. RAY,

After years of experience I am prepared  
to shoe horses in a practical manner.

Interfering and Tender Feet a Specialty.

17 Broughton St., near Transfer Co's  
Stables. Victoria, B. C.



## HUNTING.

## Where and When to Find Game in British Columbia.

## EXTRACTS FROM GAME PROTECTION ACT 1892.

NONE of the following animals or birds shall be hunted, trapped, taken, killed, shot at, wounded or injured, at all or at any time, viz.:—(Cow wapiti (commonly known as elk), cow moose, English blackbird, chaffinch, hen pheasant, linnnet, skylark, thrush, robin, Virginia quail and partridge, or any bird known here by any of these names, except as regards robin, as is provided below.

No person shall in any one year kill more than two bull wapiti or elk, and two bull moose.

No person shall at any time buy or sell, or offer or expose for sale, any pheasant or doe of any age, or any deer under the age of twelve months.

## CLOSE SEASON FOR CERTAIN ANIMALS.

Caribou, deer, wapiti (commonly known as elk), moose, hare, mountain goat, mountain sheep, or reindeer, from the first day of January to the fourteenth day of September, inclusive:

Grouse, meadow lark, partridge, prairie fowl, quail, or any bird known in this Province by any of these names, from the first day of February to the first day of September, inclusive; provided that the birds known in this Province as "robins" may be destroyed in an orchard or garden at any time between the first day of June and the first day of September:

Cock pheasants, from the first day of February to the thirtieth day of September, inclusive; wild duck of all kinds, from the first day of March to the thirty-first day of August, inclusive.

None of these animals or birds shall be hunted, taken, killed, or shot at during ANY NIGHT throughout the year.

No person shall buy or sell, or have in his or her possession, any of the said animals or birds, or any part or portion of such animals or birds, during the period in which they are so protected: Provided, always, that if lawfully killed and obtained they may be exposed for sale for three

days, and no longer, immediately after the commencement of such periods of protection; but in all cases the proof of the time of killing or taking shall be upon the party in possession.

It shall not be lawful at any time of the year to shoot at any gull in the Victoria Harbor, Esquimalt Harbor, New Westminster Harbor, Nanaimo Harbor, or Vancouver Harbor, or in any arm, lagoon, fiord, river or creek extending from or flowing into either of the said harbors, or within half a mile of any wharf.

It shall be unlawful to kill deer at any time for their hides alone, in any portion of this Province.

Nothing in this Act shall be construed into preventing any resident farmer from killing at any time Deer that he finds depasturing within his cultivated fields.

On the Mainland it shall be unlawful for any person to shoot, trap, capture, or by any means destroy, Cock Pheasants or Quail.

It shall be lawful for any constable or peace officer to search any person in any highway, street, or public place whom he shall suspect of having in his possession any animals, birds, eggs or fishes unlawfully obtained, and also to stop and search any cart or other conveyance in or upon which he shall suspect that any such animals, birds, eggs, or fishes are being carried by any such person, and to search the premises of any person engaged in selling, buying, or trading, or any steamer, sailing vessel, or boat, or any hotel or restaurant, and should such constable or peace officer discover any such animals, birds, eggs, or fishes as aforesaid, he shall thereupon take possession of the same, and otherwise proceed as authorized by law.

Any person found committing any offence under this Act may be apprehended without a warrant by any constable or peace officer, and be forthwith taken before a Justice of the Peace, to be dealt with according to law.

Any person giving information leading to the conviction of any person under this Act shall be entitled to receive one-half of any pecuniary penalty inflicted under this Act.

## Game Found in British Columbia.

## LARGE GAME.

Deer  
Mountain Goat  
Mountain Sheep  
Cariboo  
Bear  
Land Otter  
Porcupine  
Wolves  
Panthers  
Elk  
Mink  
Coon  
Wild Cats  
Cougar  
Beaver  
Moose  
Martin

## SMALL GAME.

Grouse  
Duck of all kinds  
Snipe  
Prairie Chicken  
Geese  
Partridge  
Rabbits  
Hare  
Pheasant  
Pigeons  
Quail  
Crane

## Where to Find Game.

In the neighborhood of the following places:

Agassiz—Deer, grouse, duck, snipe, etc.  
Guides can be procured here.

Ainsworth—Deer, mountain goat, cariboo, bear and small game.

Ashcroft—Deer, grouse, prairie chicken, etc.  
Akali Lake—Grouse, ducks and other small game but very few deer.

Alberni—Deer, etc.

Alert Bay—Beaver, land otter and deer generally abundant.

Armstrong—Deer, grouse, prairie chicken, bear, ducks.

Beaver—Ducks, geese, partridge, etc.

Big Bar Creek—Numbers of mountain sheep, deer, rabbits, wild geese, ducks, etc.

Burrard Inlet—Bear, deer, ducks, grouse, geese, etc.

Balfour—Cariboo, mountain goat, black bear, ducks, geese, swan, etc.

Blue Springs—Deer, hare, bear, porcupine, wolves, mountain goat, grouse in abundance.

Beaver Point—Deer, grouse, pheasant, ducks, geese, etc.

Beaver Creek—Deer, panther, bear, panthers, wolves and elk.

Chemains—Deer plentiful, grouse, etc.

Clayditch—Deer, ducks, geese, mink, coon, etc.

Chilliwack—Deer, bear, snipe, ducks, grouse, etc.

**THE LEADING GROCERS,**

**ERSKINE, WALL & CO.,**

FINEST ASSORTMENT OF

**FANCY & STAPLE GROCERIES,**

**Wines and Liquors.**

58 GOVERNMENT STREET,

VICTORIA, B. C.

**SEHL & CO.,**

THE LEADING

**FURNITURE MANUFACTURERS !**

AND DEALERS IN

..... CARPETS, LINOLEUMS, .....  
..... CROCKERY & GLASSWARE, .....  
..... AND GENERAL HOUSE FURNISHINGS.....

**Bar Fixtures a Specialty.**

66-68 GOVERNMENT STREET,

VICTORIA, B. C.

- Cottle**--Deer, rabbit, antelope, grouse, prairie chicken, blue grouse, duck and geese. Parties organize and start from here for sheep and goat hunting.
- Clover Valley**--Bear, deer, grouse, rabbits, etc.
- Cloverdale**--Grouse, ducks, pigeons, bear, deer, etc.
- Clinton**--Black bear, mountain sheep, deer, blue grouse, prairie chicken, geese, ducks, rabbits, etc.
- Cobble Hill**--Deer, bear, panthers, grouse etc.
- Cedar**--Deer, bear, panther, grouse, etc.
- Clayton**--Bear, deer, wild cats, coons, grouse, ducks, etc.
- Corfield**--Duck, grouse and deer.
- Colwood**--Deer, grouse, duck, pheasant.
- Claxton**--Bear, deer, goat, grouse, ducks, geese.
- Courtnay**--Ducks, grouse, wild geese, deer, etc.
- Denman's Island**--Deer and grouse.
- Donald**--Partridge, bear, goat, mink.
- Departure Bay**--Duck, grouse, partridge, deer.
- Duncan's Station**--Deer and grouse abundant.
- Dog Creek**--Ducks, prairie chicken, grouse, rabbits, deer, bear, etc.
- Duck & Pringle**--Deer, prairie chicken, grouse, duck, etc.
- Elgin**--Bear and deer plentiful, wild cats and cougar frequently. Beaver, mink, ducks, exceedingly plentiful. A favorite duck shooting place.
- Empire Valley**--Deer, mountain goat, bear, grouse, ducks, prairie chicken, etc.
- East Sooke**--Deer, grouse, pheasants, quail, ducks and geese.
- French Creek**--Deer, elk, bear, geese, duck, grouse, snipe, widgeon, teal, etc.
- Fort Steele**--Bear, cariboo, deer, mountain goat and sheep, etc.
- Fairmount Springs**--Deer, bear, mountain goat and sheep, etc.
- Fort Simpson**--Bear, mountain goat and deer very plentiful, ducks, geese, etc.
- Fairview**--Mountain sheep, deer, grouse.
- Fort Langley**--Deer, grouse, duck, geese, Snipe.
- Gabriola Island**--Deer, grouse, partridge, geese, ducks.
- Granite Creek**--Deer, Grouse.
- Goldstream**--Bear, deer, grouse, pheasants, quail, etc.
- Grande Prairie**--Deer, bear, prairie chicken, grouse and rabbits, but not numerous.
- Golden**--Bear, mountain goat and sheep, cariboo, grouse, ducks, geese, etc.
- Genoa**--Grouse, pheasants, ducks, deer, etc.
- Galea**--Bear, deer, mountain goat and sheep.
- Hornby Island**--Deer and blue grouse.
- Hatze**--Bear, deer, coon, wild cat, panther, grouse and duck, abundant.
- Howe Sound**--Bear, deer, grouse, etc.
- Huntingdon**--Good duck shooting.
- Hope**--Headquarters for the famous Smilkaman & Asholis hunting grounds. Bear, deer, big horn mountain goats, etc.
- Heal**--Deer and all kinds of birds of B. C.
- Hanceville**--Deer, bear, cariboo, sheep.
- Hogan**--Deer, pheasant, blue and willow grouse, quail, duck, geese, pigeon.
- Harrison Hot Springs**--Mountain goat, sheep, wolves, bear, fox, beaver, deer.
- Illicillewaet**--Cariboo, bear, mountain goat.
- Kettle River**--Cariboo, deer, sheep, bear, grouse and prairie chicken.
- Kamloops**--Deer, bear and birds generally.
- Keithley Creek**--Deer, cariboo, ducks and geese.
- Kuper Island**--Grouse, partridge, and a few deer.
- Kaslo**--Bear, cariboo, deer, and nearly all kinds of small game.
- Ladner's Landing**--Deer, bear, grouse, ducks, geese and snipe.
- Lower Nicola**--Prairie chicken, willow grouse, deer, etc.
- Loch Erroch**--Grouse, partridge, bear, deer.
- Lillooet**--Deer, bear, mountain goat and sheep, grouse and ducks in the fall.
- Lulu Island**--Ducks, geese, snipe, grouse, etc.
- Lac La Hache**--Deer, bear, geese, ducks, grouse and prairie chicken.
- Lund**--Deer, bear, grouse, ducks and geese.
- Langley Prairie**--Grouse, duck, deer, bear, panther.
- Maple Bay**--Panther, coons, mink, wild cat, wolves, deer, bears, pheasants, grouse, duck.
- Mission City**--Good duck, grouse and deer hunting in autumn and winter.
- Millstream**--Deer, bear, panther and pheasants and sometimes bear.
- Mount Pleasant**--Ducks and geese.
- North Bend**--Deer, bear, mountain goat and sheep.
- Nicola Lake**--Deer, bear, grouse and prairie chicken plentiful.
- McPherson's Station**--Panther, deer, bear, willow and blue grouse.
- Nakusp**--Silver tips, bear, cariboo, deer, beaver, martin, mink, otter, duck, geese, grouse, etc.
- Northfield**--Deer, bear, partridge, grouse, etc.
- New Denver**--Deer, cariboo, mountain goat and sheep, bear, geese, duck, swan, grouse, etc.
- Notch Hill**--Bear and grouse.
- North Saanich**--Grouse, pheasant, deer, quail.
- Okanagan Mission**--Deer, bear, all kinds of wild fowl.
- Okanagan**--Deer, bear, mountain goat and sheep, geese, ducks, grouse and partridge.
- Penticton**--Deer, mountain goat and sheep.
- Plumbers Pass**--Deer and grouse.
- Port Hammond**--Deer, bear, grouse, duck.
- Pilot Bay**--Cariboo, bear, deer.

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# **SPENCER & PERKINS,**

—CASH ONLY,—

**DIRECT IMPORTERS OF**

**My Drapers.**      **Silks,**  
**One Price.**      **Dry Goods,**  
                         **Mantles,**  
                         **Millinery and**  
                         **Carpets.**

**NANAIMO, B. C.**

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## **UNION STEAMSHIP CO., B. C., LIMITED.**

HEAD OFFICE AND WHARF, VANCOUVER, B. C.

VANCOUVER AND NANAIMO—SS. CUTCH leaves C. P. R. wharf daily at 1 p.m., returning from Nanaimo at 7 a.m. Cargo at Company's wharf until noon.

VANCOUVER AND COMOX—SS. COMOX leaves Company's wharf every Monday at 8 a.m. for Comox direct, returning on Tuesday.

VANCOUVER AND NORTHERN LOGGING CAMPS AND SETTLEMENTS—SS. COMOX leaves Company's wharf every Wednesday at 11 a.m. for Gibson's Landing, Sechelt, Welcome Pass, Lund, Cortez and Read Island, returning the same route; and to Port Neville and way ports every alternate week.

 Steamers and Scows always available for Excursion, Towing and Freighting Business. Ample storing accommodation on Company's wharf. Particulars on application to office.

**WM. WEBSTER, Manager.**

Telephone 94.

P. O. Box 217.

Pender Island—Deer, grouse, quail, duck, etc.

Port Haney—Deer, bear, mountain goat and sheep, geese, duck, grouse.

Parksville—Elk, deer, bear, panther, beaver, grouse, partridge.

Port Kells—Grouse, deer, bear, duck, beaver, etc.

Port Guichon—Duck, geese, grouse.

Quamichan—Deer, grouse, ducks.

Quesnelle Forks—Cariboo and bear.

Riverside—Grouse, duck, geese. Large game, deer, bear, etc., in abundance.

Robson—Deer, bear, cariboo, partridge, duck, grouse, geese.

Revelstoke—Cariboo, black, brown and cinnamon bears, mountain goat.

Rivers Inlet—Mountain goat and bear.

Roger's Pass—Mountain goat, bear, etc.

Rockford—Deer, grouse, prairie chicken, partridge, a few bears and wolves.

Shopland—Deer, grouse, ducks, etc.

Silverdale—Deer, black bear, grouse.

Sidney—Pheasant, grouse, duck, geese and deer.

St. Eugene Mission—Deer, bear and beaver.

Savona's Ferry—Deer, prairie chicken, duck, etc.

Steveston—Ducks and geese.

Squamish—Duck, grouse, bear, deer and mountain goat, wolves and panthers.

Sandwich—Grouse, duck, geese, deer, elk, panther, bear and wolves.

Salmon Arm—Deer, bear, grouse, duck, geese, prairie chicken, swan, snipe, rabbits.

Sumas—Geese, ducks, swan, crane. The two former being very plentiful.

Sooke—Grouse, quail, blue grouse, duck, geese, wolves, bear, panther, coon.

Sicamous—Deer, bear, cariboo, grouse, duck, geese, swan.

St. Elmo—Deer, bear, mountain goat, grouse, ducks, etc.

Surrey Centre—Grouse, deer and bear.

Shortreed—Deer, duck, grouse, bear, wild cats and panthers.

Salt Spring Island—Deer, grouse, quail, pheasant, land otter, mink, coon.

Spences Bridge—Bear, deer, grouse.

Soda Creek—Large bands of deer on opposite side of river, small game plentiful.

Tappen Siding—Grouse and deer plentiful.

Trial Creek—Grouse, pheasant and deer.

Terra Rosa—Ducks, geese and snipe. Mr. Buxton and Lieut. Hewett of H. M. S. War-spice, on 21st Oct., '92, shot 104 snipe and a few ducks at this place.

Turgoose—Pheasant, grouse, quail, pigeon, geese, duck, deer, bear, panther, etc.

Upper Sumas—Geese, ducks, crane, deer, bear and grouse.

Union—Elk, deer, bear, panther, wolves, willow and blue grouse.

Vernon—Cariboo, deer, mountain goat (big horn), prairie chicken, grouse, duck, geese.

Van Winkle—Grouse, bear, deer, cariboo.

Wellington—Deer, bear, wolves, grouse.

Westham Island—All kinds of ducks, mallards, pintails, wigeon, canvasback, teal, and geese. Deer and bear not plentiful.

Webster's Corners—Deer, bear.

Westholm—A few deer and grouse.

Young—Deer, grouse, quail and pheasant.

The above will give some idea of the kind of game in British Columbia, and where it is to be found. Other districts and further information regarding hunting in the Province will be given in subsequent issues of the Hand Book.—Ed.

### LAKE FISHING.

Alphabetical list of lakes in British Columbia, where good fishing can be enjoyed:

Allens	Foords	O'kanagan
Anderson	Green	Osoyos
Arrow	Glide	Otter
Big	Glen	Pitt
Beaver	Harrison	Prospect
Beautiful	Hemers	Puntledge
Boundary	Horn	Quamichan
Big Bar	Hatzec	Quesnelle
Brown	Jack of Clubs	Robert
Botannic	Kootenay	Starks
Chilico	Kelly's	Sprout
Cariboo	Kennedy	Somenos
Cushion	Kauloops	Summit
Central	Little Shawne-	Sumas
Coquitlam	gan	Squakim or
Chemainus	Long	(Loch Erroch)
Chilco	Linnoc	Seaton
China	Langford	Salmon River L
Christina	Mud	Slocan
Cameron	Mammet	Stump
Columbia	Minnie	Stave
Copeland	Michael's	Shuswap
Comox	Moser	Swan
Diver	McKenzie	Spanish
Dick's	Matheson	Tyee
Elk	Nilson	Tatla
Fish	Nikhomekl	Union
Florence	Nicola	
Fish Hook	Nimkish	

### How to Reach the Lakes.

Alphabetical list of places nearest to them.

Agassiz—Harrison lake, good fishing.

Ainsworth—Kootenai lake, best of fishing.

Alberti—Sprout lake, good fishing.

Alert Bay—Nimkish lake, good fishing.

Armstrong—Good fishing in Otter and Okanagan lakes, 2½ miles distant.

Beaver—Fish lake, fine fishing.

Big Bar Creek—Big Bar lake, teeming with trout as heavy as 2½ pounds.

Balfour—Kootenay lake, 70 miles long by 3 miles wide, west arm 20 miles long by ½ wide, good trout fishing and land-locked salmon up to 18 pounds, fly and troll.

Beaver Point—Cushion, Brown and Roberts lakes, best of fishing.

## Greely Creek Shingle Mill Co.

—Mill 7 miles east of Revelstoke, on C. P. R. Line.  
—:o:—

ADDRESS SHUSWAP MILLING Co.,  
KAMLOOPS.

OR JOHN VALENTINE, Manager,  
REVELSTOKE STATION.

## GRAND PACIFIC HOTEL

The Tourist Hotel of Kamloops.

—:o:—

FINEST SAMPLE ROOM FREE TO COMMERCIAL MEN.  
IN THE BUSINESS CENTRE OF THE CITY.

### KAMLOOPS

W. J. UNWIN, Prop.

First-class in every respect.

**Ashcroft Hotel,** BLIGH & LYNE, Proprietors.  
ASHCROFT.

**Cosmopolitan Hotel,** KAMLOOPS, B. C.  
J. RATCHFORD, Prop.

First-class in every respect. Large and spacious Dining Rooms. | Free Sample Rooms for the accommodation of Commercial Travellers.

Free Bus to and from  
all Trains.

### DOMINION HOTEL

Headquarter for the  
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Strictly first-class in every particular. Well furnished rooms.

Pleasure Boats for the accommodation of the Guests.

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Specially fitted for the accommodation of Commercial Travellers.

Victoria Street,

KAMLOOPS,

- Beaver Creek—Central lake, full of trout and salmon in season
- Brownsville—Pitt, Coquitlam and Anderson lakes, abundance of fish
- Chemainus—Chemainus lake, fine fishing
- Coutle—Nicola, Mammet and Minnie lakes.
- Clinton—Kelly's lake, renowned for its trout
- Chilcote—Up the Chilcote river is Chilco or Tatla lake, where there is good fishing
- Cobble Hill—Little Shawaigan lake, good trout fishing
- Cedar—Micael's, Stark's, Fish Hook and Hemmer's lake, all have excellent trout. The last two named are especially attractive to visitors. Boats and good board obtainable
- Claygadt—Kennedy lake, great quantities of salmon
- Claxton—Small lakes with mountain trout.
- Colwood—Langford, Florence and Glen lakes, carp in Glen lake, no fishing in other two.
- Courtney—Union lake, splendid fishing.
- Dog Creek—Moser Lake, finest quality of trout, large and plentiful.
- Duncan's Station—Somenos lake, good fishing
- Duck & Pringle—Summit lake, 3 miles long, 1 mile wide, trout
- Elgin—Nichomekl lake, good fishing
- Empire Valley—China lake, very fine fishing
- East Sooke—Dick's, McKenzie's and Matheson's lakes, good fishing
- French Creek—Cameron and Horne lakes, full of trout
- Fort Steele—The Columbia lakes, good fishing
- Fairview—Osooyos lake, good fishing.
- Granite Creek—Otter and Fish lakes, good fishing, large trout.
- Golden—Lower and Upper Columbia lakes, good trout fishing
- Genoa—Somenos lake, good fishing
- Hatze—Hatze and Sumas lakes, good salmon and trout fishing
- Huntingdon—Sumas and Boundary lakes, full of fish
- Heal—Prespect and Elk lakes, good fishing
- Hanceville—Chilico, good fishing.
- Kettle River—Christina lake, all kinds of fish
- Kamloops—Kamloops lake, good fishing
- Keithly Creek—Cariboo lake, good fishing
- Lower Nicola—Mammet lake, best of fishing
- Loch Erroch—Squakim lake (now Loch Erroch), good fishing
- Lillooet—Seaton and Anderson lakes, good fishing
- Langley Prairie—Anderson's lake, very good fishing.
- Maple Bay—Somenos and Quamichan, fish plentiful.
- Mission City—Hatze lake, good fishing
- Moodyville—Lake beautiful, trout fishing
- North Bend—Salmon River lakes, very large trout
- Nicola Lake—Nicola lake, good fishing
- Nakusp—Upper Arrow and Slocan lakes, good fishing
- Northfield—Long lake, good fishing
- New Denver—Slocan lake, 30 miles long, 2½ miles wide, good fishing
- Notch Hill—Shuswap lake, good spoon fishing, plenty of trout.
- Okanagan Mission—Okanagan lake, silver salmon and silver trout.
- Otter Point—Glide lake, trout fishing
- Okanagan—Okanagan and Long lakes, good fishing
- Penticton—Okanagan lake, good trout fishing
- Port Hammond—Pitt and Lillooet lakes, good fishing
- Pilot Bay—Kootenay lake, 90 miles long, 3½ miles wide. Fishing with the troll yields admirable sport in the season, and the fly sometimes takes. The numerous brooks in the neighborhood are full of small barred trout, and heavy baskets can be made
- Quamichan—Somenos, plenty of fish.
- Quesnelle Forks—Quesnelle and Spanish lakes, are famous for fishing.
- Quesnell Falls—Quesnell lake, 90 miles long, good fishing
- Revelstoke—The Arrow lakes, 25 miles south, only fair fishing
- Rockford—Stump and Nicola lakes, good fishing in the latter
- Silverdale—Stave lake, trout
- Savona's Ferry—Kamloops lake, good fishing
- Sandwich—Comox lake, good fishing
- Salmon Arm—Shuswap lake, good fishing
- Sumas—Shuswap lake, salmon and sturgeon
- Sicamous—Sumas and Mara lakes
- Salt Spring Island—Cushion's, Brown's, Robert's, Foord's, Nilson's and Copeland's lakes, all good fishing
- Soda Creek—Big lake, Beaver, Tyee and Mud lakes.
- Spences Bridge—Botannic and Fish lakes, easy distance, good fishing.
- Tappen Sidin—Shuswap, only fairly good fishing
- Upper Sumas—Sumas lake, good fishing, trout, sturgeon and salmon.
- Union—Puntledge and Allen lakes, both abound with trout.
- Vernon—Okanagan, Long and Swan lakes, good fishing
- Van Winkle—Jack of Clubs and Beaver Pass lakes, good fishing in both
- Wellington—Diver, Long, Big and Green lakes, very good fishing in last two named
- Webster Corners—Lillooet lake, excellent fishing
- Westholm—Chemainus lake, good fishing

Additional lakes and further information about lake fishing in British Columbia will be given in subsequent issues of the Hand Book.—Ed.

# The Hotel Victoria,



**Corner Government and Johnson, Sts., VICTORIA, B. C.**  
 Finest Sample Rooms Free to Commercial Men. The only First-Class Hotel in the City of Victoria.

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## RIVER FISHING.

Alphabetical list of rivers and creeks in British Columbia, where fishing may be obtained.

## RIVERS.

Adams	Isolum	Quesnelle
Andron	Jordan	Swift
Bonaparte	Kettle	Squamish
Bar	Kicking Horse	S'ave
Columbia	Koksilah	Slocan
Couitlam	Kootenay	Swamp
Chemainus	Little Qualicum	Salmon
Coldwater	Lillooet	Skeena
Chilcote	Lardo	St. Marys
Cowichan	Moir	S'oke
Coquahalla	Miama	Sumas
Chase	Nimkish	Serpentine
Clearromisht	Nicomel	Stamus
Courtenay	Nicola	Shuswap
Englishman's	Nanaimo	Siwash
Elk	Nass	Trent
Eagle	O'keagan	Tulameen
Fraser	Okstall	Thompson
Goldstream	Pittledge	Willow
Harrison	Pitt	

## CREEKS.

Beaver	Georgetown	Peter
Bonsell	Granite	Pedder
Bar	Ha zic	Perry
Buckskin	Johnson	Quartz
Clanck	Kanaka	Quamichan
Coal	Kaslo	Ruby
Coffee	Little Sumas	Seamour
Campbell	Lake	Sand Hill
Chum	Lightning	Skuzzie
Cayuse	Morning Star	Somenos
Capilano	Milk	Soda
Carpenter	Mill-tream	Waterfall
Deer	Mackin	Woodbury
Dog	Mission	Wolf
Fish Trap	Murrays	Wilson
Fraser	Nicomel Slough	
French	111 Mile	

## How to Reach the Rivers.

Alphabetical list of places nearest the above rivers and creeks:

Agassiz--Ruby creek, very fine trout  
 Ainsworth--Coffee and Woodbury creek, finest trout fishing in Kootenay district  
 Alberni--The Sumas, good fishing  
 Ashcroft--The Thompson river, very good trout fishing with fly, the same in the Bonaparte.  
 Alert Bay--Nimkish river 2½ miles distant, very good fishing  
 Armstrong--Salmon river, good fishing.  
 Beaver--Columbia river and Quartz creek, very good fishing  
 Big Bar Creek--The Fraser river salmon in season  
 Balfour--Mountain streams with brook trout, and the lower Kootenay river about 30 miles distant with fine trout  
 Blue Springs--Shuswap river, plenty of fish  
 Beaver Creek--Stamps river, good salmon and trout fishing, Beaver and Deer creeks also afford good trout fishing  
 Brownsville--The Fraser, Coquitlam, Serpentine, Nicomekel and Pitt rivers, all con-

tain abundance of fish  
 Claygate--Bear river 18 miles away, plenty of salmon and trout  
 Chemainus--Chemainus river and Bonsell creek, good fishing  
 Couitlam--Nicola and Coldwater rivers meet here, the latter of which affords good trout fishing  
 Clover Valley--Nicomekel river, very good trout fishing  
 Cloverdale--Nicomekel and Serpentine, excellent boating and fishing  
 Chilcote--The Chilcote river is full of trout during the fall of the year, and following it up 80 miles every tributary is full of fish  
 Cobble Hill--The Koksilah about 8 miles distant, has good fishing  
 Clayton--Serpentine river, good trout from 1 to 4 pounds  
 Cedar--Nanaimo river runs through district, trout and salmon fishing  
 Claxton--Skeena and Okstall, good trout fishing.  
 Colwood--Millstream, very good fishing.  
 Corfield--Cowichan and Koksilah rivers, good trout and spoon bait salmon fishing in the bay.  
 Courtenay--Good fishing in Courtenay and Isolum rivers.  
 Duncans--The Cowichan river, some of the finest salmon and trout fishing in British Columbia  
 Dog Creek--The Fraser and Dog creek, the fishing here is exceedingly good  
 Duck & Pringle--The Thompson river, salmon and trout  
 Elgin--The Nicomekel and Serpentine, finest of trout fishing, salmon, etc. Campbell and Johnson creeks also afford good fishing  
 Empire Valley--The Fraser, salmon. Chum creek also has good fishing  
 East Sooke--Sooke river, with plenty of trout and salmon fishing  
 French Creek--Englishman's river, Little Qualicum French creek, and Morning Star creek, all afford good trout fishing  
 Fort Steele--The Kootenay, St. Marys and Elk rivers, all good fishing  
 Fairmount Springs--Columbia river, affords good trout and other fishing  
 Fort Simpson--The Skeena and Naas rivers, Georgetown and Milk streams, the latter affording splendid trout fishing  
 Fairview--Okanagan river, fishing good.  
 Fort Langley--Fraser river, good trout fishing.  
 Granite Creek--Granite creek, brook trout in abundance and good fishing in Tulameen river.  
 Goldstream--The Goldstream, good trout fishing  
 Grande Prairie--The Salmon river flows through the prairie, but there is no fishing of any note  
 Golden--Kicking Horse, Columbia and Kootenay rivers, Wolf creek and several smaller streams, all have good fishing  
 Gena--Cowichan river, good fishing

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B. C.

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## District of Kootenay.

**Duncan City**, situated on upper Kootenay Lake, the distributing point for the mines on Duncan and Lardeau Rivers.

**Argenta**, situated at the north end of Kootenay Lake, and the shipping point for Duncan City.

**Trout Lake City**, situated at the north end of Trout Lake, about 15 miles from Lardeau,—this town is situated in the heart of the rich gold and silver claims lately discovered in the Lardeau country.

**Lardeau**, situated on Upper Arrow Lake, and the outlet for the Fish Creek and Lardeau River mines.

**Saanichton**, situated on the Victoria and Sydney Railway, in the centre of the rich agricultural district of Saanich. The Railway Co. have contracted to erect their South Saanich Station on this property. Hotel, store and other buildings have already been erected. Lots and acreage.

**Money** to loan on improved farm and city property to any amount. Coal Timber and Farming Lands. Mining Claims.

## HENRY GROFF,

Assoc. M. Inst. C. E., M. I. M. E.

Real Estate, Mining and Financial Broker, Insurance Agent,

Branch Office at Nelson.

VICTORIA, B. C.

- Galena--Columbia river, good fishing
- Hatzic--The Fraser, Sturgeon and Salmon rivers. The Hatzic and other small streams well stocked with trout, chub and salmon
- Huntingdon--The Sumas river, full of fish
- Hope--The Fraser and Coquhalla rivers, some of the best trout and river fishing in the Province
- Hanceville--Chlicoten, trout fishing.
- Harrison Hot Springs--Sivash river, Lilloet and Miama rivers, good trout fishing.
- Kaslo--Kaslo creek, good fishing.
- Kamloops--Junction of the North and South Thompson rivers, good fishing
- Keithley Creek--North Fork and Swamp rivers, good fishing
- Kettle River--Kettle river, fine mountain trout and salmon
- Langley Prairie--Nicomekl, salmon fishing. Murray's creek, very good trout.
- Ladner's Landing--The Fraser, plenty of salmon and sturgeon
- Lower Nicola--Nicola river affords good fishing
- Lock Enoch--The Harrison river 3 miles off, good fishing, and at Nicomen slough, first rate trout fishing
- Lillooet--Cayuse and Lake creeks, good trout fishing
- Lulu Island--The Fraser, only salmon, on trout
- Lac La Hache--111 mile creek, good fishing
- Mission--Fraser and Hatzic slough, good fishing in the autumn
- Millslicam--Millstream, trout fishing
- Moodyville--Fishing to be had in Freds, Seymour and Capikano creeks
- Maple Bay--Cowichan river, good fishing.
- Notch Hill--Adams river, good fly fishing.
- North Bend--Fraser river, salmon fishing with dip nets. Anderson and Skuzzio creeks, trout fishing
- Nicola Lake--Nicola river close at hand with good fishing
- McPhersons--Koksilah river, trout and spring salmon
- Nakusp--Fine trout caught here daily
- Northfield--Mill stream half way to Nanaimo, trout. Chase river has also good sport
- New Denver--Slocan river, Carpenter and Wilson creeks all afford good fishing
- Otter Point--Muir and Jordan rivers both afford good fishing
- Okanagan Mission--Misslon creek, splendid mountain trout fishing.
- Penticton--Okanagan, good trout fishing
- Port Hammond--Fraser, Lillooet and Pitt rivers, fine trout fishing in the Lillooet
- Pilot Bay--The outlet of Kootenay lake is just opposite Pilot Bay; it is the Kootenay river, and supplies salmon and trout fishing in perfection, trout average 1 to 1½ lbs., and salmon run up to 18 lbs. Trout take both fly and minnow and are very game.
- Port Haney--Fraser and Lillooet rivers and Kanaka creek, good fishing in the latter two.
- Parksville--Englishman's river and French creek, splendid for trout, and salmon
- Port Kells--Fraser and Serpentine, good fishing
- Quesnell Forks--North and south forks of Quesnell river, good fishing during July, August and September
- Quesnelle Forks--Quesnelle river south and north forks, good fishing.
- Quamichan--Cowichan river, and Somenos and Quamichan creeks, and trout.
- Riverside--Fraser river, and good trout fishing in streams on Matsqui prairie.
- Robson--Columbia river, salmon and trout, Kootenay river, trout in abundance
- Revelstoke--Columbia, Kootenay and Lardo rivers, good fishing
- Rogers Pass--Bear creek, very good for fish
- Rockford--Nicola Lake river, very good fishing
- Silverdale--Stave river two miles away, and Fraser river one-half mile, good salmon and sturgeon fishing
- Savonas--Thompson river, excellent fishing
- Steveston--The Fraser, salmon
- Squamish--Squamish river, good trout fishing from middle of October to first of April. Chearromisht river, good fishing most of the year, trout very large, frequently weighing 10 lbs. each. Salmon take spoon bait during November
- Sandwich--Isolum and Courtenay rivers trout and salmon
- Salmon Arm--Salmon river, good fishing
- Sumas--Sumas river and Pedder creek, good trout fishing
- Sooke--Sooke and DeManual rivers, good fishing
- Sicamous--Eagle river, fishing good
- St. Elmo--The Fraser and half mile distant a beautiful stream with trout in abundance
- Surrey Centre--Nicomekl and Serpentine rivers, good trout fishing
- Shortreed--Fish Trap creek and salmon river, good fishing
- St. Eugene Mission--St. Marys river and Perry creek, good fishing, generally salmon trout
- Soda Creek--Good fishing in Fraser river, Soda, Mackin and Buckskin creeks.
- Spences Bridge--Thompson, Clanek or Waterfall creeks, mountain trout.
- Trail Creek--Columbia, very fine trout fishing
- Terra Rosa--North Arm Fraser river, plenty of salmon fishing;
- Turgoose--Sand Hill creek, trout fishing
- Union--Puntledge and Trent rivers and Coal creek, good trout fishing.
- Upper Sumas--Big Sumas river and Little Sumas creek, abounding with fine trout and salmon.
- Vernon--Shuswap river and several creeks with fish
- Van Winkle--Swift and Willow rivers, Lightning and Peter creeks, fish in all

**Wellington**—Englishman's river, 20 miles away on road to Alberni, where there is fine fishing

**Westham Island**—Fraser river and Canoe Pass, plenty of salmon

**Webster's Corners**—Karakak creek, trout fishing

**Wetholme**—Chemainus, fishing rather uncertain

Additional rivers and creeks where good fishing may be enjoyed, will be given in future issues of the hand-book

### MINES IN BRITISH COLUMBIA.

The following list will be added to as particulars of mines are received. See mining notes.

**Agassiz**.—Ledges have been discovered, and there is every appearance of large mineral deposits at Harrison Lake.

**Ainsworth**.—A mining country. The following are in the neighborhood: Syline, No. 1 United, Neostro, Highlander, Krao, Blue Bell, Sam, and others.

**Ashcroft**.—A coal mine in the Hat Creek valley, a little placer mining on Thompson and Bonaparte.

**Alkali Lake**.—Only Chinamen on the Fraser.

**Alert Bay**.—The coal measures extensively seen. Drilling for coal in operation at Port McNeill, 5 miles distant.

**Armstrong**.—Mines on Harris creek free milling gold quartz. Okanagan mines refractory. Fairview well known and a rich lead of free milling gold has been struck at Salmon river.

**Beaver**.—The Quartz Creek Mining Co.

**Big Bar Creek**.—Hydraulic and placer mining.

**Burrard Inlet**.—Several mines have been discovered and a few worked.

**Balfour**.—The Ainsworth mines, silver and lead, 8 miles distant, with many promising claims. Galena and iron in process of development.

**Blue Springs**.—Placer mining at Cherry and Kettle creeks, and quartz in the vicinity.

**Beaver Point**.—Indications of gold and silver, and there is coal in the neighborhood.

**Chilliwack**.—Coal and limestone near here, but not worked at present.

**Cottle**.—Coal here, but only mined for local use.

**Claygadt**.—Iron and copper prospecting at Bear River.

**Cobble Hill**.—Quartz silver mine 12 miles distant, granite quarry 4 miles distant.

**Cedar**.—The Southfield coal mine, successfully worked by New Vancouver Coal Co.

**Dog Creek**.—Chinese work at placer mining along the Fraser, and make fair wages.

**Denman Island**.—There is coal on the island but not worked.

**Empire Valley**.—Churn Creek is a mineral section. Chinese at placer mining on the Fraser make from \$1 to \$2 per day, no white miners.

**East Sooke**.—Iron in the neighborhood.

**Fort Steele**.—A mining country with large deposits of mineral only waiting for capital to develop.

**Fairmount Springs**.—Windermere copper mines. Thunder Hill, copper, gold and silver. Good prospects around here.

**Fort Simpson**.—Nearest mining, the Omneica gold mine up the Skeena river.

**Goldstream**.—Some good quartz ledges in this vicinity, but undeveloped.

**Grande Prairie**.—One ledge being worked at each end of prairie by tunnel.

**Golden**.—The Thunder Hill mine. Carbonate Mountain district contains several mines.

**Galena**.—Spillamachene mountain is within three miles, and is a mountain of mineral of low grade galena, also Jubilee mountain within five miles, has about 20 claims (all doing assessment work), copper and lead.

**Granite Creek**.—Platinum mines on Tulameen river, situated in centre of rich placer ground.

**Gabriola Island**.—It is said a vast field of coal underlies this island.

- Harrison Hot Springs**—Good prospects of silver and gold ores at head of Harrison lake.
- Hatezie**.—Explorations and assays now going on in the Stave Valley, 8 miles from here, and north of Mission City 3 miles.
- Hope**.—The "Eureka" silver mine and the "Hope" copper and silver mine, also the Granite Creek and Skagit placer mines, 65 miles from town.
- Illecillewaet**.—A number of excellent silver claims located here. Lanark is the only developed mine as yet.
- Kamloops**.—The Glen Iron Mining Co. are shipping magnetite (iron ore) to Tacoma and Portland, the mine being in full swing. Two coal mines opening up. Copper, cinabar and gold placer mining in the immediate neighborhood.
- Keithley Creek**.—Hydraulic and placer mining.
- Kettle River**.—The Spokane and Northern Mining Co. are here, Lincoln, London and Eagle mines, and the Volcanic Mining Co., besides a number of other mines.
- Lower Nicola**.—Coal mining within 6 miles of here.
- Lillooet**.—The quartz mines of importance near here are the Bonanza, Mayflower, Sugar Loaf and Mountain Sheep. The placer mines are Lillooet Hydraulic Mining Co., the Great North American, and on Bridge River the Mina Mining Co., the Victor Hydraulic Co., and the Scum Scum Mining Co.
- Lund**.—A rich iron mine within 20 miles of here.
- Maple Bay**.—Coal plentiful but not yet worked.
- Mission City**.—Several nickel mines assay about \$20 per ton on surface. The owners are Lane, Elliott & Wright.
- North Bend**.—Three large hydraulic placer mines about to start up here.
- Nicola Lake**.—Coal here but not yet developed.
- Nakusp**.—Galena ore, Freddy Lee mine, Slocan Star, Lucky Jim, Orphan Boy, Democrat and several other mines located near here.
- Northfield**.—The New Vancouver Coal Co's, the East Wellington and Wellington mines are near here.
- New Denver**.—The mines in the vicinity are rich silver bearing galena, they are as follows:—The Vancouver group, Alph group, Reid group on 4 mile creek, the Idaho, Queen Bess, Slocan Star, Freddy Lee and Canadian groups on Carpenter creek, several other good mines in vicinity of lake.
- Penticton**.—The Okanagan mine and another not named.
- Pilot Bay**.—The old and celebrated Blue Bell mine is near here, and contains an enormous body of low grade galena, yielding a very high percentage of lead. On this mine about \$200,000 have been expended, and an immense quantity of ore is already in the dump. This will now be handled by the smelter in course of erection at Pilot Bay, very rich strikes are being made back of this point at the head waters of Crawford creek. The Helen, Douglas, Mary Gray, Marian, Marietta, Virginia and Carrie Shields, are all located in a very rich vein of antimonial silver.
- Port Haney**.—Indications of gold, silver, iron and coal near here.
- Parksville**.—Indications of coal about here.
- Plumper Pass**.—A coal mine being opened at Tumbo Island 12 miles distant.
- Quesnell Forks**.—The Victoria Hydraulic Mining Co., the South Fork Hydraulic Mining Co. and others, are operating near here.
- Quesnelle Forks**.—Hydraulic mining just beginning in this section. The Victorsa Company and South Fork Company, and several minor concerns.
- Rivers Inlet**.—Indications of iron.
- Riverside**.—Mining prospects good here.
- Revelstoke**.—At present the Illecillewaet mines are the nearest, 22 miles east. The Big Bend 50 miles north is attracting attention, several fine gold quartz claims having recently been located. The "Lardo" which is reached by 35 miles of water, and 10 miles overland is the camp of the future, over 75 mineral locations having been recorded within the last few months, assays running as high as \$1,200 per ton.

**Rockford.**—The Nicola Milling and Mining Co's mines. The quartz of these mines are composed of copper, galena, gold, silver, lead, etc.

**Silverdale.**—Indications of coal and iron.

**Savonas.**—"The Rosebush," a cinabar mine, and the Tenderfoot copper.

**Sandwick.**—The Union Coal Mines.

**Sooke.**—Copper, iron and coal indications here, but undeveloped.

**Sicamous.**—Mining prospects good here.

**Salt Spring Island.**—Gold mine at south end of island being worked. There are also copper and coal, but undeveloped.

**St. Eugene Mission.**—A lately discovered mine near here was sold by Joseph Bourgeois for \$40,000.

**Soda Creek.**—Chinamen work bars in the river.

**Spences Bridge.**—Silver and copper prospecting. Gypsum mines near. Gold mining on the river bars.

**Trial Creek.**—Copper, gold, silver, lead and free milling gold. The chief mines are Le Roi and Centre Star.

**Fairview.**—The Silver Crown, Rattler, Stewinder, Brown Bear, Morning Star, miner are near hers.

**Upper Sumas.**—Good coal prospects in surrounding mountains.

**Van Winkle.**—The following mining companies are in operation:—South Wales Co., Timon Creek Co., Slough Creek Co., Davis Creek Co., Rushion Creek Co., Moonraker Co., Snowden Co., Chisholm Creek Co., Bashford Creek Co., Dunbar Flat Hydraulic Co., Chisholm Creek Hydraulic Co., Burns Mountain Quartz Co., Van Winkle Creek Co. There are on Nelson Creek five hydraulic companies, on Slough Creek two, on Burns Creek three, on Coulter Creek one. The "Big Bonanza Mining Co." is situated on Lower Lightning Creek. Most of these claims are paying well. There are numerous prospectors out around here.

**Websters Corners.**—Strong indications of coal along Kanaka Creek.

**Wellington.**—The celebrated Dunsuir coal mines are here.

Other mines and fresh discoveries will be given under this head from time to time.

**Coal Output.**

	TONS.		TONS.
1860.....	14,247	1878.....	170,846
1861.....	13,774	1879.....	241,301
1862.....	18,118	1880.....	267,595
1863.....	21,345	1881.....	228,357
1864.....	28,632	1882.....	282,139
1865.....	32,819	1883.....	213,299
1866.....	25,115	1884.....	394,070
1867.....	31,239	1885.....	365,596
1868.....	44,005	1886.....	326,636
1869.....	35,802	1887.....	413,360
1870.....	29,843	1888.....	489,301
1871-73.....	148,459	1889.....	579,830
1874.....	81,547	1890.....	578,140
1875.....	110,145	1891.....	1,029,097
1876.....	139,192	1892.....	826,335
1877.....	154,052		

**Coal Output for 1892.**

	NUMBER OF TONS.
Nanaimo Colliery.....	433,386
Wellington Colliery.....	290,370
East Wellington Colliery.....	33,650
Union Colliery.....	68,928
	<b>826,334</b>

**Coal Exported.**

	NUMBER OF TONS.
Nanaimo.....	307,623
Wellington.....	238,400
East Wellington.....	23,000
Union.....	66,556
	<b>640,579</b>

**Coal Miners Employed.**

Nanaimo.....	1367
Wellington.....	815
East Wellington.....	152
Union.....	520

Miners earnings per day during 1892, ranged from \$3.00 to \$5.00.

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# NORTHERN PACIFIC R.R.



FROM Terminal or Interior Points, the Northern Pacific Railroad is the line to take to all Points East and South. It is the Dining Car Route. It runs Two Through Vestibuled Trains every day in the year to St. Paul and Chicago, (no change of cars). Composed of Dining Cars, unsurpassed. Pullman Drawing Room Sleepers of Latest Equipment. Tourist Sleeping Cars, best that can be constructed and in which accommodations are both free and furnished to holders of first and second-class tickets.

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121 First St., Cor. Washington,  
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**E. E. BLACKWOOD, Agent,**

79 Government Street,

VICTORIA, B. C.

## COAL MINES AND COAL MINING COMPANIES.

### The New Vancouver Coal Mining and Land Co. (L'td.)

The mines and works of the New Vancouver Coal Mining and Land Company, Limited, are the main resources of Nanaimo, the whole population being directly or indirectly dependent upon the coal industry. Forty years ago coal was discovered at Nanaimo, and from then on mining operations have been continually carried on, though it is only recently that the production has assumed its present gigantic dimensions. In 1884, when Mr. S. M. Robins took over the management of the company, the output rose to over one hundred thousand tons and now the annual foreign export reaches half a million tons annually. The company has at present five mines in operation: No. 1 Esplanade, No. 2 Southfield, No. 5 Southfield, Northfield shaft, and Protection Island shaft; another mine, No. 3, Southfield, is all but worked out.

No. 1 shaft (Esplanade) is the largest mine in operation in British Columbia. The depth of the shaft is 650 feet, size 18 feet in diameter.

No. 2, Southfield is worked by slope, 800 yards in length.

No. 5, Southfield, has a depth of 508 feet, the shaft being of rectangular shape 8x18.

The depth of the Northfield shaft is 440 feet, size 8x18 feet.

The Protection Island shaft is a new undertaking and one that promises to prove the most successful of any in operation. It is the outlet for coal mined from two seams, the upper one 5 feet thick, and the lower one, 4 feet. The depth of this shaft is 740 feet, rectangular in shape; size, 12x19 feet.

This company employs 1,500 men. The rates of wages being: For miners, \$3 to \$5 per day; to other hands, from \$2.50 to \$3.50. The present daily output is 1,900 to 2,000 tons. San Francisco takes most of the coal exported, other shipments being made to the Hawaiian Isles, Portland, Ore., and to Alaska.

From the Protection Island mines shipments from the upper and lower seam is now being made from the new wharves. As a domestic coal the lower seam is superior to any coal hitherto mined at Vancouver Island.

The head office of the company is in London, England, J. Galsworthy, Esq., President. The company's land property covers some 30,000 acres and is being rapidly improved and settled up. Their city property is of course very valuable and is sold on monthly payments.

### THE EAST WELLINGTON COLLIERY.

The East Wellington Colliery, of which Mr. W. S. Chandler is superintendent, is situated about three miles to the Northwest of Nanaimo. There are the shafts No. 1 and No. 2, but the latter is the only one in operation. The coal produced is of a hard bituminous nature. The colliery is connected with Departure Bay by a narrow gauge railway. Mr. Richard C. Chandler, of San Francisco, the principal owner of the mines and a large dealer, controls the output, which generally averages 150 tons per day.

The "longwall" system of working is followed in this colliery. No. 1 shaft is 270 feet deep; No. 2, 200 feet deep. About 150 men are employed.

### THE WELLINGTON MINES.

Owned by R. Dunsmuir & Sons, employ between 800 and 900 hands, and consist of pits 1, 4, 5 and 6. The output of these mines in 1892 was 290,370 tons of coal, of which 238,400 tons were exported principally to San Francisco. In connection with the mines there are five miles of railway with sidings and branches, six locomotives and 250 coal cars. There are also thirteen stationary engines, nine steam pumps, and the company own four wharves with bunkers for loading vessels. The mines are connected by rail with Departure Bay, where the shipping is done. The coal from the Wellington mines is famous all over the Pacific coast, and therefore finds a ready market wherever shipped.

### ALEXANDRA MINE.

This mine belongs to Messrs. Dunsmuir & Sons, and is about one mile south of the Southfield mine, of the Nanaimo Colliery, and only a few yards from the

Esquimalt and Nanaimo Railway. There has not been any work done here during the past year, but the company renewed operations at the beginning of the year, and it is hoped there will be a good account of this mine at the close of 1893.

**TUMBO ISLAND COAL MINING COMPANY.**

This Company having made considerable exploring and boring on this Island are continuing to energetically prospect their seam.

**UNION COLLIERY.**

The Union Coal Mines are situated near Comox, about 60 miles from Nanaimo, the principal owners being the Dunsmuirs. There are four shafts and tunnels in operation. No. 1 and No. 2 tunnels being adit levels, no machinery is required. The mode of working is on the longwall system. These levels are now in: No. 1, 700 feet; No. 2, 1200 feet.

In connection with the colliery there are 13 miles of railway. Coal from these mines is shipped to San Francisco.

A steam sawmill with a daily capacity of 20,000 feet is run in connection with the colliery, F. D. Little is general manager of the mines.

**D. WILSON,**

137 Cordova Street, VANCOUVER, B. C.

**Saddlery & Harness Manufacturer,**  
HORSE CLOTHING, TURF GOODS, ETC.

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AND WHOLESALE DEALERS IN

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**MINING, FINANCIAL AND REAL ESTATE AGENTS**

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o — THE — o

# Weekly Times.

The Weekly edition of the TIMES is a 16-page paper; containing all the news of the week, general, provincial and city. It is the only independent political paper in British Columbia, and has a very large circulation within the Province.

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WHOLESALE AND RETAIL MERCHANT,  
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**CHOICE GROCERIES & PROVISIONS,**

Dry Goods and General Furnishings, Flour, Feed, Grain and  
Vegetables.

**Fresh Eggs and Butter a Specialty.**

**Gold Yield from '58 to '92 inclusive.**

1858 (6 months).....	\$ 520,353
1859 .....	1,615,072
1860 .....	2,228,543
1861 .....	2,666,118
1862-3 .....	4,246,266
1864 .....	3,735,850
1865 .....	3,491,205
1866 .....	2,662,106
1867 .....	2,480,868
1868 .....	2,372,972
1869 .....	1,774,978
1870 .....	1,336,956
1871 .....	1,799,440
1872 .....	1,610,972
1873 .....	1,305,749
1874 .....	1,844,618
1875 .....	2,474,904
1876 .....	1,786,648
1877 .....	1,608,182
1878 .....	1,275,204
1879 .....	1,290,058
1880 .....	1,013,827
1881 .....	1,046,757
1882 .....	954,085
1883 .....	794,252
1884 .....	736,165
1885 .....	713,738
1886 .....	903,651
1887 .....	693,709
1888 .....	616,731
1889 .....	588,923
1890 .....	494,436
1891 .....	429,811
1892 .....	399,525
<b>Total.....</b>	<b>\$53,512,652</b>

**Yield of Gold from Districts, 1892.**

<b>CARIBOO,—</b>	
Barkerville.....	\$ 76,600
Lightning Creek.....	41,500
Quesnelmouth.....	23,500
Keithly Creek.....	52,400
Additional.....	10,000
<b>CASSIAR.....</b>	<b>28,950</b>
<b>EAST KOOTENAY.....</b>	<b>29,700</b>
<b>LILLOOET.....</b>	<b>39,763</b>
Minor Districts.....	97,112
<b>Total.....</b>	<b>\$399,525</b>

**Number of Gold Mining Companies Working in B. C. in 1892.**

Cariboo.....	159
Cassiar.....	26
Kootenay.....	34
Yale.....	158
.....	—
<b>477</b>	

**Farming.**

Although the general surface of British Columbia is rugged and mountainous, there are thousands of acres of valley land, as fertile and productive as any the sun shines upon in its daily round. This land is of three classes—the alluvial bottoms lying along the water courses; the more level portions of the uplands of the islands and coast, and the mountain districts of the interior, now covered with timber, but possessing excellent soil and yielding largely when cleared and cultivated; the treeless benches and tablelands of the interior, which are highly productive when watered by irrigation. These embrace a total of not less than ten thousand square miles of arable soil, so diverse in character, climatic conditions and location, as to be suitable for the production of every fruit, cereal, vegetable, tree, plant and flower known to the temperate zone.

**General Farming Districts.**

General farming, the raising of grain, roots and vegetables, dairying and stock-keeping is carried on in the following districts:

Agassiz.	Nicola Lake.
Alberni.	Nakusp.
Ashcroft.	Northfield.
Big Bar Creek.	Okanagan.
Burrard Inlet.	Port Haney.
Blue Springs.	Parksville.
Beaver Point.	Plumper Pass
Beaver Creek.	Port Kells.
Brownville.	Robson.
Chemainus.	Rockford.
Chilliwack.	Seymour Creek Val.
Coutlee.	& Capilano Val. near
Clover Valley.	Shopland.
Cloverdale.	Silverdale.
Clayton.	Steveston.
Cedar.	Squamish.
Duncans	Sandwick.
Dog Creek.	Salmon Arm.
Elgin.	Sidney.
Empire Valley.	Sumas.
East Sooke.	Sooke.
French Creek.	Sicamous.
Grande Prairie.	Surrey Centre.
Golden.	Shortreed.
Genoa.	Salt Spring Island.
Huntingdon.	St. Eugene Mission.
Hope.	Tappen Siding.
Heal.	Terra Rosa.
Kamloops.	Turgoose.
Ladner's Landing.	Vernon.
Moodyville.	

Lower Nicola.	Westham Island.
Lulu Island.	Webster's Corners.
Mission City.	Westholme.
	Young.

More districts to be heard from, and will appear from time to time.

#### Yield of Farm Products.

Wheat.....	30 to	40 bush.	per acre.
Oats.....	50 "	75 do	do
Potatoes.....	150 "	200 do	do
Turnips.....	20 "	30 tons	do
Hay.....	2 "	3 do	do
Hops.....	1200 "	2000 lbs.	do

Orchards will return from \$250 to \$300 per acre.

#### Stock Raising.

There is one branch of farming peculiar to the grass ranges of the interior, where excellent facilities are afforded for its prosecution. The rolling hill-sides of the easterly slope of Coast range, and the many similar table lands found throughout this elevated region, are clothed with a natural grass of the most nutritious qualities. This, the famous "bunch grass" of the stock-raiser, provides a better feed than any pasture known. Unfortunately, in those districts which have been longest occupied, this invaluable grass has been in many places destroyed—eaten out by overstocking. Where this has taken place it has been generally superseded by the sage bush, which although a tolerably good food, does not compare with the grass. Bunch grass is not found much to the north of latitude 53° C, where it yields to red top, blue joint and other natural grasses. There are, however, excellent facilities for stock-raising even so far north, for these grasses make good fodder, and grow to a height which makes it profitable to cut them for winter feed.

Stock-raising is pre-eminently the farming of the rich man. It cannot be engaged in successfully without considerable capital, and though the profits are large the risks are usually greater than those undertaken by the small farmer. Yet in none of its forms can farming be regarded as a risky occupation in this province. There are, of course, the vicissitudes of the seasons to expect, as elsewhere, but it is questionable whether any other country could be pointed out having greater immunity from the terrors of the farmer—drought, storm, and destructive pests.

#### Stock Raising Districts.

Ashcroft.	Lower Nicola.
Alkali Lake.	Lac La Hache.
Big Bar Creek.	Lund.
Burrard Inlet.	Mission.
Blue Springs.	Nicola Lake.
Brownsville.	McPhersons.
Chilliwack.	Otter Point.
Coutlee.	Okanagan.
Clover Valley.	Penticton.
Clinton.	Pender Island.
Chilcote.	Parksville.
Cedar.	Plumper Pass.
Dog Creek.	Rockford.
Duck & Pringle.	Savonas
East Sooke.	Salmon Arm.
French Creek.	Shopland.
Fairmount Springs.	Sumas.
Graude Prairie.	St. Elmo.
Golden.	Surrey Centre.
Genoa.	Sal Spring Island.
Galena.	St. Eugene Mission.
Hornby Island.	Tappen Siding.
Hatezie.	Turgoose.
Huntingdon.	Vernon.
Kamloops.	Westholme.
Kettle River.	Young.

#### Dairying Districts.

Dairying is a special feature of the following districts:

Blue Springs.	Port Hammond.
Beaver Creek.	Port Haney.
Chilliwack.	Riverside.
Cloverdale.	Robson.
Clayton.	Shopland.
Hatezie.	Steveston.
Ladner's Landing.	Sandwick.
Lulu Island.	Salmon Arm.
Lac La Hache.	Sumas.
North Bend.	St. Elmo.
McPhersons.	Surrey Centre.
Okanagan.	

#### Fruit Growing.

Not only is the richness of the soil of British Columbia an important factor in its admirable adaptability for fruit culture, but its greatest advantage lies in the humidity of the atmosphere and the mildness of the climate, modified and tempered as it is by the Japan currents, so that even on the seemingly poorest and lightest soil fruits grow and yield the most magnificent returns.

Here, where the land is directly affected by the sea breezes, where the atmosphere is humid and the climate genial, grapes can be raised in great abundance, such early and hardy varieties as the Warden, Moore, Concord, Brighton, Del-

aware and Niagara being especially recommended. Peaches, prunes, apricots, filberts and, in fact, any fruit grown in the temperate zones attain here their very highest perfection, and some of the finest specimens exhibited at eastern fairs have been the production of this section of Canada.

**Fruit of British Columbia.**

Apples.	Grapes.	Peaches.
Apricots.	Nectarines.	Pears.
Cherries.	Plumbs.	Prunes.
Gooseberries	Red Currants	Black Caps
Strawberries	White "	Cherries
Blue Berries	Black "	Quince
Raspberries	Crab Apples	Prunes

Hops yield from 1200 to 2000 lbs. per acre, and are of the finest quality.

**Fruit Growing Districts.**

This industry is largely on the increase, the soil and climata being specially adapted in many parts of the Province to fruit growing. Fruit growing is now carried on successfully in the following districts:

Alberni.	Mount Pleasant.
Agassiz.	North Bend.
Ashcroft Station.	Nicola Lake.
Big Bar Creek.	Northfield.
Blue Springs.	Otter Point.
Beaver Creek.	Okanagan.
Chillivhach.	Penny's station, C.P.R.
Clayton.	Port Haney.
Cedar.	Port Moody.
CACHE Creek.	Penticton.
Cariboo.	Port Hammond.
Cowichan.	Port Kells.
Delta.	Riverside.
Duck & Pringle.	Robson.
Elgin.	Somenos.
Empire Valley.	St. Mary's Mission.
East Sooke.	Saanich.
Golden.	Spallmacheen.
Genoa.	Shopland.
Hornby Island.	Steveston.
Hatzic.	Salmon Arm.
Howe Sound.	Sumas.
Huntingdon.	Sicamous.
Hope.	St. Elmo.
Heal.	Surrey Centre.
Johnson's Landing.	Shortreed.
Kamloops	Salt Spring Island.
Ladner's Landing.	Tranquille.
Lower Nicola.	Turgoose.
Loch Enoch.	Victoria.
Lillooet.	Vernon.
Lund.	Westholme.
Matsqui.	Young.
Mission City.	Yale.

**B. C. HORTICULTURAL SOCIETY & FRUIT GROWERS ASSOCIATION.**

Vancouver.—President, W. J. Harris. 1st Vice-President, T. Cunningham. 2nd Vice-President, N. Butchart. Secretary-Treasurer, A. H. B. Macgowan.

**AGRICULTURAL ASSOCIATIONS.**

B. C. Agricultural Association, Victoria.—President, W. H. Ellis. Treasurer, G. A. McTavish. Secretary, W. H. Bambridge.

Vancouver Association.—President, W. T. Salsbury. Vice-President, H. F. Ceperley. Secretary, A. H. B. Magown.

Chillivhach Association.—President, G. W. Gillanders. Treasurer, S. Willard. Secretary, G. W. Chadsey.

**Land Regulations.**

Any person, being the head of a family, a widow or single man over 18 years of age, being a British subject, or alien purposing to become a British subject, can pre-empt 160 acres at \$1.00 per acre; but no Crown grant can issue until the pre-emptor or his family shall have bona-fide occupied the pre-emption not less than two years; and further, in the case of an alien, until he has become a British subject. Two months leave of absence under the Land Act, and an additional four months for sufficient cause, when applied for to the Chief Commissioner, can be had in each year till Crown grant is obtained. A certificate of improvement, showing that the claim has been improved to the extent of \$2.50 per acre, is necessary before Crown grant can be issued.

Timber and hay lands can be leased from the government, the former for not more than twenty-one and the latter for not more than five years. Timber lands pay a yearly rental of ten cents per acre, and a royalty of 50 cents per 1,000 feet on all logs cut. Leases of land for other purposes may also be granted by the Lieutenant-Governor-in-Council.

**British Columbia Timber.**

## P R I N C I P A L T R E E S .

Alder.	Hemlock.
Arbutus.	Maple.
Birch.	Oak.
Cedar.	Pine, White.
Crab Apple.	Spruce.
Cypress, Yellow.	White Thorn.
Fir, Red.	Yew.

## Q U A L I T I E S O F A F E W V A R I E T I E S .

**Douglas Spruce.**—Good for lumber, planks, framing, bridging, ties, masts and spars.

**Western Hemlock.**—Of great height, makes good lumber, bark for tanning.

**Englemann Spruce.**—Tall, straight, good wood and durable.

**Menzies Spruce.**—A very large tree, wood white, and used for general purposes.

**Balsam Spruce.**—Building, etc.

**White and Red Pine.**—Also used for building and general purposes.

**Black Pine.**—Only for rough work.

**Western Cedar.**—Valuable for shingles. Is very durable.

**Yellow Cedar.**—Fine grained, used in boat building, etc.

**Western Larch (Tamarac).**—A large tree—strong durable wood.

## T I M B E R L I C E N S E S .

Unlicensed persons, except for farm or mining purposes, etc., are not permitted to cut trees on Crown lands. A timber license may be granted for 1000 acres for four years on payment of \$10 annually, and 15 cents for each tree (except hemlock) felled, payable half-yearly. No person can hold more than one license at the same time, and it is not transferable. Mill-owners cannot saw logs taken from Crown lands (in which are included lands leased at less than 10 cents an acre) until the timber dues of 20 cents per thousand feet, board measure, are paid.

Any person desirous of obtaining a special timber license, shall comply with the following provisions:—

(a.) He shall first stake out the land sought to be included in such special license in the manner prescribed by the law relating to the purchase of land from the Crown:

(b.) He shall, after making the application for the special license, publish for a period of thirty days in the British Columbia Gazette, and in any newspaper circulating in the district in which the lands lie, notice of his application for such license, and shall in such notice give the best description of the land applied for, specifying metes and bounds and such further particulars, if any, as may be required by the Chief Commissioner.

A special timber license is not granted for a larger area than 1,000 acres of land, or for a longer period than one year. The license is not transferable, and may be surrendered at any time. No person is entitled to more than one special license at the same time. The licensee is required to pay to the Chief Commissioner, for the use of Her Majesty, the sum of \$50.00 for said license; payment to be made upon the granting of the license.

Leases of surveyed unpre-empted Crown timber lands may be obtained for a period not to exceed 21 years, to any person, persons, or corporation duly authorized in that behalf, for the purpose of cutting spars, timber, or lumber, and actually engaged in those pursuits, who have tendered the highest cash bonus, subject to the payment of an annual rental of 10 cents per acre, and of a royalty of 50 cents per thousand feet on the scaled measurement of the logs cut on the leased premises. The lease shall contain provisions binding the lessee to erect in such part of the Province, as may be approved by the Chief Commissioner of Lands and Works, a lumber mill appurtenant to the limit, and capable of cutting not less than one thousand feet of lumber in inch boards per day of twelve hours for each and every four hundred acres of land included in such lease; and any such lease is subject to any general stipulations which the Lieutenant-Governor-in-Council may see fit to impose. Any tender which may be made by any person who is not the owner of the properly equipped saw mill in some part of the Province appurtenant to the limit desired, will not be considered unless accompanied by a certified cheque equal to 10 cents per acre for each and every acre contained in the limit tendered for, as a guarantee for the erection of a suitable mill within two years.

**The Climate.**

The climate of the Pacific Province is spoken of by all who visit this coast as one of its great attractions; it can hardly fail to please since there are several climates to choose from. The person who cannot stand cold weather and shudders at the sight of ice, can find ample space for enterprise or temptation to idleness in a land that might have suggested "The Lotos Eaters." On reaching Vancouver Island or the coast line of the mainland, like them, he need "no longer roam," for there he will find a climate such as he desires.

"What strikes an Englishman most about the climate is its serenity, the ab-

sence of the biting east winds, and the less need than in England of an umbrella during the spring, summer, and the prolonged autumn. He notices, also, with surprise and pleasure, that rainy weather here does not tend to depress the spirits as it does in England. The invigorating quality of the climate remains throughout the year.

"The cool nights in Vancouver Island, and in all parts of the Province, freshens the heat-worn, denizens of California and the Atlantic States. Such visitors linger before leaving the Province, and long to return."

**INDUSTRIES OF BRITISH COLUMBIA.**

Agassiz.—Saw and shingle mill.  
 Alberni.—Paper mill and saw mill.  
 Ashcroft.—Flour mill, carriage works.  
 Alert Bay.—Saw mill.  
 Beaver.—Two saw mills.  
 Big Bar Creek.—Two flour mills, one saw mill.  
 Burrard Inlet.—Saw mill, sash and door factory and shingle mill.  
 Balfour.—Three saw mills and one smelter.  
 Blue Springs.—Saw mill.  
 Beaver Point.—Two saw mills.  
 Beaver Creek.—Saw mill.  
 Chemainus.—Saw mill.  
 Chilliwhack.—Three saw mills, carriage works, flour mill, brick yard, fruit cannery and cheese factory.  
 Cottle.—Two flour mills, two small saw mills.  
 Clover Valley.—Logging.  
 Chilcote.—Saw mill and two flour mills.  
 Cobble Hill.—Lime kilns.  
 Duncans.—Carriage works, saw mill and pump factory.  
 Dog Creek.—Saw and flour mill.  
 Esquimalt.—Dry dock and ship repairing.  
 Empire Valley.—Saw and flour mill.  
 Enderly.—Flour mill.

French Creek.—Making dog fish oil.  
 Fairmount Springs.—Saw mill.  
 Fort Simpson.—Saw mills.  
 Goldstream.—Saw mill.  
 Golden.—Two saw mill and smelter.  
 Gnoa.—Saw mill.  
 Hornby Island.—Saw and shingle mill.  
 Huntingdon.—Saw and planing mill.  
 Kamloops.—Carriage works, saw mill, tannery and soda water works.  
 Kettle River.—Flour mill.  
 Ladner's Landing.—Oil factory and saw mill.  
 Lower Nicola.—Flour and saw mill.  
 Lillooet.—Flour and saw mill.  
 Mission City.—Sash and door factory.  
 Mount Pleasant.—Lager beer brewery, nail and bolt factory and tannery, soda water factory.  
 New Westminster.—6 boat builders, 1 book bindery, 1 box factory, 2 iron works, 1 brick yard, 5 carriage works, 1 cigar factory, 3 cornice works, 3 foundries and machine shops, 2 furniture factories, 1 galvanized sheet iron works, 1 marble works, 3 lumber mills, 3 shingle mills, 1 woolen mill, 2 planing mills, 2 sash and door factories, 1 soda water factory, 1 tannery.

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Rates: \$1 to \$1.50 per day, according to room.

Hot and cold water baths. Bar and Billiard room attached. Bass' xxxx 8 year old Ale on Draught.

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Real Estate and General Auctioneer,

Appraiser and Notary Public.

Lessee of the Market and City Weigh Scales, Sales conducted in the City or District, Real Estate and Cattle Sales a Specialty. Advances made on all kinds of Goods, regular Fruit and Produce Sales, on Fridays, the Market day appointed by the City, also General Auction Sale same day. a Register of Farm Lands for Sale in the Province kept.

P. O. BOX 392.

Westminster Avenue, VANCOUVER. B. C.

W. J. ORR. P. O. Box 67. ED. RENDELL.

**Orr & Rendell,**

BOOT AND SHOE EMPORIUM

Commercial St., Nanaimo.

Repairing neatly and promptly executed.

W. VanHouten.

A. E. Randle

**VanHouten & Randle,**

HARDWARE MERCHANTS,

Stoves, Tinware, Paints, Oils,  
Varnishes, Etc.

Tel. 3-2.

Commercial St., Nanaimo.

**N a n a i m o.**--2 boat builders, 1 boot and shoe factory, 1 brick yard, 1 candy factory, 2 carriage works, 1 cigar factory, 3 coal mines, 2 foundries and machine shops, 1 iron works, 1 marble works, 1 Lumber mill, 1 shingle mill, 1 pottery, 1 sash and door factory, 1 soap factory, 2 soda water factories, 1 tannery, 2 breweries.

**Nicola Lake.**--Roller flour mills, shingle, planing and saw mills.

**Northfield.**--Powder and dynamite factory.

**New Denver.**--Two saw mills.

**Pilot Bay.**--Extensive smelter works, 1 brick yard.

**Port Haney.**--Large brick yards.

**Rivers Inlet.**--Saw mill.

**Riverside.**--Sash, door and blind factory.

**Revelstoke.**--Lumber mills, smelter, and 1 brewery.

**Rockford.**--Saw mill.

**Silverdale.**--Saw and planing mill.

**Sandwick.**--Saw and planing mill.

**Sidney.**--Saw mill.

**Sumas.**--Saw mill.

**Sooke.**--Saw mill.

**Shortreed.**--Saw mill.

**St. Eugene Mission.**--Saw and flour mill.

**Tappen Siding.**--Saw mill.

**Vernon.**--Brewery, brick yard, saw mill, jam and fruit canning factory.

**Victoria.**--Coffee and spice mills, 15 boat builders, boot and shoe factory, 2 box factories, brass foundry, 5 breweries, 5 brick yards, brush factory, 5 candy factories, 11 carriage factories, 8 cigar factories, 2 clothing manufactories, 1 cooperage, 2 cornice factories, 2 engine and boiler works, 4 foundries and machine shops, 2 furniture factories, 1 jam factory, 4 marble works, 9 lumber mills, 2 flour mills, 1 shingle mill, 1 planing mill, 1 pottery, 1 powder factory, 6 printing offices, 2 sail lofts, 5 sash and door factories, 2 soap factories, 3 soda water factories, 1 tannery, 1 vinegar factory, 2 book binderies, 1 fruit cannery, 1 match factory.

**Vancouver.**--5 boat builders, 2 boiler works, 2 book binderies, 3 breweries, 2 brick yards, 2 candy factories, 4 car-

riage factories, 1 cigar factory, 1 clothing manufactory, 1 cornice factory, 3 foundries and machine shops, 1 fruit cannery, 2 furniture factories, 2 iron works, 1 marble works, 11 lumber mills, 4 shingle mills, 1 sail loft, 6 sash and door factories, 3 soap factories, 1 soda water factory, 1 sugar refinery.

**Wellington.**--Coal mines, saw mill.

**Young.**--Saw mill.

**The Fish of British Columbia.**

FOOD FISH.

- |  |                               |
|--|-------------------------------|
| 1 Halibut,   | } commonly called<br>Rock Cod |
| 2 Red Bass (2 kinds),                                    |                               |
| 3 Black Bass,  |                               |
| 4 Cod,   |                               |
| 5 Cod (2 kinds),   |                               |
| 6 Cod--kelp Trout,                                       |                               |
| 7 Black Cod,   |                               |
| 8 Whiting,   |                               |
| 9 Tom Cod,   |                               |
| 10 Hake,   |                               |
| 11 Flounders (3 kinds),                                  |                               |
| 12 Herring,  |                               |
| 13 Oolachan,   |                               |
| 14 Smelts (2 kinds),                                     |                               |
| 15 Anchovy,  |                               |
| 16 Capelin,  |                               |
| 17 Shad,   |                               |
| 18 Skate (2 kinds),                                      |                               |
| 19 Salmon (5 kinds),                                     |                               |
| 20 Trout (2 kinds),                                      |                               |
| 21 Sturgeon,   |                               |
| 22 Prawns,   |                               |
| 23 Crabs (2 species),                                    |                               |
| 24 Lobsters (small burrowing kind of no economic value), |                               |
| 25 Clam (3 kinds),                                       |                               |
| 26 Cockle,   |                               |
| 27 Whelk (3 kinds),                                      |                               |
| 28 Oysters (3 kinds),                                    |                               |
| 29 Mussels.  |                               |

OIL-PRODUCING FISH.

- 1 Dog-fish,
- 2 Tope Shark,
- 3 Rabbit-fish,
- 4 Basking Shark,
- 5 Whale (2 kinds),
- 6 porpoise,
- 7 Seal (2 kinds),
- 8 Sea Lion,
- 9 Sea Otter,
- 10 Lutra Canadensis, or Land Otter.

SALMON PACK.		NAAS RIVER.	
YEAR.	CASES.		
1876.....	9,847	Federation Brand Salmon Canning Co., Limited..... R. Draney.	
1877.....	67,387	Victoria Packing Co. . . . Findlay, D. & B.	
1878.....	113,601	Wannuck Packing Co. . . R. P. Rithet & Co.	
1879.....	61,093	Rivers Inlet Canning Co. . Findlay, D. & B.	
1880.....	61,849	Alert Bay Canning Co. .... T. Earle	
1881.....	177,276	Price's Preserving and Canning Co., Gardner's Inlet.	
1882.....	255,061	<b>SALMON PACK, 1892.</b>	
1883.....	196,292	<b>Pack by Canneries.</b>	
1884.....	141,242	FRASER RIVER. Cases.	
1885.....	108,517	Ewen & Co. .... 7,800	
1886.....	161,264	Bon Accord Fishery Co. .... 7,960	
1887.....	204,083	Anglo-British Columbia Pkg Co. . 31,917	
1888.....	184,040	British Columbia Canning Co. . . 1,758	
1889.....	414,294	Victoria Canning Co. .... 14,313	
1890.....	409,464	Richmond Canning Co. .... 3,483	
1891.....	314,893	Beaver Canning Co. .... 9,039	
1892.....	228,470	Terra Nova Canning Co. .... 3,945	
<b>British Columbia Canneries and Canning Companies.</b>		SKEENA RIVER.	
FRASER RIVER. Agents.		British Columbia Canning Co. . . 11,680	
B.C. Packing Co. . Bell-Irving & Patterson		Inverness Canning Co. .... 11,181	
Bon Accord Fishing Co. . . R. Ward & Co.		Balmoral Canning Co. .... 11,255	
Bon Accord Fishing Co. No. 2		Victoria Canning Co. .... 10,766	
Ewen & Co. .... "		Skeena Packing Co. .... 11,073	
Laidlaw & Co. .... R. P. Rithet & Co.		Anglo-British Columbia Can'g Co. 22,500	
Delta Canning Co. .... "		Royal Canadian Packing Co. .... 11,325	
Harlock Packing Co. .... "		ALERT BAY.	
English Canning Co. .... "		Alert Bay Canning Co. .... 3,598	
..... Bell-Irving & Patterson		NAAS RIVER.	
Canadian Pacific Pkg Co. . R. Ward & Co.		A. J. McLellan ..... 11,000	
Hunt & Costello. .... Dalby & Claxton		British Columbia Canning Co. . . 7,022	
Wilson & Co. .... Turner, Beeton & Co.		Victoria Canning Co. .... 7,412	
Short & Co.		RIVERS INLET.	
Lulu Island Canning Co.		British Columbia Canning Co. . . 10,248	
Terra Nova Canning Co.		Wannuck Packing Co. .... 4,878	
Beaver Canning Co. .... J. H. Todd & Son		LOWE INLET.	
Phoenix Pkg Co. . Bell-Irving & Patterson		Lowe Inlet Packing Co. .... 8,161	
C. G. Hobson & Co. .... "		GARDNER'S INLET.	
Canoe Pass Canning Co. ....		Price's Packing Co. .... 6,156	
..... A.B.C. Pkg Co., Vancouver		Total pack 1892. .... 228,470	
Duncan Batchelor & Co.		" " 1891. .... 314,893	
Wellington Pkg Co. . . . R. P. Rithet & Co.		" " 1890. .... 409,464	
British Am. Pkg Co. .... Bell-Irving & P.		<b>Pack by Districts.</b>	
Dawson & Buttermeir. . Brunswick Can.		1892 1891 1890	
SKEENA RIVER.		Fraser River... 80,215 178,954 241,839	
British Am. Pkg Co. .... Bell-Irving & P.		Skeena River.. 89,780 78,135 90,995	
R. Cunningham. .... R. P. Rithet & Co.		Naas River.... 25,434 10,323 23,906	
North Pacific Pkg Co. . . Dalby & Claxton		Rivers Inlet... 15,126 34,924 32,961	
Standard Pkg Co. .... R. P. Rithet & Co.		Lowe Inlet.... 8,161 8,031 6,037	
Balmoral Can'g Co. . Turner, Beeton & Co.		Gardner's Inlet 6,156 3,676 3,719	
Royal Canadian. .... Dalby & Claxton		Bute Inlet.... .. 2,627	
Richmond Pkg Co. .... J. H. Todd & Son		Alert Bay..... 3,598 650 7,280	
B.C. Fishing Co. ....		Total ... 228,470 314,893 409,464	
..... Findlay, Durham & Brodie			
Inverness Can'g Co. . Turner, Beeton & Co.			

# JOHN LECKIE

—IMPORTER OF—

Fishing Supplies. Cotton Ducks. Twines. Oiled Clothing.  
Ropes. Blocks. Flags. Bunting, Etc.

A Full Stock Always on Hand.

**531 Granville St., VANCOUVER, B. C.**

AGENT—For W. and J. Knox's Celebrated double Knot and Cured Salmon Nets, Twine, Etc.

For the Finest and Best Footwear in the  
City, go to

**Mills & Bethune,**

20 Cordova Street, VANCOUVER, B. C.

TELEPHONE 408.

○—THOMAS VEITCH,—○

519 Homer St., Vancouver.

All kinds of Teaming done. Heavy Work  
a Specialty.

Heavy Draught Horses for Sale.

**D. J. McLEAN & CO.,**

DEALER IN

Clothing, Hats, Caps and Gents'  
Furnishings.

18 Cordova Street,

VANCOUVER

## DEPOT HOTEL,

Opposite C. P. R. Depot.

Columbia St., NEW WESTMINSTER, B. C.

*First-Class Accommodation. Charges Moderate.*

**P. O. BILODEAU, PROPRIETOR.**

52 Rooms—lighted by gas and electricity  
All modern conveniences.

Rates from \$1 upwards, according to room  
P. O. Box 127.

## The Japanese Bazaar !

Great Variety of Porcelains,  
Curios, Ivory, Sandal Wood, Silks,  
Dressing Gowns, Etc.

**TEAS, RICE, MATCHES,  
CIGARS.**

**T. S. FUTCHER,**

41 Fort Street, Victoria, B. C.

## J. S. Stannard & Co.

CRESCENT STORE,

Importers & Dealers in

**Staple & Fancy Dry Goods**

Millinery, Mantles and Gents'  
Furnishings,

NANAIMO,

B. C.

**Salmon Shipments in Detail.**

England—	1892	1891	1890
London.....	61,864	122,850	} 293,393
Liverpool.....	101,447	97,911	
Canada.....	59,350	60,950	
Australia.....	1,498	23,534	29,162
United States..	.....	350	50
Orient.....	.....	350	.....
Local Sales and Stocks on hand	4,311	8,948	8,293
Total....	228,470	314,893	409,464

**Salmon Fleet, Season 1892.**

Sailed		
Martha Fisher..	Oct. 18....	34,002
Glengarry.....	Nov. 3....	37,352
Chili.....	Dec. 15....	30,093
Liverpool direct.....		101,447
The Frederick..	Dec. 18....	32,403
River Ganges..	Dec. 19....	29,461
London direct.....		61,864
Total shipments per sailing vessels.....		163,311

**Seal Hunting.**

Sealing Fleet of 1891.—49 vessels—  
tonnage 3,342 tons, 16 canoes, 384 boats,  
696 whites, 356 Indians.

**CATCH.**

Lower Coast.....	4,127	Skins
Upper Coast.....	17,443	"
Behring Sea.....	28,847	"
Indian canoes.....	1,549	"
Catch off Kurile Islands....	599	"
	52,365	

Sealing Fleet of 1892:—Victoria—64  
vessels, tonnage 4,465 tons, 244 canoes,  
275 boats, 957 whites, 488 Indians.

Sealing Fleet of 1892:—Vancouver—6  
vessels, tonnage 274 tons, crews 111 men.

**Education in British Columbia.****STATISTICS FOR 1892.**

Total number of pupils enrolled..	10,773
Average daily attendance.....	6,227
Total number of teachers employed	228
Number of schools in operation...	149

**CLASSIFICATION.**

High Schools.....	4
Graded Schools.....	14
Ward Schools.....	7
Rural Schools.....	124

149

Expenditure for the year—	
Teachers' Salaries.....	\$148,377 22
Incidental Expenses—	
Rural Schools.....	5,205 76
Education Office.....	7,044 82

\$160,627 80

An average of \$25.79 for each pupil based  
on average daily attendance.

Statement of total expenditure for  
Education during 1892.

School Houses.....	\$ 43,497 20
Furniture, repairs, &c., rural districts.....	3,695 38

Educational proper  
as above.....\$160,627 80

Less refund from  
city districts.... 34,441 85 126,185 95

\$173,378 53

**COMPARATIVE STATEMENT.**

	1872.	1882.	1892.
Number of schools	14	48	149
Pupils enrolled...	412	2,653	10,773
Teachers employed	16	62	228
Expenditure—1872,	\$11,575.12;	1882,	
	\$49,268.63;	1892,	\$160,627.80.
Average per pupil—1872,	\$57.20;	1882,	
	\$36.26;	1892,	25.79.

**TRADE AND SHIPPING.**

The report of the British Columbia  
Board of Trade for 1892 says:—"The  
short pack of salmon, followed by excep-  
tionally low prices; the peremptory  
closing of sealing in Behring Sea in the  
middle of the hunting season of 1891;  
the collapse of the South American  
lumber markets, and the slackness of  
the California coal trade, have all com-  
bined to injuriously affect the trade of  
the year under review. However, not-  
withstanding such adverse conditions it  
is satisfactory to find that the Customs  
returns for the Province exceed those of  
the previous year, which were the most  
favorable on record."

Reference to the export and import  
returns will show the steady and satis-  
factory growth of trade in the Province.

PAGE

MISSING

PAGE

MISSING

Cloverdale.—I.O.O.F., A.O.U.W., I.O.G.T.  
 Cedar.—Agricultural Society.  
 Duncans.—I.O.O.F.  
 Esquimalt.—Blue Ribbon Club.  
 Hatizic.—Masonic, I.O.G.T., I.O.O.F.  
 Heal.—Canadian Order of Odd-Fellows.  
 Kamloops.—Masonic, Odd-Fellows, Foresters.  
 Ladner's Landing.—Odd-Fellows, United Workmen, Orangemen.  
 Mission City.—Masonic, I.O.G.T., Foresters.  
 Mount Pleasant.—Odd-Fellows, Foresters, K. of P., United Workmen.  
 Nanaimo.—Masonic, Templars of Temperance, I.O.G.T., K. of P., A.O.F., I.O.O.F., U.A.O.D., Sons of England, Miners' Protective Association, United Workmen, Knights of Labor, C.O.O.F., American Legion of Honor.  
 New Westminster.—I.O.O.F., C.O.O.F., I.O.R., Royal Templars, Foresters, K. of P., C.O.F., Masonic.  
 Nakusp.—Masonic.  
 Northfield.—I.O.G.T., K. of P., M. & M.L., K. of L., C.O.O.F. M.U., A.O. of Druids.  
 Port Haney.—Masonic, Odd-Fellows, Temperance Society.  
 Parksville.—Band of Hope.  
 Port Kells.—I.O.G.T.  
 Revelstoke.—Masonic, I.O.G.T.  
 Steveston.—Odd-Fellows, Good Templars.  
 Sandwich.—K. of P., United Workmen, Good Templars.  
 Sumas.—I.O.G.T.  
 Surrey Centre.—Odd-Fellows, Orangemen, Good Templars.  
 Shortreed.—I.O.G.T., C.O.O.F.  
 Terra Rosa.—Good Templars, W. C.T.U.  
 Turgoose.—North and South Saanich Agricultural Society, L.O.L.  
 Vancouver.—Orangemen, K. of P., I.O.O.F., Masonic.  
 Victoria.—B. C. Pioneer Society, St. Georges, Sons of Erin, C.O.O.F., C.O.F., Foresters, Canadian Order of Odd-Fellows, K. of P., Masonic, I.O.G.T., Orangemen, St. Andrews, A.O.U.W., I.O.O.F., Y.M.C.A.

Vernon.—I.O.O.F., A.O.U.W., I.O.G.T.  
 Wellington.—I.O.O.F., I.O.G.T., A.O.F.  
 Young.—Orangemen, Agricultural Society.  
 Secretaries of Societies will please notify us of any omissions in above.

**The Indians of British Columbia.**

POPULATION BY AGENCIES.

Cowichan	Agency	2048
West Coast	do	2864
Kwawkweth	do	1732
Dower Fraser	do	4338
Williams Lake	do	1803
Kamloops	do	2401
Okanagon	do	878
Kootenay	do	696
N. W. Coast	do	4001
Babine and Upper Skeena River	Agency	2645
Total		23406

COMPARATIVE STATEMENT OF INDIAN INDUSTRIES.

	Value of Indians. Industries.
British Columbia	\$684,995
Manitoba & N.W.T.	240,233
Ontario	176,783
Quebec	166,507
New Brunswick	23,210
Nova Scotia	31,717
P. E. Island	6,400

AVERAGE OF ABOVE PER INDIAN.

British Columbia	\$ 29 27
Manitoba and N. W. Territories	9 90
Ontario	109 50
Quebec	25 08
New Brunswick	15 16
Nova Scotia	15 28
P. E. Island	20 38

It will thus be seen that the value of the industries appertaining to the Indians of British Columbia exceeds that of all the other provinces and territories of the Dominion combined, and the average per Indian is next to Ontario the largest.

The Indian schools of British Columbia by the last returns to hand have 685 pupils attending them.

## INDIAN AGENCIES.

A. W. Vowell, Superintendent, Victoria.  
 P. O'Reilly, Indian Reserve Commissioner, Victoria.  
 H. Moffatt, Superintendent's assistant, Victoria.  
 W. H. Lomas, Agent, Cowichan.  
 H. Guillod, Agent, West Coast.  
 R. P. Pidcock, Agent, Kwawkwalth.  
 P. McTiernan, Agent, Fraser.  
 J. W. MacKay, Agent, Kamloops.  
 M. Phillips, Agent, Kootenay.  
 C. Todd, Agent, North West Coast.  
 W. L. Meason, Agent, Williams Lake.  
 R. E. Loring, Agent, Babine.

## INDUSTRIAL INDIAN SCHOOLS.

Metlakatla—Principal, J. R. Scott.  
 Kamloops—Principal, M. Hagan.  
 Kuper Island—Principal, Rev. G. Donckele.

**Newspapers and Periodicals Published in British Columbia.**

**VICTORIA.**—Colonist (morning), daily and weekly. Times (evening), daily and weekly. Commercial Journal, weekly. Monthly Recorder, monthly.  
**VANCOUVER.**—News Advertiser (morning), daily and weekly. World (evening), daily and weekly. The Institute, monthly. Home Cheer, monthly. B. C. Commerce and Maritime Review, semi-annually. The Monitor, weekly. The People's Journal, weekly.  
**NEW WESTMINSTER.**—British Columbian, daily and weekly. Churchman's Gazette, monthly.  
**NANAIMO.**—Free Press, daily & semi-weekly. St. Alban's Church Monthly, monthly.  
**KAMLOOPS.**—Inland Sentinel, weekly.  
**REVELSTOKE.**—Kootenay Star, weekly.  
**VERNON.**—Vernon News, weekly.  
**STEVESTON.**—Steveston Enterprise, weekly.  
**NELSON.**—Nelson Miner, weekly.  
**GOLDEN.**—Golden Era, weekly.

**MILITARY GUIDE.**

Victoria is Headquarters of Military District No. 11, Province of British Columbia.

Deputy-Adjutant General, Lieutenant Colonel J. G. Holmes, R. C. A. District Paymaster and Superintendent of Stores, Capt. A. W. Jones; Foreman of Stores, Chas. Ireland.

## PERMANENT CORPS.

C Battery, Regiment Canadian Artillery—Stationed at Artillery Barracks, Work Point. Commander, Lieut.-Col. J. G. Holmes; Major, James Peters; Lieutenants, Benson, T. Bvt. Captain; G. Ogilvie Bvt. Captain; Surgeon, J. A. Duncan, M. D.; Quartermaster, E. Palmer, Hon. Captain.

## LOCAL CORPS.

B. C. Brigade of Garrison Artillery—Lieut.-Col., E. G. Prior, M. P. A. D. C., commanding. Major, John Nicholles, Adjutant; Capt. P. E. Irving; Surgeon, E. Haseell; Paymaster, W. Shears, Hon. Captain; Quartermaster, W. H. Dorman, Hon. Captain.  
 No. 2 Battery—Captain, vacant; Lieutenant, A. G. Sargison, commanding; Second Lieutenant, Ross Munroe  
 No. 3 Battery—Captain, W. Quinlan; Lieutenant, B. Williams; Second Lieutenant, vacant.  
 No. 4 Battery—Captain, W. B. Smallfield; Lieut., C. S. A. Pearce; Second Lieutenant, vacant.  
 All the above are stationed at Victoria.

## AT NEW WESTMINSTER

No. 1 Battery is stationed—Captain, T. O. Townley; Lieutenant, E. H. Port; Second Lieutenant, vacant. And at Nanaimo there is an infantry company lately organized.

**CHURCHES.**

**CHURCH OF ENGLAND.**—Alert Bay, Cariboo, Cedar, Chemainus, Chilliwack, Comox, Cowichan, Esquimalt, Kamloops, Metchosin, Nanaimo, New Westminster, Northfield, Saanich, Salt Spring Island, Sooke, Trenant, Vancouver, Victoria, Wellington, Yale.

**METHODIST.**—Agassiz, Aldergrove, Ainsworth, Bella Bella, Bella Coola, Cheam, Chilliwack, Delta, Donald, Howe Sound, Langley, Maple Ridge, Maple Bay, Mission City, Naas, Nanaimo, New Westminster, Northfield, Nicola, Nelson, Port Essington, Port Simpson, Queen Charlotte Island, Revelstoke, Richmond, Salt Spring Island, Saanich, Salmon Arm, Similkameen, Sumas, Surrey, Union, Upper Skeena, Vancouver, Victoria, Wellington.

**PRESBYTERIAN.**—Alberni, Chilliwack, Comox, Kamloops, Kaslo, Ladner's Landing, Langley, Nanaimo, Nelson, New Westminster, Nicola Lake, Northfield, Revelstoke, Spallumcheen, Spence's Bridge, Sooke, Surrey, Vancouver, Vernon, Victoria, Warnock, Wellington.

**BAPTIST.**—Nanaimo, New Westminster, Vancouver, Victoria.

**REFORMED EPISCOPAL.**—Abergeldie, New Westminster, Victoria.

ROMAN CATHOLIC—Alberni, Clayoquot, Comox, Cowichan, Hesquiat, Kuper Island, Kamloops, Kyuquot, Kootenay, Nanaimo, New Westmister, Okanagan, Matsqui, Stuart's Lake, Vancouver, Victoria, Williams Lake.

JEWISH—Victoria.

### PROVINCIAL GOVERNMENT OF BRITISH COLUMBIA.

Lieutenant-Governor: The Honorable Edgar Dewdney.

Private Secretary: E. A. Jacob.

#### EXECUTIVE COUNCIL.

The Hon. the Attorney-General: Theodore Davie, Q. C.

The Hon. the Minister of Finance and Agriculture: J. H. Turner.

The Hon. the Chief Commissioner of Lands and Works: F. G. Vernon.

The Hon. the Provincial Secretary and Minister of Mines: J. Baker.

The Hon. the President of the Executive Council: C. E. Pooley, Q. C.

Clerk of the Executive Council: Theodore Davie, Q. C.

#### THE LEGISLATIVE ASSEMBLY.

Anderson, G W, Lake District, Victoria.  
Baker, Hon J Cranbrook, Kootenay, East Kootenay.

Beaven, Hon R, Victoria, Victoria City.

Booth, J P, Salt Spring Island, The Islands.

Brown, J C, New Westminster, New Westminster City.

Cotton, F C, Vancouver, Vancouver.

Croft, Henry, Victoria, Cowichan.

Davie, Hon T, Victoria, Cowichan.

Eberts, D McE, Victoria, Victoria.

Fletcher, T, Alberni, Alberni.

Foster, T C, New Westminster, Nanaimo.

Grant, John, Victoria, Victoria City.

Hall, R H, Fort Simpson, Cassiar.

Higgins, Hon D W, Victoria, Esquimalt.

Horne, J W, Vancouver, Vancouver.

Hunter, Joseph, Victoria, Comox.

Keith, Thomas, Nanaimo, Nanaimo City.

Kellie, J M, Revelstoke, West Kootenay.

Kitchen, T E, Chilliwack, Westminister.

Martin, G B, South Thompson River, Yale.

Milne, G L, Victoria, Victoria City.

McKenzie, C C, Nanaimo, Nanaimo.

Nason, I B, Barkerville, Cariboo.

Pooley, Hon C E, Victoria, Esquimalt.

Punch, J, Brownsville, Westminister.

Rogers, S A, Barkerville, Cariboo.

Semlin, C A, Cache Creek, Yale.

Smith, A, Wellington, Lillooet.

Stoddart, D A, Clinton, Lillooet.

Sword, C B, Matsqui, Westminister.

Turner, Hon J H, Victoria, Victoria City.

Vernon, Hon F G, Victoria, Yale.

Watt, Dr., Cariboo, Cariboo.

#### DEPARTMENTAL OFFICES.

##### Attorney-General's Office:

Attorney-General, Hon. Theodore Davie, Q.C.  
Deputy Attorney-General, Arthur G Smith.  
Crown Solicitor, Gordon Hunter.  
Clerk, E J Thain. Stenographer, R E Brett.

##### Provincial Secretary's Office.

Provincial Secretary and Minister of Mines.

Hon. James Baker.

Deputy Provincial Secretary, A Campbell

Reddie.

Clerk J Fortescue Foulkes. Inspector of Mines, A Dick

##### Printing Branch:

Queen's Printer, R Wolfenden.

##### Treasury Department:

Minister of Finance and Agriculture, Hon J

H Turner.

Auditor-General, J McR Smith; Assistant

Auditor, Jno Anderson, B. A.

Deputy Treasurer, A Flett.

Clerks, H A S Morley, Chas B Nairne, J. K.

Worsfold.

##### Lands and Works:

Chief Commissioner, Hon F G Vernon.

Deputy Commissioner, W L Gore.

Surveyor-General, T Kains.

Draughtsman, E B McKay.

1st Asst Draughtsman, E M Roberts.

2nd Asst Draughtsman, T Bamford.

Clerk of Records, S Phipps.

Book-keeper, T E Woodridge.

Clerk and Typewriter, H Cathbert.

Clerks, T C Boulton, G V Cuppage.

##### Supreme Court:

Registrar, J C Prevost. Deputy, A Keast.

Clerk, A R Robertson; Asst Clerk, C Dock-  
erill; Official Stenographer, J Gilbert.

##### County Court:

Registrar, H W H Combe; Deputy, A Keast.

##### Land Registry Office:

Registrar-General, J. C. Leggatt.

1st Clerk, E M Fort; 2nd Clerk, S V Wooton;

3rd Clerk, M G Phipps; 4th Clerk, W B

Charles; 5th Clerk, G E Simon; 6th Clerk,

F H Lang; Book-keeper, Geo Cruick-  
shank.

##### Assessor and Supervisor of the Rolls

C Booth; Assistant, C W Jenkinson; Clerk,

W O Carter.

##### Museum:

Curator, J Fannin.

##### Superintendent of Police:

F Hussey. Sergeant, John M Langley.

Constables, Jas Mellon, Wm McNeil, J

Hunter.

##### Provincial Timber Inspector:

Inspector, R J Skinner; 2nd Inspector, D

McRae.

##### Assay Office:

Assayer, Herbert Carmichael.

##### British Columbia Senators:

For Cariboo, Hon James Reid, residence,

Quesnelle.

For Westminister, Hon T R McInnes; Resi-

dence, Victoria.

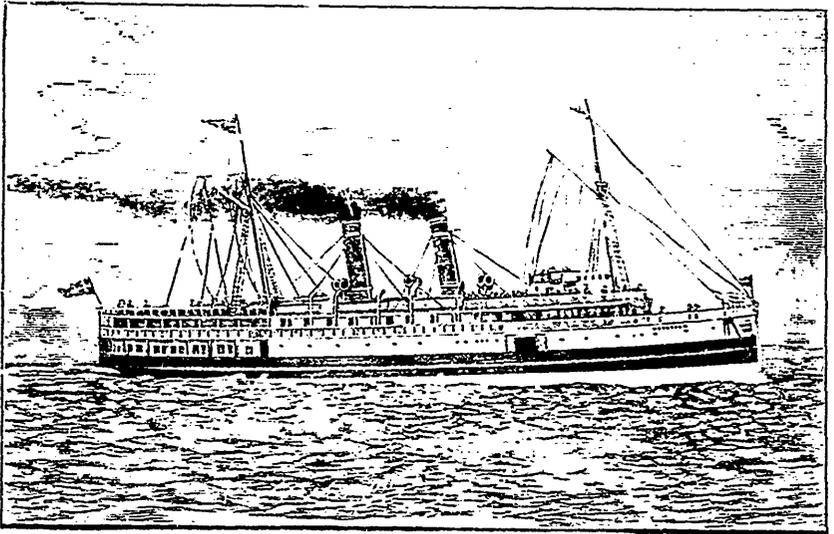
For Victoria, Hon W J McDonald; Resi-

dence, Victoria.

# Canadian Pacific Navigation Co., (LIMITED.)

## STEAMER ISLANDER,

On the Alaska Route from Victoria and Vancouver.  
Leaving Victoria July 26th, 1893.



Office: Wharf Street,

VICTORIA, B. C.

G. A. CARLETON,

General Agent.

JOHN IRVING,

Manager.

**British Columbia Representatives:**

Cariboo, F S Barnard; Residence, Victoria.  
 New Westminster, G E Corbould; Residence,  
 New Westminster.  
 Vancouver Island, A. Haslam, Nanaimo.  
 Victoria, T Earle; Residence, Victoria.  
 Victoria, Col E G Prior; Residence, Victoria.  
 Yale, J A Mara; Residence, Kamloops.

**DOMINION GOVERNMENT OFFICES  
 IN BRITISH COLUMBIA.**

**Customs.**

Victoria—Collector A. R. Milne.  
 Vancouver—Collector J M Howell.  
 New Westminster—Collector J S Clute.  
 Nanaimo—Collector B H Smith.

**Marine:**

Victoria—Harbor Master, Capt W R Clarke.  
 Nanaimo—Harbor Master, E Quennel.  
 Vancouver—Harbor Master, M W Thain.  
 New Westminster—Harbor Master, J W  
 Draper.

**Indians:**

Victoria—Superintendent, Arthur Wellesley  
 Vowell; Chief Clerk, Hamilton Moffatt.

**Inland Revenue:**

Victoria—Inspector, W Gill; Collector, R.  
 Jones.  
 Vancouver—Collector, J E Miller.  
 Nanaimo—Deputy Collector, W K Leighton.  
 New Westminster—Deputy Collector, Wm  
 Wolfenden.  
 Kamloops—Deputy Collector, E H Jones.  
 Nelson—Deputy Collector, R Blundell.  
 Revelstoke—Deputy Collector, J Kirkup.

**Steamboat Inspection:**

Inspector, J. A. Thomson, Victoria.

**Inspector of Hulls:**

R Collister, Victoria.

**Dominion Lands:**

Superintendent of Mines, W Pearce, M L B,  
 New Westminster.  
 Agent, John McKenzie, D L S.  
 Crown Timber Agent, T S Higginson.  
 Inspector of Homesteads, J S Macdonell.

**Marine and Fisheries:**

Agent, Capt Jas Gaudin, Victoria.

**Public Works:**

Resident Engineer, F C Gamble, Victoria.

**Quarantine:**

Quarantine Officer, Dr W McNaughton  
 Jones, Victoria.

**Savings Bank:**

Victoria—Manager, J H MacLaughlin.

**Weights and Measures:**

Victoria—Inspector, R Jones.  
 Nanaimo—Assistant Inspector, W K Leigh-  
 ton.

**GOLD COMMISSIONERS.**

For the Province—The Hon F G Vernon,  
 Victoria.  
 Cassiar District—James Porter Laketon,  
 Cassiar.  
 Lillooet District—Frederick Soues, Clinton.  
 East Kootenay District—A P Cummins,  
 Donald.  
 West Kootenay District—N Fitzstubs,  
 Nelson.  
 Yale District—M Lumby, Vernon; J C Tun-  
 stall, Kamloops; W Todd, Yale.

**GOVERNMENT AGENTS:**

Alberni—G A Smith.  
 Cariboo—J Bowron, Barkerville.  
 Clinton—F Soues.  
 Cowichan—H O Willburn, Duncan's.  
 Comox—S Creech.  
 Cassiar—James Porter, P O Laketon.  
 East Kootenay—A P Cummins, Donald.  
 Fort Simpson—J Flewin.  
 Kamloops—G C Tunstall, Kamloops.  
 Nanaimo—M Bray.  
 Nelson—Capt Fitzstubs.  
 New Westminster—C Warwick.  
 Nicola—John Clapperton.  
 Quesnelle—Wm Stephenson, Forks Quesnelle.  
 Revelstoke—J Kirkup.  
 Vernon—M Lumby.  
 Yale—W Dodd.

**MINING RECORDERS.**

AINSWORTH—Thos. J. Lendrum, Ainsworth Min-  
 ing Division, West Kootenay Electoral Dis-  
 trict.  
 ALBERNI—George A. Smith, Alberni Electoral  
 District.  
 DONALD—Stephen Redgrave, Donald Mining  
 Division, East Kootenay Electoral District.  
 GOAT RIVER MINING DIVISION—J. Chas. Rykert,  
 West Kootenay.  
 GOLDEN—H. R. Alodie, Gold Mining Division,  
 East Kootenay Electoral District.  
 GRANITE CREEK—Hugh Hunter, Similkameen  
 District, Yale Electoral District.  
 ILLECILLEWAIT—A. C. McArthur, West Kootenay  
 Electoral District.  
 KASLO—Oliver G. Dennis, Kaslo Mining Division  
 East Kootenay Electoral District.  
 LILLOOET—Caspar Phair, portion of Lillooet  
 District south of 51st parallel & Rridge River  
 and tributaries.  
 MYERS CREEK—William G. McMynn, Osoyoos  
 Division, Yale Electoral District.  
 NANAIMO—Marshal Bray, Portion of the East  
 Coast of Vancouver Island north of Che-  
 mainus and Islands adjacent thereto.  
 NELSON—Terrence H. Giffen, Nelson Mining  
 Division, West Kootenay Electoral District.  
 NEW WESTMINSTER—Charles Warwick, New  
 Westminster District.  
 150 MILE HOUSE—William F. Allen, Portion of  
 Lillooet district south of the 51st parallel and  
 Bridge River and tributaries.  
 OSOYOOS—C. A. R. Lambly, Osoyoos Division  
 Yale Electoral District.  
 QUESNELLE FORKS—William Stephenson, Forks  
 of Quesnelle Mining Division, Cariboo  
 District.  
 REVELSTOKE—John Kirkup, Revelstoke Mining  
 Division, West Kootenay.  
 SLOCAN—Alexander Sproat, Slocan Mining  
 Division, West Kootenay Electoral District.  
 TRAIL CREEK—E. S. Topping, Trail Creek  
 Mining Division, West Kootenay Electoral  
 District.  
 VERNON—John A. Monteith, Okanagan Polling  
 Division, Yale Electoral District.  
 VICTORIA—W. S. Gore.  
 WINDERMERE—George Goldie, Windermere Min-  
 ing Division, East Kootenay Electoral District  
 YALE—William Dodd, Lytton, Cache Creek, Hope  
 & Yale Polling Divisions, Yale Electoral  
 District.

**Shawnigan Lake Hotel,**

Shawnigan Lake. Vancouver Island. E. & N. R. R. The best fishing and hunting to be found on the Island. Also furnished cottages to be let by the week or month. Skiffs and pleasure boats for hire at Victoria rates; charming scenery; the first station on the line for refreshments; every train stops at the door of the hotel. GEO. KOENIG, Prop.

**THE GRAND HOTEL,**

European and American Plan.

THOS. GUINEAN, - PROPRIETOR.

Front St., between Marion & Madison. **Seattle, Wn.**  
All modern improvements. First-class in every respect.

Estimates Given on Shortest Notice.

**H. HATCH,**

PRACTICAL

**Tin, Sheet Iron and Copper Worker.**

Chimney Tops and Ventilators, Roofing, Hot Air Furnaces and Stove Repairing.

All kinds of Jobbing Promptly Done.

Copper Smithing and Ship Work a Specialty.

34 Powell St. Vancouver, B. C.

**B. F. HENEY**

SPECIAL AGENT

**CORK-FACED HORSE COLLAR,**

AND DEALER IN

Saddles, Harness, Whips, Horse Covers, Lap Robes, &c.

326 Cordova Street,

VANCOUVER, - B. C.

**J. A. PYKE,**

**BOOTS AND SHOES.**

304 CORDOVA ST.,

Vancouver, - - B. C.

**A. GREGG & SON,**

ARTISTIC TAILORS,

62 Yates St. Victoria, B. C.

o—THE LEADING—o

**DRY GOODS AND MILLINERY HOUSE.**

....LARGEST AND BEST ASSORTED STOCK....

.....IN THE CITY .....

**GORDON DRYSDALE,**

150 Cordova Street,

VANCOUVER, B. C.

"A HOME IN SICKNESS."

TELEPHONE 260.

P. O. Box 765.

MISS WILKINSON'S

# Home and Nurses' Institute,

EVELEIGH STREET,

Vancouver, B. C.



*A SELF-SUPPORTING Institution for the nursing of Surgical, Medical and Midwifery Patients, etc., under the superintendence of Miss Wilkinson (trained for three years and certificated from The London Hospital, England, and with five years' experience at the County Hospital and Eye Infirmary, Gloucester, and the Royal Hospital, Portsmouth), assisted by Miss Woodward, (for three years at the City Hospital, Vancouver).*

TERMS MODERATE, TO BE HAD ON APPLICATION.

# THE DRIARD

VICTORIA, B. C.

**225 ROOMS**

**Accommodation for 300 Guests**

Main dining hall will seat 350 persons, also a large Cafe in the English style, and a number of handsome private dining parlors.

Heated by steam. Lighted by electric light and gas. Bath with hot and cold water in every room.

Elevator to every floor. Widestaircases and well ventilated halls.

The only strictly first-class hotel in the city.

**THE DRIARD,** Cor. View and Broad Sts., VICTORIA, B. C.

**REDON & HARTNAGLE, Proprietors.**

## THE CITIES OF BRITISH COLUMBIA.

### VICTORIA.

Situated at the southern extremity of Vancouver Island, is a city of nearly 24,000. It is remarkable for its delightful situation and the beauty of its surroundings. In addition to its inner land-locked harbor, extensive docks have been constructed at its entrance, capable of accommodating a large fleet of ocean steamers and sailing vessels. Victoria enjoys a very large wholesale trade with all parts of the Province, and being a favorite resort for tourists who visit the Pacific coast, considerable retail business is transacted with these visitors, making the general trade of the city very large. Victoria is well laid out, and in the business portion of the city there are numerous handsome business blocks and public buildings. It is the seat of government in British Columbia, and the new government buildings about to be erected to take the place of the present structures will be very handsome. Victoria is celebrated for its beautiful parks and drives and the splendid scenery surrounding it. It has a perfect water system, gas and electric light, the streets being lighted by the latter—electric tram-cars run on the principal streets. Victoria is connected by daily steamers with Vancouver, New Westminster and the Puget Sound cities, Seattle and Tacoma. By this means the city is in direct connec-

tion with the Canadian Pacific, Northern Pacific, Union Pacific and Great Northern railroads. The Pacific coast steamers to San Francisco have their northern headquarters here. It is also the terminus of the Esquimalt and Nanaimo Railway, and there is a regular tramway service to Esquimalt. A large fleet of steamers run between Victoria and all the mainland and island ports. It is the headquarters of the sealing fleet and of the cannery interest, most of the trade of the latter being held by Victoria merchants. It is therefore an important commercial centre, as well as a favorite tourist resort. For places of interest in and around Victoria, see "Places of Interest in British Columbia."

### CIVIC OFFICERS.

Mayor--Robert Beaven. Aldermen--North Ward--Jas. Baker, Munroe Miller, Ed. Bragg. Centre Ward--S. T. Styles, A. L. Belyoa, Wm. McKillican. South Ward--Anton Henderson, G. A. McTavish, H. A. Munn. City Clerk--W. J. Dowler, B. A. Treasurer--Chas. Kent. Auditor--J. L. Raymur. City Surveyor--E. A. Wilmot. Sanitary Engineer--E. Mohun. Librarian--J. McGregor, L.L.D. Building Inspector--W. W. Northcott. Police Magistrate--F. MacRae. Chief of Police--H. W. Sheppard. Chief of Fire Department--Thos. Deasy.

## VANCOUVER.

Vancouver is the Pacific terminus of the Canadian Pacific Railway, and although its existence only dates back a few years, it is already the next city in size and population to Victoria. Its population to-day is estimated at between 17,000 and 20,000. There are many handsome and substantially built blocks along the business streets of Vancouver, and its streets are regularly laid out. It has gas, electric light, water works and an excellent tramway service. There are quite a number of industries established in the city amongst which may be mentioned, a sugar refinery, foundries and machine shops, tanneries, canneries, soap works, breweries, saw mills, planing and shingle mills, etc., etc. The C.P.R. workshops are also stationed here, so that the local trade of Vancouver is large. It enjoys an extensive wholesale trade, and is a strong rival to Victoria in this respect. Daily steamers connect Vancouver with Victoria, Nanaimo and New Westminster, and a large fleet ply between it and the smaller ports of British Columbia. The C.P.R. line of steamers to China and Japan has its head quarters here. The Northern Pacific Railway expect soon to gain an entrance into Vancouver, and when this takes place it will be the British Columbia terminus of two great transcontinental lines. In fact it will also have close connection *via* New Westminster with a third important road, the Great Northern. Owing to its superior position, Vancouver will undoubtedly become one of the most important commercial and shipping ports on the North Pacific coast.

## CIVIC OFFICERS.

Mayor—F. Cope. Aldermen—Ward 1—W. F. Salisbury, R. A. Anderson. Ward 2—Hy. Collins, Jas. W. Hackett. Ward 3—H. P. McCraney, Wm. Cargill. Ward 4—J. L. Franklin, Geo. W. Hobson. Ward 5—C. L. Brown, Wm. Towler. City Clerk—T. F. McGuigan. Treasurer—Geo. Baldwin. City Engineer—Thos. H. Tracy. City Solicitor—A. St. George Hamersley. Health Officer—Dr. McGuigan. Auditor—J. Leask. Street Inspector—T. Stevenson. Comptroller—C. Tetley. Police Magistrate—Geo. A. Jordan. Chief of Police—John McLaren.

## NEW WESTMINSTER

Called the Royal City, is situated on the north bank of the Fraser river, fifteen miles from its mouth, and has a population of nearly 9,000. It is the distributing point for all the commerce along the Fraser river and adjoining country and is the fresh water terminus of the Canadian Pacific Railway, and the western terminus of the Great Northern, which reaches it over the New Westminster Southern. It is also connected with Vancouver by electric tramway. Several Provincial public buildings, the penitentiary, lunatic asylum and central prison are located here. The city is well laid out, and contains a number of handsome buildings, business blocks and numerous beautiful private residences. It is provided with good systems of waterworks, gas, electric light, telephone and tram car service. In addition to the large trade done by New Westminster with the canneries along the Fraser, it has also a fine agricultural country tributary to it, so that commercially it has a very substantial footing.

## CIVIC OFFICERS.

Mayor—D. S. Curtis. Aldermen—Ward 1—J. Jagers, Thomas Levi. Ward 2—A. M. Herring, H. Hoy. Ward 3—T. R. Pearson, M. Sinclair. Ward 4—T. G. Gifford, T. Ovens. Ward 5—Geo. McKenzie, W. H. Keary. City Clerk—D. Robson. Treasurer—W. T. Cooksley. City Engineer—Wm. Noot. City Solicitors—Corbould, McColl, Wilson & Campbell. Auditor—A. B. MacKenzie. Police Magistrate—T. C. Atkinson.

## NANAIMO

Incorporated in 1874, has now a population of nearly 7,000. It is delightfully situated on rising ground, overlooking one of the finest harbors in British Columbia. Its trade is chiefly with the miners employed by the New Vancouver Coal Co., and with the numerous vessels calling there for coal. It has also large lumbering mills, owned by Mayor Haslam, who is also M. P. for the district, which do an immense local and foreign trade, machine shops, foundries and other industries which serve to swell the trade of the city. The New Vancouver Coal Co. have mines at Nanaimo, Southfield, Ohase and

on the Nanaimo river, as well as at Northfield, and have about 150,000 tons of shipping chartered to carry their coal, in addition to the numerous vessels chartered by the buyers. The company employs about 1,500 hands, so that their trade is of great importance to Nanaimo. The city has excellent systems of waterworks, gas, electric light and telephone. The streets are well laid out and kept in good order, and the class of buildings erected, especially some of the business blocks and public buildings, are of a high class order. Nanaimo is the most important station on the E. & N. R. R. north of Victoria, and has connection by steamer with Victoria, Vancouver, New Westminster and nearly all ports on the main land. There are a number of excellent hotels in the city, the Windsor being one of the most comfortable in the Province.

#### CIVIC OFFICERS.

Mayor—A. Haslam. Aldermen—North Ward—K. Craig, R. Nightingale, W. Keddy. Middle Ward—E. Quennel, J. Ganner, W. Hilbert. South Ward—J. H. Cocking, G. McKennill, J. Frome. City Clerk and Treasurer—Samuel Gough. City Surveyor—Roly. Heyland. Street Superintendent—B. Baker. Police Magistrate—J. P. Planta, J. P. Chief Constable—Thos. O'Connell. Health Officer—E. A. Praeger, M. D.

#### KAMLOOPS.

Is an outpost of British Columbia, and is the most important and contains the largest population of any town between Calgary and Vancouver. It is now about to be incorporated as a city, and is destined without a doubt to be a large commercial centre. Kamloops in the Indian vocabulary signifies "The meeting of the waters," which is most appropriate, as the town is situated at the confluence of the North and South Thompson Rivers. The site on which Kamloops is built is a beautiful one, and the surrounding country a perfect paradise for the sportsman, and pleasure and health seeker.

From here the stage for Nicola leaves the Dominion Hotel every Monday at 6 a.m., and returns on Friday at 6 p.m., in time for the C.P.R. trains east and west.

The town is lighted by electric light, and possesses a fine system of water works, both under the direction of Mr. James McIntosh. It has also a telephone

system under the management of W. T. Slaven.

Among the industries may be mentioned the Shuswap Milling Co., C.P.R. machine shops, carriage works and a tannery, with J. D. Ross as manager. The Kamloops coal company, as yet in its infancy, are now working about 20 men, and the coal has been tested by the C. P. R. and pronounced of the finest quality.

There are many beautiful drives around Kamloops, among which may be mentioned the one to Duck and along the North Thompson, east and west side, also the Nicola, Cherry Creek and Tranquille roads are delightful. Then there is Kamloops Lake about 7 miles distant, where splendid trout fishing and shooting may be enjoyed, and visitors going there have the option of driving along a good road or by row boat on the river.

The town has a fine half mile driving park, race track grounds, and among the public buildings may be mentioned the Post Office, Bank of B. C., Agricultural Hall, Court House, St. Anne's Convent, etc., etc.

Kamloops is the centre of a large agricultural ranching and mining trade, and is destined to retain its position as the inland capital of British Columbia.

It has an excellent police force under Chief E. T. W. Pearce, and an efficient fire department under Captains E. C. Davidson and Jas. Blair.

In the June number, Kamloops will occupy its position in the Hand-Book among the cities of British Columbia, with further particulars regarding this rising place.

#### STREET CAR SERVICE.

**VICTORIA**—National Electric Tram and Light Co., 14 miles of track, Hon. D. W. Higgins, President; Major Dupont, Secretary.

**VICTORIA & ESQUIMALT**—The cars of the National Electric Tram and Light Co. make hourly trips between Victoria and Esquimalt.

**VANCOUVER**—Vancouver Electric Railway & Lighting Co. (L'td.), Barnard street, Westminster avenue, W. E. Browne, Business Manager.

**NEW WESTMINSTER**—Westminster and Vancouver Tramway Co. (L'td.), 16½ miles of track connecting with Vancouver, T. Oppenheimer, President; L. N. Smith, Sec.-Treas.; G. F. Gibson, Traffic Manager.

**RAILWAY AND STEAMER TICKET OFFICES.**

**VICTORIA.**

- C. P. R.--Corner Government and Fort. Agent, Allan Cameron.
- N. P. R.--Corner Government & Trounce avenue. Agent, E. E. Blackwood.
- C. P. N. Co.--Wharf street. Capt. John Irving, Manager. Gen. Pass. Agent, C. S. Baxter.
- E. & N. R. R.--Broughton street. H. K. Prior, Gen. Freight and Pass. Agent.
- UNION PACIFIC 100, Government street. Agent, R. Hall.

**VANCOUVER.**

- C. P. R. Co.--Geo. McL. Brown.
  - C. P. N. Co.--Geo. Sclater.
  - UNION SS. Co.--Wm. Webster.
  - NORTHERN PACIFIC R. R.--Frank V. Bodwell.
  - OCEAN STEAMSHIPS.--C. G. Johnson, 532 Hastings Street.
- NEW WESTMINSTER.**
- C. P. R. Co.--J. B. Johnson.
  - NORTHERN PACIFIC R. R.--A. B. McKenzie.
  - GREAT NORTHERN--C. Cline.
  - WESTMINSTER-VANCOUVER TRAMWAY Co. G. F. Gibson.
  - C. P. N. Co.--T. L. Briggs.
  - MAINLAND & NANAIMO S. N. Co.--T. L. Briggs.
  - Steamers--Delaware, Bon Accord, Telephone & Edgar--Brackman, Ker & Co.
  - Steamer Courser--J. E. Wise.

**NANAIMO.**

- C. P. R. } Wm. Dennison, Agent,
- UNION SS. Co. } Commercial street.
- E. & N. R.R.--At Station.
- NORTHERN PACIFIC R. R.--W. A. Wood.

**HACK AND LIVERY RATES.**

**VICTORIA HACK RATES.**

Hacks \$1.50 per hour, so long as required. Driving one or two persons any place within the city limits 50 cents. For every passenger over two, 25 cents each. To or from any steamer or train, 50 cents per head, not including special

orders. Trunks taken from any wharf, train, or house to any point within the city limits, 25 cents each; baggage carried in the hand of a person being conveyed in a licensed vehicle free.

**LIVERY RATES.**

Per day \$2.50 to \$5. Sundays and holidays, \$3.50 to \$5.50 per day.

**VANCOUVER HACK RATES.**

Driving by the hour \$1.25. Calling by the hour \$1.00. Theatre and return, 4 persons or less, \$2.00. One or two persons to ball and return, \$2.00. Three or four persons, \$3.00. From C. P. R. wharf or station, one person, 25 cents. No charge for ordinary hand baggage.

**LIVERY RATES.**

Per day, \$2.50 to \$5.00. Sundays and holidays, \$3.50 to \$5.50.

**NEW WESTMINSTER HACK RATES.**

Conveyance of passengers from station or ferry to hotels, 50 cents. Hack, \$1.50 per hour. After 1st hour, \$1.00 per hour. Hack, \$7 per day. Saddle horse, \$3.50 per day.

**LIVERY RATES.**

Single horse conveyance, \$1.50 per hour. Single horse conveyance, \$5.00 a day ordinary driving.

**NANAIMO LIVERY RATES.**

Single rigs per day, \$3.50. Single rigs half day, \$2.50. Double rigs per day, \$7.00. Double rigs half day, \$5.00. No regular hack rates.

**BOAT RATES.**

**VICTORIA.**

Rates--Per hour, 25 cents. Per day, from \$1 to \$7, according to boat.

**VANCOUVER.**

Per hour, 25 cents. Per day, from \$1 to \$7, according to boat.

**NEW WESTMINSTER.**

Per hour, 25 cents. Per day, from \$1 to \$7, according to boat.

**NANAIMO.**

Per hour, 50 cents for sailing boats. Per hour, 25 cents for row boats.

**TRANSFER COMPANIES.**

**VICTORIA**—Victoria Transfer Co., 21 and 23 Broughton street, Frank S. Barnard, President; Alex. Mount, Secretary; A. Henderson, Superintendent.

**VANCOUVER**—Vancouver Gurney Cab & Delivery Co., office, 234 Abbott street, C. D. Rand, President; F. G. Bell, Sec. & Treas.; H. A. Berry, Manager.

**NANAIMO**—IXL Transfer Stables, Thompson & Scoville, Props., Chapel street.

**Population.**

According to Dominion census of 1891:  
 Victoria..... { ..... 16,849  
 Civic census same year { ..... 23,153  
 Vancouver..... 13,685  
 New Westminster..... 6,641  
 Nanaimo..... 4,595  
 British Columbia..... 92,767

**NAVIGATION GUIDE.**

Prominent Points, Direction and Distance from each other, Compiled from Coast Survey.

Cape Flattery to Race Island.....	E by N.....	62 m'10
Cape Flattery to New Dungeness.....	E 3-4 N.....	70
Dungeness to Point Wilson.....	E 1-2 N.....	16
Point Wilson to Marrowstone Point.....	E S E.....	x 1-2
Point Wilson to Point Hudson.....	S E by S 1-2 S.....	2 1-4
Point Hudson to Port Townsend Bay.....	S S W.....	
Point Marrowstone to Hood's Canal.....	S E by S 1-2 S.....	10
Foul Weather Bluff to Port Gamble.....	S E 1-4 E.....	5
Mid channel abreast Port Gamble to Brown's Point.....	S by W 1-4 W.....	9 1-4
Brown's Point to Hazel Point.....	S 3-4 E.....	3 1-2
Hazel Point to Seabeck.....	S S W.....	4
Marrowstone Point to Double Bluff.....	E.....	9 1-4
Double Bluff to Point no-Point.....	E S E.....	4
Point no-Point to Apple Cove Point.....	E 1-2 S.....	7
Apple Cove Point to Point Jefferson.....	S E by S.....	4
Point Jefferson to West Point.....	S S E.....	2
West Point to Four-mile Rock.....	S E 1-2 E.....	5
Four-mile Rock to Seattle.....	E 1-2 S.....	4
Point Jefferson to Point Madison.....	S W.....	5
Point Jefferson to Restoration Point.....	by E 3-4 E.....	10
Point Restoration to Colvos Passage.....	1-2 E.....	4 1-4
Point Vashon to Point Command.....	1-4 W.....	4
Point Command to Point Sandford.....	by E 1-2 E.....	3 1-2
Point Sandford to Point Richmond.....	S E 1-2 E.....	1 1-2
Point Richmond to Point Defiance.....	1-4 E.....	3 1-2
Restoration Point to Robinson's Point.....	E 1-2 S.....	12 1-4
Robinson's Point to Dash Point.....	by W 1-2 W.....	5
Dash Point to Brown's Point.....	by W.....	1 1-1
Brown's Point to Tacoma.....	1-2 E.....	2 1-2
Point Defiance to Evan's Point.....	E 3-4 S.....	2 1-2
Evan's Point to Day Island.....	1-4 W.....	2 1-2
Day's Island to Steilacoom.....	S 1-2 E.....	4 1-2
Day's Island to Point Fox Island.....	S 1-2 W.....	1 3-4
Fox Island to Point of McNeil's Island.....	S S W 1-2 W.....	3
McNeil's Island to Balch's Passage.....	S W 1-2 W.....	1 1-2
Course through Balch's Passage.....	West.....	1 1-2
Balch's Passage to Devil's Head and clear of Park Point.....	S S W.....	3
Park Point to Moody Point.....	W by N.....	3 1-4
Moody Point through Dana's Passage clear of Doffhemire's Point.....	S W b S.....	4 1-2
Doffhemire's Point to Olympia.....	S by E 1-2 E.....	5 1-2

**H. A. LILLEY,**

Ice Cream Parlors and City Candy Factory.

Manufacturer of all kinds of Plain and Fancy Candles, also Importer and Dealer in Foreign and Domestic Fruit, Nuts, Cigars, etc.

05 Douglas St., bet. Johnson & Pandora.

**MEDICAL HALL**

CLARKE & CO.

WHOLESALE & RETAIL DRUGGISTS

Kamloops, B. C.



## ENGLISH VALUE OF FOREIGN CURRENCY.

	Eng. value about	s.	d.
America—1 dollar or 100 cents.....	4	2	
Austria—1 florin or 100 cents.....	1	11	
France, Belgium, Switzerland, or Italy— 1 Franc or 100 centimes.....	0	9½	
German Empire—100 pfennings or 1 marc 20 marcs or 1 gold piece.....	1	0	
Greece—Drachma or 100 leptas.....	0	8	
Holland—1 florin or 100 cents.....	1	8	
Portugal—1 Milrei or 1,000 reis.....	4	5½	
Russia—1 silver rouble or 100 kopecks..	3	2½	
Spain—1 dollar or 20 reals.....	4	2½	

## FACTS FOR BUILDERS.

One man can lift with both hands 236 lbs.  
One man can support on his shoulders 330 lbs.  
A single load of sand, earth, rubbish, or a measure or hundred of lime = 1 cubic yard.

A single load of square or hewn timber, deals, etc. = 36 cubic feet.

A single load of unhewn timber = 40 cubic ft.

A single load of bricks = 500 bricks.

A single load of tiles = 1000 tiles.

15½ cubic feet of chalk weighs 1 ton.

18 " " clay " " "

21 " " earth " " "

10 " " gravel " " "

21 " " sand " " "

A bricklayer can lay about 1,500 or 1,600 bricks in a da. of 10 hours, where the joints are left rough; about 1,000 per day when both faces have to be worked fair, and not more than 500 a day when carefully jointed, and faced with picked bricks of a uniform color.

A cubic yard of rubble masonry will, as a rule, require 1-5 cubic yard of mortar and 1-5 cubic yard of stone.

According to experiments made by Tredgold, the adhesive force of fresh-made glue, cementing together two pieces of dry ash after being left for twenty-four hours, was found to be 715 lbs. to the square inch.

Ordinary London bricks are called 9x1½x2½ inches, though as a rule they only run 8½x1½x2½ inches.

It requires 1 cubic yard of clay to make 460 bricks.

1,000 stock bricks stacked = 56 cubic feet.

1,000 old bricks cleaned and stacked = 70 cu. ft. 306 cubic feet, or 11 yards 9 feet = 1 rod of brickwork.

272 feet superficial = 1 rod of brickwork in walls 1½ brick thick.

498 feet superficial = 1 rod of brickwork in walls 1 brick thick, called in London the standard thickness, to which all brickwork, of whatever thickness, is reduced.

4,350 stock brick to 1 rod reduced, 4 courses 1 foot high.

A rod of brickwork requires 1½ cubic feet of chalk lime, and 3 single loads or yards of road drift or sand, or 1 cubic yard of stone lime, and 3½ yards of sand, or 35 bushels of cement, and 36 bushels of sharp sand.

A rod of brickwork containing 235 cubic feet of bricks, with 71 cubic feet of mortar, will, upon an average, weigh 15 tons.

16 bricks to one foot of reduced brickwork.

7 bricks to one foot of superficial facing.

Plain Tiles.—A square of 100 feet superficial will require, if laid to an 8-inch gauge, 600 plain tiles, 1 bundle of laths, 1 lb. of id. nails, 1 peck of tile pins, and 3 hods of lime and hair mortar.

4,300 stocks, or 4,560 place bricks, are sufficient for a rod of reduced brickwork, which will require about 180 hods of mortar.

A load of mortar = 27 cubic feet, and requires 9 bushels of lime and 1 yard of sand.

A bricklayer's hod will hold 20 bricks; the ordinary load, however, is 16 walling, or 12 facing bricks, or nearly ½ a bushel of mortar.

## Amount of Barbed Wire for Fences.

Estimated number of pounds of Barbed Wire required to fence space or distances mentioned, with one, two, or three lines of wire, based upon each pound of wire measuring one rod (16½ feet):

	1 Line.	2 Lines.	3 Lines
1 Square Acre.....	50½ lbs.	101½ lbs.	152 lbs.
1 Side of Sq. Acre..	12½ "	25½ "	38 "
1 Square Half-acre.	36 "	72 "	108 "
1 Square Mile.....	1280 "	2560 "	3840 "
1 Side of Sq. Mile..	320 "	640 "	960 "
1 Rod in Length... 1 "	2 "	3 "	3 "
100 Rods in Length	100 "	200 "	300 "
100 Feet in Length	61-16 "	12½ "	183-16 "

## Names of the Months.

JANUARY.—The Roman Janus presided over the beginning of everything; hence the first month of the year was called after him.

FEBRUARY.—The Roman festival Februs was held on the 15th day of this month, in honor of Lupercus, the god of fertility.

MARCH.—Named from the Roman god of war, Mars.

APRIL.—Lat. Aprilis, probably derived from aperire, to open; because spring generally begins, and the buds open in this month.

MAY.—Lat. Maius, probably derived from Maia, a feminine divinity worshipped at Rome on the first day of this month.

JUNE.—Juno, a Roman divinity worshipped as the Queen of Heaven.

JULY.—Julius Cæsar was born in this month.

AUGUST.—Named by the Emperor Augustus Cæsar, B.C. 30, after himself, as he regarded it as a fortunate month, being that in which he had gained several victories.

SEPTEMBER (septem, or 7).—September was the seventh month in the old Roman calendar.

OCTOBER (octo, or 8).—Eighth month of the old Roman year.

NOVEMBER (novem or 9).—November was the ninth month in the old Roman year.

DECEMBER (decem, or 10).—December was the tenth month of the early Roman year. About the 21st of this month the sun enters the Tropic of Capricorn, and forms the winter solstice.

## Days of the Week.

SUNDAY. (Saxon) Sunnandæg, day of the sun.

MONDAY. (German) Montag, day of the moon.

TUESDAY. (Anglo-Saxon) Tīwesdæg, from Tīw, the god of war.

WEDNESDAY. (Anglo-Saxon) Wodnesdæg, from Odin, the god of storms.

THURSDAY. (Danish) Thor, the god of thunder.

FRIDAY. (Saxon) Frīgedæg, the day of Freya, the goddess of marriage.

SATURDAY, day of Saturn, the god of time.

The names of the seven days of the week originated with the Egyptian astronomers. They gave them the names of the sun, moon and five planets, viz., Mars, Mercury, Jupiter, Venus and Saturn.

The Chinese and Tibetans have a week of five days, named after iron, wood, water, feathers and earth.

**Origin of the Dollar.**

Previous to July 6, 1785, the English pound was in use in U.S. On that date the Continental Congress established the dollar, although the exact weight was not fixed until August 8, 1786, when it was made to equal about that of the old Spanish dollar. The dollar did not originate with the Spanish, but was first coined at Joachimthal, a mining town in Bohemia.

**Time—The 24-hour System, Etc.**

The 24-hour system is in use on the Western and Pacific Divisions of the Can. Pac. Ry. at Port Arthur and west to Pacific Coast. By this system the a. m. and p. m. are abolished, and the hours from noon to midnight will be from 12 to 24 o'clock.

Eastern time is adopted east of Port Arthur and St. Thomas.

Central time, Port Arthur to Brandon and branches in Manitoba.

Mountain time, Brandon to Donald, Pacific to Vancouver. Thus, when it is 12 noon at Montreal, eastern time, it is 11 at Winnipeg, central time; 10 at Brandon, Regina and Donald, Mountain time; 9 at Vancouver, Pacific time

TABLE OF DISTANCES.		Miles.
Victoria to San Francisco.....		750
.. .. Portland.....		274
.. .. Tacoma.....		115
.. .. Seattle.....		100
.. .. Port Townsend.....		38
.. .. Westminster.....		75
.. .. Port Angeles.....		18
.. .. Nanaimo.....		73
.. .. Esquimalt.....		3
.. .. Skeena.....		514
.. .. Vancouver.....		72
.. .. Yokohama.....		4406
.. .. Sydney.....		7506
.. .. Montreal.....		2990
.. .. New York.....		3374
.. .. Metehosin.....		35
.. .. Saanich.....		21
.. .. Sooke.....		26
.. .. Spence's Bridge.....		162
.. .. Fort Tongas.....		561
.. .. Fort Wrangle.....		719
.. .. Juneau.....		538
.. .. Killisnoo.....		862
.. .. Chilcat.....		938
.. .. Glacier Bay.....		940
.. .. Sitka.....		1031
Liverpool to Quebec.....		2960
.. .. Halifax.....		2180
.. .. Boston.....		2591
.. .. New York.....		3061
Montreal to New York.....		364
.. .. Quebec.....		174
.. .. Toronto.....		344
.. .. Winnipeg.....		1124
.. .. Donald.....		2448
.. .. Vancouver.....		2306
.. .. Yokohama.....		1334
.. .. Sydney.....		7434
New York to San Francisco.....		5376

**STAGE DISTANCES.**

	Miles
Aldergrove from New Westminster..	22
Alexandria from Ashcroft.....	185
Barkerville from Ashcroft.....	280

Beaver Creek from Nanaimo.....	16
Bonaparte Valley from Ashcroft....	20
Bridge Creek from Ashcroft.....	85
Cache Creek from Ashcroft.....	6
Clayton from New Westminster....	9
Clinton from Ashcroft.....	32
Clover Valley from N. Westminster..	13½
Coutlee from Spence's Bridge.....	40
Cranbrook from Windermere.....	87
Dog Greek from Ashcroft.....	132
Duck & Pringle from Savona.....	40
83-Mile House from Ashcroft.....	68
Elgin from New Westminster.....	12
Empire Valley from Ashcroft.....	18
Fairmont Springs from Windermere	15
Fort Steele from Windermere.....	75
Hall's Prairie from N. Westminster..	19½
Hauceville from Ashcroft.....	220
James Island from Victoria.....	12
Lac La Hache from Ashcroft.....	100
Lansdowne from Enderby.....	6
Lillooet from Clinton.....	47
Mamette Lake from Kamloops.....	60
Saanich from Victoria.....	16
Okanagan Mission from Enderby...	61
Okanagan from Enderby.....	18
150-Mile House from Ashcroft.....	135
Pavilion from Ashcroft.....	45
Quesnelle from Ashcroft.....	230
Quilcheva from Kamloops.....	50
Rockford from Kamloops.....	35
Rockford from Spence's Bridge....	75
Rocky Point from Victoria.....	22
70-Mile House from Ashcroft.....	55
Soda Creek from Ashcroft.....	165
Sooke from Victoria.....	26
South Saanich from Victoria.....	13
Stanley from Ashcroft.....	265
Surrey Centre from Westminster...	11½
Vernon from Enderby.....	26
Wasa from Windermere.....	64

**Mountains of British Columbia.**

	ESTIMATED HEIGHT.	feet.
Mount Lyon.....		1000
.. .. Geoffery.....		107½
.. .. Douglas.....		1500
.. .. Finlayson.....		1500
.. .. Sooke.....		1500
Camel Hump.....		1650
Granite Peak.....		2000
Salt Spring Island (Mount Baynes)		2000
Mount Shepherd.....		2000
Clayquet Range.....		1000
Golden Ears.....		4000
Mount Siallicum.....		5000
.. .. Sumas.....		5000
.. .. Benson.....		5365
Beaufort Mountains.....		5400
Mount Arrowsmith.....		5370
Hermit Mountain.....		8000
Mount Stephen.....		7000
Macdonald Mountain.....		7000
Mount Sney.....		8000
Cheam Peaks.....		9000

THOS. DUNLAP.

GEO. W. COOKE.

JOS. SHEASGREEN.

# DUNLAP, COOKE & CO.,

CLOTHIERS AND IMPORTERS OF

## MENS' FURNISHING GOODS,

—HATS AND CAPS.—

DUNLAP BROS. & CO., AMHERST, N. S.  
 DUNLAP, M'KIM & DOWNS, WALLACE, N. S.  
 DUNLAP, COOKE & CO., AMHERST, N. S.

VANCOUVER, B. C.

**JAMES VAIR,** Dealer in  
 Stoves, Ranges, Manufacturer of  
 Tinware. Plumbing. Hardware, Paint, Oil and Glass.  
 House Furnishing Goods.

**Kamloops.**

### HEIGHT OF WESTERN MOUNTAINS.

Adams, W. T.....	5577	Kaweah, Cal.....	14000
Baker, W. T.....	10897	Long's, Col.....	14271
Blackmore, Mon.....	10439	Nebo, Utah.....	12000
Planca, Col.....	14460	Pike's, Col.....	14147
Brown, Cal.....	13882	Pitt, Or.....	9265
Constance, W. T.....	7775	Rainier, W. T.....	14444
Delano, Mon.....	10209	Snow's, Wy. T.....	13570
Diamond Peak, Ore.....	5590	San Bernardino, Cal.....	11600
Electric, Mon.....	10994	Scott, Or.....	8500
Emigrant, Mon.....	10624	Shasta, Cal.....	14442
Estes, Id.....	10056	Snow's, Wy. T.....	13570
Fremont, Wy. T.....	13750	Sphinx, Mon.....	10880
Gardner, Cal.....	14000	St. Helens, W. T.....	9750
Globe Peak, Nev.....	11220	Thielson, Or.....	9250
Grand Teton, Id.....	13691	Tyndall, Cal.....	14385
Holy Cross, Col.....	14176	*Whitney, Cal.....	15088
Hood, Or.....	11025	Williams, Cal.....	14500
Jefferson, Or.....	9020	*Highest Peak in the United States.	

### PLACES OF INTEREST

#### VANCOUVER.—Stanley Park.

Stanley Park, on the outskirts of the city, and of which the citizens are justly proud, is one of the finest parks on the coast and superior to anything out side of San Francisco in the situation it enjoys. Stanley Park is 960 odd acres in extent and has a splendid drive nine miles in length around it. The view from its elevated position is superb and no visitor to Vancouver should fail to see it. A great deal of money is being spent in beautifying the park, and assuredly the money will be found to have been well spent.

VANCOUVE -Continued.

- Broton Point**—Recreation Grounds.
- Cambie Street**—Recreation Grounds.
- Zoological Gardens.**
- Y.M.C.A. Pavlors**, Free Library and Reading Rooms, Hastings Street.
- Bathing Grounds.**
- Hastings Park.**
- South Park,**

} Beautiful resorts.

VICTORIA.

- Beacon Hill Park**—Overlooking Straits of San Juan de Fuca, commands a view of surpassing beauty and grandeur. The park is a popular resort of the people of Victoria and games of all kinds are constantly going on there in the day-time. Nature and art have combined in making it one of the loveliest parks on the Pacific coast.
- Clover Point**—A short distance east of Beacon Hill.
- Fowl Bay**—Is a charming spot, and the drive there is delightful.
- Gorge**—The beauty of the scenery surrounding the Gorge is exquisite, and a drive there will well repay the pleasure-seeker. A most enjoyable way of going there is by row-boat from Victoria harbor. It is the picnic camping ground of the residents of Victoria, and visitors to the city should not fail to see this beautiful spot.
- Holland Point**—Commands a fine view of the Straits and entrance to the harbor.
- Old Cemetery**—Quadra street. Now never used, but well worth a visit by strangers.
- Ross Bay**—Where the new cemetery is, will amply repay visiting, as the drive is a charming one.
- Carey Castle**—Residence of the Lieutenant Governor.
- Dunsmuir Castle**—Erected by the late Hon Robert Dunsmuir, with its beautiful grounds, is the finest residence in Victoria and cost over half a million dollars.
- Provincial Museum**—Government Buildings; contains a most interesting collection of minerals, fossils, Indian curios, specimens of natural history, &c., &c., which should be seen by all visitors.
- Victoria Gardens**—A pleasure resort on the Gorge road.
- Cordova Bay** } Are beautiful drives for  
**Oak Bay** } visitors to take.  
**Cadboro Bay** }
- Mount Tolmie Park**—Probably the finest view of Victoria and surrounding country can be had from the top of Mount Tolmie, and the drive there is a delightful one.
- Rock Bay**—On the road to Esquimalt.
- Esquimalt**—No visitor should fail to pay a visit to the British naval station, where the Dominion Government have built an immense dry-dock, 400 feet in length, 26 in depth, and 90 wide at the entrance. There are always several men-of-war lying in Esquimalt harbor, and visitors are not only allowed on board, but every attention paid to them in showing them over the ships. It

can be reached in fifteen minutes by tram car, but the drive by hack will also be found most enjoyable.

- Outer Wharf**—Where ocean steamers land will repay a visit.
- Indian Reserve**—A large number of Indians are generally camped on this reserve, which is situated on the west side of the harbor.
- Agricultural Grounds**—Contain a fine exposition building. The electric cars run out to the grounds.
- Caledonia Park**—Is used daily during the summer months for athletic sports.
- Shawnigan Lake**—Is a delightful spot on the E. & N. Railway, and is well worth a trip. There is a hotel, pleasure boats and good fishing in the lake.
- Duncan's**—Is another place worthy of a visit, there being excellent fishing in the neighborhood. In fact, a couple or three days can be well spent in visiting one or two of the beautiful places on the E. & N. R.R. line. The scenery along the road at several points is grand.
- Goldstream**—Also on the E. & N. R. R. line, where there is a comfortable hotel and good fishing.
- Saanich** [North and South]—The drive out the Saanich road is one of the most beautiful in the neighborhood of Victoria.

NEW WESTMINSTER.

- Queen's Park**—The park comprises about 80 acres only a portion of which is improved, the rest being native trees. In this park are Athletic Grounds, the Exhibition buildings, and the park green house. The situation of the park is excellent, commanding a view of the Fraser river and Mount Baker.
  - Sawmills**—The Royal City Mills and Factories and the Brunette Sawmills are within the city limits, while the Ross-Maclaren Sawmills are about two miles distant.
  - Canneries**—There is one cannery in the city, and about 15 on the river between the city straits. All these are easily reached by steamer from the city daily.
- The Provincial Penitentiary and the Provincial Asylum are situated in the city. The Public Library Building was erected by the corporation at a cost of \$24,000, and is well equipped as a library and reading room. The Y.M.C.A. Building is a fine brick building.

OUTSIDE THE CITY.

- Pitt Lake**—This is a beautiful sheet of water about 20 miles distant, easily reached by water. The scenery is exceedingly fine, and it is a place of resort for excursionists.
- Burrard Inlet**—Port Moody, at the head of the inlet, is distant about six miles from the city by wagon road and 12 by railway. From the head of the inlet to English Bay, a distance of 12 miles, there is fine scenery on both sides. The North Arm of Burrard Inlet enters this inlet a short distance below Port Moody, and presents some splendid views. Vancouver and Noodyville are distant about 12 miles by electric tramway or wagon road.
- Boundary Bay**—This watering place is on the Straits of Georgia, 21 miles from the city by wagon road, and six miles from Ladner's. Daily steamer to Ladner's, and wagon road to the bay. Fine sand beach and excellent

bathing grounds in a most clean and healthy part of the country. The cities of Vancouver and New Westminster, connected by railway and steamers with every part of the province, and by rail as well with the United States.

### NANAIMO.

**The Mines**—No. 1 shaft of the New Vancouver Coal Company's mines, on the esplanade, a few minutes walk from any part of the city will well repay a visit. Here are located the company's offices, the power house for the subterranean electric tramway, and the stabling accommodation for the mules and horses. Visitors are allowed to descend the shaft, permission being first obtained from the manager. The other mines belonging to this company are also well worth visiting.

**The Bastion**.—An old Hudson Bay Fort, situated on the waterfront at the end of Fitzwilliam or Bastion street. It is one of the picturesque relics of the early days.

**The Government Offices and Jail**. Containing many curiosities and relics, also Stewart's famous artillery.

**Chase River,**  
**Nanaimo River,**  
**Oyster Bay,** } To the south of the city. These places afford a beautiful drive for visitors. Good trout fishing in the rivers and excellent shooting in the neighborhood.

**Mount Benson**.—About four miles from the centre of the city, from which one of the most magnificent views on the Island can be enjoyed. A good road has been constructed almost to the summit.

**Departure Bay**.—A short drive from the city or an easy pull in a rowboat. The scenery here is beautiful. The view across the bay to the far distant Cascade Mountains cannot be equalled.

**Nanoose Bay**.—A charming settlement to the north of the city, will well repay a visit. Excellent fishing and shooting can be obtained.

**Protection Island**.—Immediately opposite the city. Can be reached in a few minutes. Here is situated another shaft of the N V Coal Coy. Good shooting can be enjoyed.

**Gabriola Island**, or Big Island, is a favorite resort of sportsmen and artists. The island is easily reached either by sail or row boat, or by the weekly steamer.

**Newcastle Island**.—North of Protection Island, is beautifully situated and is the favorite picnicking ground for the city.

**Boating** can be enjoyed in Nanaimo under the most favorable circumstances. In every direction are scattered the beautiful Islands which make Nanaimo's harbor the best protected on the coast, all worthy the visitor's inspection. Sail and rowboats can be easily obtained at low rates.

**Chinatown**, just at the northern end of the city limits, though not very extensive, is an interesting spot.

**The Public Hospital**, Beautifully situated at the top of Franklin street, is a model of cleanliness and all that such an establishment should be. Visitors are admitted during the afternoon.

### Light Houses and Fog Horns on British Columbia Coast.

**Cape Beale**.—Revolving light; revolves every 30 seconds; east entrance to Barclay Sound. Kept by E. Cox.

**Carmah Point**.—Group flashing lights, flashing every 10 seconds, with an interval of 30 seconds; north entrance to Juan Fuca Straits; a fog horn (steam) sounds a blast of 5 seconds every minute. W. P. Daykin is the keeper. This is a meteorological and telegraph station also.

**Race Rocks**.—Flash light every 10 seconds. A 12-inch steam whistle gives a blast of 5 seconds every 72 seconds. F. Eastwood, keeper.

**Fisgard**.—Fixed white light; entrance to Esquamalt. Jos. Dare, keeper.

**Berens Island**.—Fixed blue light; entrance to Victoria harbor. A fog bell to answer steamer whistles. A. McKinnon, keeper.

**Discovery Island**.—One fixed white light. Haro Strait. Steam fog horn; blasts of 8 seconds every minute. R. Brinn, keeper.

**East Point (Saturna Island)**.—Revolving white light every 30 seconds. Jas. Georgeson, keeper.

**Plumper Pass**.—Fixed white light. A fog whistle is about to be put in operation. Henry Georgeson, keeper.

**Sand Heads**.—Fixed white light. Hamilton Armour, keeper.

**Point Atkinson**.—Revolving white light. Steam fog horn. Walter Ewin, keeper.

**Brocton Point**.—White light. A fog bell every 20 seconds. W. D. Jones, keeper.

**Entrance Island**.—White light. Robert Gray, keeper.

**Yellow Island**.—White flash light. F. H. Piercey, keeper.

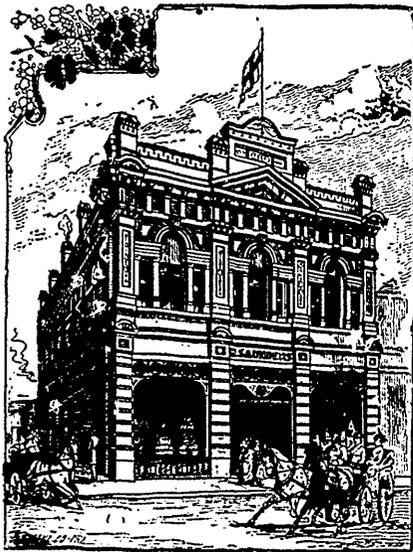
### Acreeage of Districts in British Columbia.

Kootenay, East and West	16,500,000
Yale	13,500,000
Lillooet	12,500,000
Westminster	36,000,000
Cariboo	59,250,000

**NANAIMO RESTAURANT** Open Day and Night,  
COMMERCIAL STREET, NANAIMO.

**Mrs. M. Schneider, Proprietress**

Eastern and Olympian Oysters in Every Style.



— FINE —

# Family Grocer

All Dainties and Epicurean  
Delights in Season

39-41 JOHNSON ST., - VICTORIA

*H. Saunders*

## **C**ANADIAN PACIFIC RAILWAY,

### THE ONLY TRANS-CONTINENTAL LINE.

Gives a Greater Chance of Routes than any other Railway  
Leaving the Pacific.

**Rates \$10 and \$5 Lower than any other Road.**

Luxurious Drawing Room and Sleeping Cars.  
Magnificent Dining Cars—Upholstered Tourist Cars—Free  
Colonist Cars.

**No Change of Cars between Vancouver and Montreal.**

The line passes through 600 miles of the grandest scenery in the world, embracing  
the wildest canyons, the highest mountain peaks, and greatest glacier.

**Fares \$10 First-Class and \$5 Second-Class LESS than any other  
Route from San Francisco.**

For information as to Rates, Time, Etc., apply to any Agent of the Company,  
or to

**GEO. McL. BROWN, Dist. Pass. Agent,  
VANCOUVER.**

## BELL TIME ON SHIPBOARD.

TIME, A.M.		TIME, A.M.		TIME, P.M.		TIME, P.M.	
1 Bell	12.30	5 Bells	6.30	1 Bell	12.30	1 Bell	6.30
2 Bells	1.0	6 "	7.0	2 Bells	1.0	2 Bells	7.0
3 "	1.30	7 "	7.30	3 "	1.30	3 "	7.30
4 "	2.0	8 "	8.0	4 "	2.0	4 "	8.0
5 "	2.30	1 Bell	8.30	5 "	2.30	1 Bell	8.30
6 "	3.0	2 Bells	9.0	6 "	3.0	2 Bells	9.0
7 "	3.30	3 "	9.30	7 "	3.30	3 "	9.30
8 "	4.0	4 "	10.0	8 "	4.0	4 "	10.0
1 Bell	4.30	5 "	10.30	1 Bell	4.30	5 "	10.30
2 Bells	5.0	6 "	11.0	2 Bells	5.0	6 "	11.0
3 "	5.30	7 "	11.30	3 "	5.30	7 "	11.30
4 "	6.0	8 "	Noon	3 "	6.0	8 "	Midnight

One Knot, 6,174 ft. One Statute Mile, 5,280 ft. (5.6 knot.)

FRANK S. BARNARD,  
President.

ALEX. MOUAT,  
Secretary.

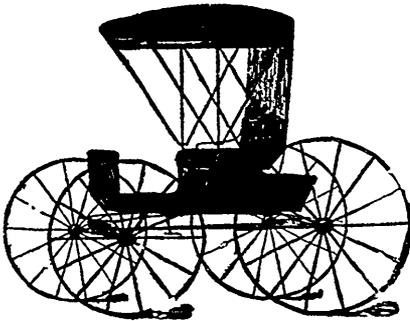
A. HENDERSON,  
Superintendent.

# VICTORIA TRANSFER CO.

— LIMITED —

21 and 23 BROUGHTON STREET, foot of BROAD.

THE ONLY INCORPORATED TRANSFER COMPANY IN THE CITY.



This Company has the largest and finest stock of Horses, Carriages, Buggies and Phaetons in the Province.

Two, Four and Six Horse Omnibuses furnished for Parties on Short Notice.

Visitors and Strangers will find it to their advantage to use our Hacks, the rates being uniform and reasonable, and none but experienced and civil drivers employed.

See that you get Victoria Transfer Co's. Carriages. The Fame of the Company is on all our public conveyances.

Baggage Checked and Transferred to all parts or stored.

Furniture and Freight Moved, &c., &c.

— TELEPHONE No. 123. —

Strangers should not fail to Vis

THE SUMMERSET HOUSE

The Pleasure Resort of Wellington, about two miles out, along a beautiful drive.

J. D. DIXON,

Proprietor.

**Population and Area of British Empire.**

POPULATION.

United Kingdom.....	38,103,527
British India.....	284,614,147
Dominion of Canada.....	4,833,239
Australasia.....	4,124,951
Possessions in America.....	1,889,352
"    in Europe.....	394,053
"    in Asia.....	4,232,257
"    in Africa.....	28,082,643
<b>Total.....</b>	<b>366,274,169</b>

AREA.

square miles.

United Kingdom.....	121,115
British India.....	1,533,726
Dominion of Canada.....	3,436,542
Australasia.....	3,171,978
Possessions in America, not including Canada.....	264,627
Possessions in Europe.....	121
"    in Asia.....	170,715
"    in Africa.....	2,491,689
<b>Total.....</b>	<b>11,190,513</b>

**Political Divisions of British Columbia.**

MAINLAND.

East Kootenay.	New Westminster City
West Kootenay.	Vancouver City.
Yale.	Cariboo.
Lillooet.	Cassiar.
Westminster.	

THE ISLANDS.

Victoria City.	Nanaimo City.
Victoria.	Nanaimo.
Esquimalt.	Alberni.
Cowichan.	Comox.
The Islands.	

**Brunswick Hotel**

--TEMPERANCE HOUSE--

Jewel Block, Cor. Yates & Douglas Sts.  
VICTORIA, B. C.

Newly furnished, Four-story, brick building. Fire-escapes. Electric Bells and Lights. Baths and other modern conveniences.

P. O. Box 541. RATES MODERATE.  
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**ensus of Canada 1891.**

Ontario.....	2,114,321
Quebec.....	1,488,535
Nova Scotia.....	450,396
New Brunswick.....	321,263
Prince Edward Island.....	169,078
Manitoba.....	152,506
British Columbia.....	98,173
Territories, etc.....	98,967

Total.....4,833,239

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1871.....	33,586
1881.....	49,459
1891.....	98,173

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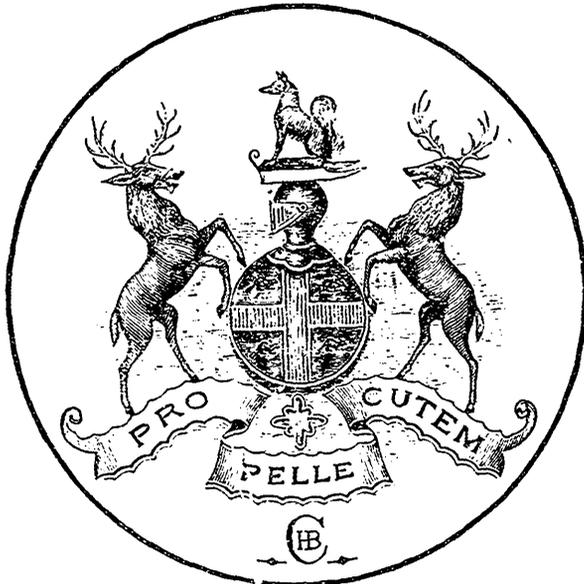
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