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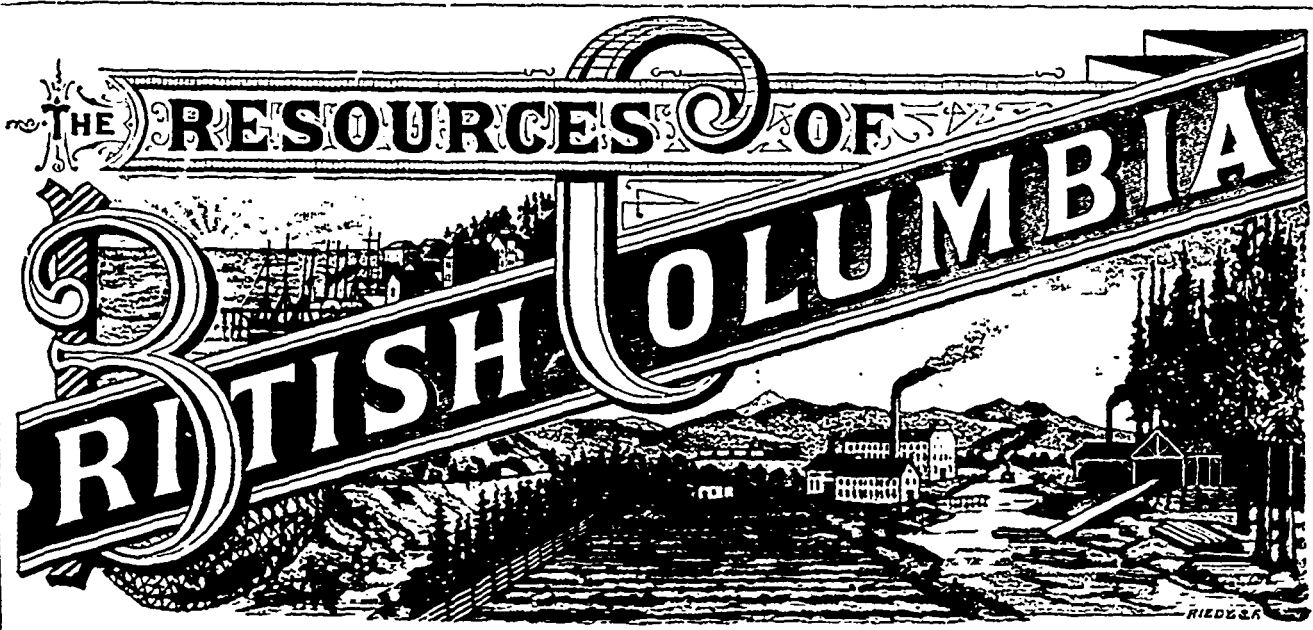
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# INFORMATION.

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

## A FEW FACTS ABOUT BRITISH COLUMBIA.

British Columbia is entering upon an era of great prosperity. Fully \$3,000,000 are expended upon public works annually. Thousands of men are employed on the construction of the Canadian Pacific Railway. A railway along the eastern coast of Vancouver Island is almost certain to be under construction soon. A large graving dock is being made at Esquimalt. The provincial industries are flourishing. Trade is sound, and exports and imports are annually increasing.

### Labor is Much Wanted.

The railway works and many of the provincial industries are hampered by want of labor. Every man and woman able and willing to work can find employment. Wages are high. Board and clothing are reasonable. Domestic servants are wanted. The supply of professional men, clerks and shopmen is perhaps sufficient.

### Climate, Crops and Fruit.

The climate is the best in America—serene and invigorating—its varieties ranging from the climate of the South of England to that of a large portion of France. The Marquis of Lorne, Governor-General of Canada, says respecting it: "No words can be too strong to express the charm of this delightful land."

Soils are fertile. Crops do not fail. No drought. The wheat, barley, oats and hops of British Columbia beat those of California. The root crops of British Columbia cannot be surpassed in any country. Fruit can be raised to any extent and of almost every kind.

### Mining.

Gold mining keeps its place and is capable of great extension. Fields of coal and mountains of iron lie side by side, and rich silver ledges abound. Other valuable minerals exist in great variety.

### Fisheries.

The fisheries are boundless, and, although comparatively untouched, already yield about \$2,000,000 a year for export alone. Food fish can be had almost any where for the taking.

### Timber.

British Columbia has the most extensive and valuable forests in North America, and although this industry is yet in its infancy, the annual product of manufactured lumber is about 30,000,000 feet.

### Schools and Churches.

A free public school is placed within the reach of every child in the province, and high schools and colleges are to be found in the centers of population. No state church, no tithes, but a fair supply of churches throughout the country, including the Anglican, Roman Catholic, Presbyterian and Methodist.

### Political and Municipal System.

The political system is as free as man can desire—full self government, and citizenship easy of attainment by aliens. Any settlement of not less than thirty householders may form themselves into a municipality and manage their own local affairs.

### Administration of Justice.

Law and order prevail to a high degree, and justice is firmly and fairly administered. Petit jurors are paid from \$1.50 to \$2.00 a day for every day they attend, and witnesses are well paid.

### Mail Communication.

Three or four mails a week reach the province from abroad, and the interior mail service is for the most part liberal.

### The Land System.

British Columbia possesses one of the most liberal land systems in the world. Crown lands can be preempted or purchased at one dollar (four English shillings) an acre, on easy terms of payment, and the settler can have his homestead to the value of \$2,500, and personal property to the value of \$500, registered and thereby effectually secured against all creditors.

### Profitable Field for Capital.

The mines and forests and fisheries of British Columbia present a safe and profitable field for the investment of capital.

### ALL ARE WELCOME.

Emigrants from every civilized country are cordially welcomed to this "glorious province" (*vide* Lord Dufferin's speech). Aliens can purchase Crown lands and hold and convey real estate with every freedom. Aliens can be naturalized after one year's residence, and thereafter enjoy all the rights of citizenship. Taxation is light and the utmost freedom compatible with law and order is enjoyed.

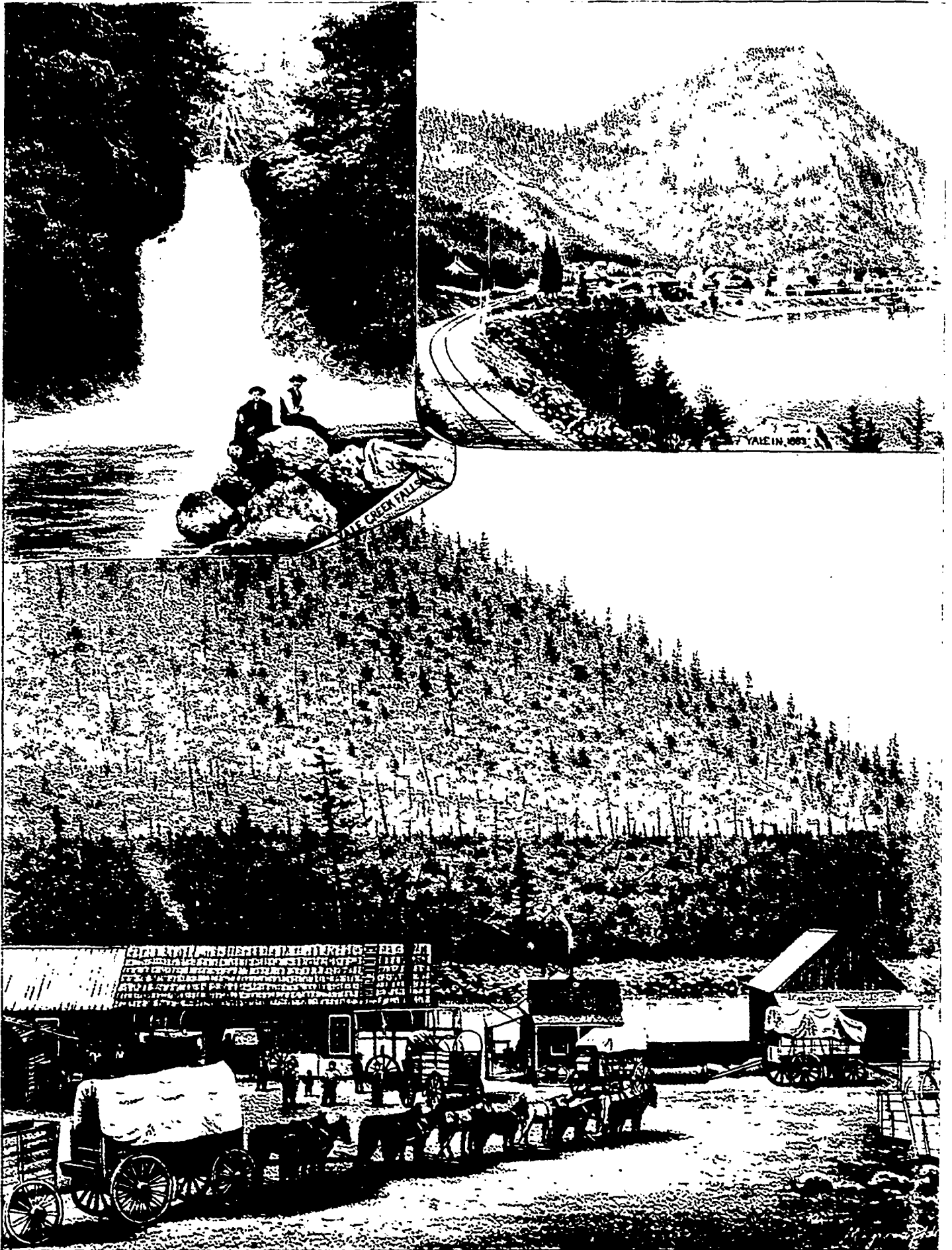
PORT HAMMOND JUNCTION.  
THE FRASER RIVER TERMINUS  
OF THE  
CANADIAN PACIFIC R. R.

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*The Canadian Pacific Navigation Co. have notified the public that arrangements have been completed for the transportation of passengers and freight to all points on the estuary as far as the road has been completed thus*

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FOR  
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STOTTS, BLACKSMITH SHOP, YALE, IN 1878.

THE RESOURCES OF  
BRITISH COLUMBIA

VOLUME I.  
No. 12.

VICTORIA, B. C., FEBRUARY 1, 1884.

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### YALE.

The views of Yale presented in this issue cannot fail of being admired. The lithograph is splendidly executed, and shows, to a certain extent, the character of the country traversed and overcome by those bold pioneers whose adventurous spirit chose rather to wrest from the earth her hidden treasures than settle calmly down to the occupation of the husbandman.

To pass over the tremendous obstacles which confronted these hardy men, and to reflect that what are now broad thoroughfares, were, until their advent, but rude trails through a wilderness peopled with savages and beasts at enmity with man, bring chaos and progress into such close proximity that a taste of the sublime is given in all its reality.

The town is situated on the right bank of the Fraser, about 110 miles from its mouth, and is the head of navigation. There is a newspaper, *The Inland Sentinel*, published weekly by Mr. Hagan; and the town is provided with good stores, hotels, schools, Anglican and Roman Catholic churches, Government Agent's office, lock-up, engine house, Post and Telegraph offices. It is also the headquarters of the Canadian Pacific railway contractor, Mr. Onderdonk, who has established his machine shops, acid works, powder magazines, etc., at convenient distances.

To the lover of mountain and torrent, we commend Yale and its vicinity as possessing everything of that nature which the heart of man can desire. The acclivities, crowned with grove and forest form pleasing features, while the loftier projections stamped with an air of dignity, indicate an upheaving power of irresistible might, and present to the eye a thousand imposing combinations. The dark green of our native pines, interspersed with the variegated colors of

the maple, fringe the mountains, whose lofty heads are bared as if in reverence of an invisible Superior. The eye, wearying of the majestic, finds grateful relief in beholding some such sequestered and romantic nook, as that presented in the engraving.

### BERKELY.

In 1684, two hundred years ago, was born, in Ireland, George Berkeley, afterwards the friend of Pope, Steele, Swift and Atterbury, Bishop of Cloyne. About the age of forty, becoming intent on the conversion of the Indians of North America, and obtaining from the British Government an appropriation of £10,000 for that purpose, he sailed for America, where he remained two years, spending, it is probable, in his benevolent endeavor, part or it may be the whole of a fortune, just before bequeathed to him by a lady in Dublin. At the end of two years he returned home a disappointed man, having ascertained that the Prime Minister had appropriated his £10,000 to other purposes. The Minister probably regarded Berkeley's project as merely "a devout imagination."

The Bishop was the author of many works, controversial and other. He died at the age of sixty-nine. "So much understanding, so much innocence, and such humility, (says Atterbury of him) I did not think had been the portion of any but angels till I saw this gentleman." Have not the Californians done nobly in naming after Berkeley their new University near Oakland. Their thoughts were perhaps on his oft-quoted lines:

"Westward the course of empire takes its way;  
The first four acts already past,  
A fifth shall close the drama with the day,  
Times' noblest offspring is its last."

# Resources of British Columbia.

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

MUNROE MILLER, - - Publisher and Proprietor

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## HIGH SCHOOL.

This useful and popular institution is situated at Victoria, and stands at the head of the public schools of this Province. Established by law in 1866, its portals are open without fee to all who are able to pass the necessary entrance examination. The school recruits its ranks chiefly from Victoria, but pupils from all sections of the Province avail themselves of its privileges. Already, within this short space of seven years, the High School has more than realized the expectations of its firmest friends, and those legislators, who in wisdom and liberality anticipated the desires of the people and formed a natural outlet for the growth of popular education. Here then, the settler may be assured that education—that resource of all resources—which enables us to utilize the materials of civilization, that nature throws into our hands, is recognized as a motive power, promoting the progress and happiness of our people. The High School programme of studies is varied and extensive embracing languages, ancient and modern, and mathematics. Fully one-half the teaching staff of this Province, has been drawn from its graduates, and young men from its ranks are to be seen entering on almost every walk in life—in trade and commerce, in the army, in law and in the church—hewing out for themselves honorable distinction and forcing the world to acknowledge their abilities. Within the precincts of this school, sectarian differences are unheard, and the low mutterings of denominational jealousies are happily hushed in the calm atmosphere of peculiar pursuits. Social distinctions too, are unrecognized. Each *individual* being known by his merits, *nomen clarum et venerabile*.

Two newspapers, the *Leisure Hour* prepared by the boys, and the *Hyacinth* by the girls, are occasionally issued. The editors are not persons of mature years and experience as journalists, but youthful scholars, who amid the toils of translations and triangles, find a leisure hour to employ their pen for the two-fold purpose of pleasure and instruction. Subjoined are extracts from the Christmas numbers of the *Leisure Hour* and *Hyacinth*:

## EDUCATION.

Education is that development of the human powers, that formation of character, which fits us to fill properly our place in society. It embraces a knowledge of the different branches of learning and is regarded by all civilized nations as the best method of raising the inhabitants of a country to that position where they shall be most useful to themselves and society. Therefore, to accomplish this object and to impart the needed instruction, there are schools supported by government, as well as private schools, and schools in connection with religious denominations. Under the enlightening influence of instruction which is readily obtained by a good public school system, much of the superstition and religious prejudices which held sway in past ages, and which indeed still reigns in those countries where learning is neglected, have been swept away as mist before the sun, and a new and better state of affairs has taken their place. It is a true saying:—"There is no royal road to learning," for it is only by diligent study that we can reach the exalted summit on which an educated person stands. Fortunes may be left to us by our parents or relatives; but education we must acquire for ourselves or forever lack it—fortune may be gained at an advanced time of life, but if our education is neglected in youth it is almost impossible to acquire it in after years. Our education should vary to a certain extent to suit the profession or pursuit which we intend to follow; but a thorough knowledge of all branches taught in public schools should be mastered if possible. As some professions call for an acquaintance with the higher branches of learning, it therefore becomes a necessity to have colleges where such branches can be studied to their fullest extent, and where young men can complete their course of studies and fit themselves for positions of honor and trust. By education and natural ability men have risen to fill the highest positions which it is within the power of nations to bestow. The lives of such men show, that by study and the improvement of each fleeting hour of our lives, we may win for ourselves the honor of a name that shall live when in this world we cease to exist.

Lives of great men all remind us,  
We can make our lives sublime.

A. H. GILLANDERS.

[FROM THE "HYACINTH."]

## HONESTY.

Honesty has been defined as being the conformity to justice and correct principles. So a common error is here corrected. I refer to the prevailing idea that to steadily adhere to and unflinchingly maintain one's principles is to be honest, not so, unless those principles in themselves are just, right and true.

Every good has a counterfeit. Acknowledging the inestimable worth of genuine honesty, we must not be blinded by spurious imitations; for to gain his selfish ends, a man will make a stalking horse of honesty. Such a one is loud and ostentatious. He is obstinate, but calls it firmness. He glories in his stubbornness, as if it were uncompromising justice. Beware of such a man; his specious show of honesty covers deep designs. This hypocrisy can always be detected by its being an over-acted part; for true honesty's unblushing face is ever covered with the veil of humility. But in a world like this it would be

almost impossible for one to be strictly honest, as we have defined honesty. For we must speak our whole mind; we must alter all the hatred of our heart; because to feel and hide our feeling were the meanness of hypocrisy, the direct foe of honesty. How then? The answer is clear. We must in character be true, right and just to begin with; and then, and not until then, must our strict integrity and honesty of purpose, speech and action come in.

Then we have much to contend against, in pursuing this course; for our honesty even by itself makes many adverse ones, whom prudence might have subdued. Freedom has been called the father of Honesty, and Independence, his brother. Then these three are a mighty triumvirate. He, who possesses the three-fold gift, will be rooted like an oak, and as steadfast as the mountain pine.

Those who are honest from no higher reason than that "Honesty is the best policy," would on a moment's notice change the standard to "Policy is the best honesty." Our higher motive must be the reward of our consciences, the approval of God and our fellow men; and with this high view ever before us, Tupper says, "Yea, when the shattered globe shall rock in the throes of dissolution, still will he stand in his integrity sublime—an honest man."

#### SOOKE NOTES.

EDITOR RESOURCES.—As promised I send samples of wheat, oats and barley, grown on my seed farm at Sooke, so that new-comers when calling at your office can have ocular demonstration of what this "Glorious Province" can grow. The Wheat, "Golden Grains" is causing the attention of agriculturists in the United States, on account of its fine large grain and great productiveness. I procured some towards the latter end of May, 1881, and being so late in the season, it did not mature properly, but nevertheless, it produced a fair crop. I let the old root stand the following winter, and in the following August I gathered a good crop, which being the second from the same seed, is something extraordinary. The sample of close-jointed, short-eared wheat is from seed which I have been selecting. It will stand the winter well if sown in the fall, and gives a good crop if sown in the Spring, it being either a fall or spring wheat is valuable on that account alone. If you will notice the breast or joint, you will observe twelve each side with four seeds in each, containing on an average ninety-six grains in one ear, and, if sown thin, tills well and takes only about half the usual quantity of seed per acre.

The sample of Welcome oats I described last month; the ten heads of Surprise oats are grown from one stool or seed and contained over 2,000 seed. The Kinver Chevalier barley is a new English sort, of good promise, and as you see, has ears of great length. The fine sample of Red chaff wheat has very stiff straw and will stand more wind than any kind I am acquainted with. All the samples were gathered before fully ripe to prevent the seed from falling out easily.

THOS. TUGWELL.

#### TRAWL NET.

Having, at the reading of Judge Swan's lecture on Saturday night, before the members of the Legislative Assembly and the public, noted what was said about gill nets and their great superiority for taking cod over every method of line fishing, either with pre-historic wooden, or the most improved kind of Sheffield steel hooks; and, knowing besides, the lively interest now felt by "live" men on our sea-board and near it, for development of the vast wealth of Columbia's great "sea farm," we, with much pleasure, give to our readers an article on a Trawl Net from the Dundee *Advertiser*, one of the foremost liberal conservative newspapers in the United Kingdom. Two diagrams of the Trawl Net can be seen at our office.

#### THE STEAM TRAWLER.

In this go-ahead age when, as John Ruskin puts it, men no longer travel, but are sent to their destinations, when the "herring pond" is crossed in a week, when time and space are annihilated by the aid of the telegraph and the telephone, and when murky darkness retreats before the dazzling rays of the electric light—in these bustling, busy, high pressure times, it is not to be wondered at that man, triumphing over the forces on *terra firma*, directs his attention to the sea and seeks out new fields of conquest. And it cannot be denied that he has already achieved a partial success in the new sphere. He no longer can afford the time to unshell the luscious mussel, transfix it to the cruel and treacherous hook, and dangle it before the eyes of hungry fishes. He must have fish when he wants them; not when they are pleased to "bite." He therefore goes to sea, drops a big bag net into the water, tows it athwart the ground where the fishes "most do congregate," quietly re-ships the net and its contents, and makes for the nearest fishing port, laden with his spoils.

In all this there is nothing very original, although it must be owned it is an advance on former methods. Tide and adverse winds are alike disregarded now, The seductive *morceau* and patient waiting of the lines-fishermen are replaced by the bag net and the imperative "come" of the trawler. The new method of fishing, too, if more peremptory, is less treacherous than the old, and more worthy the enlightenment of the nineteenth century. Cunning and treachery are abandoned, and man merely asserts his dominion over the "denizens of the deep" in an honest, straight forward way.

Many simple-minded persons are asking themselves in these days of Trawling Commissions, "What is a steam trawler? What is it like?" A steam trawler may be described as one of the latest combinations of the "resources of civilization." It is a hybrid, and its component parts belong to ages far apart. The net, it is believed, is of much the same mesh as the nets used on the Sea of Galilee; but as "they did not know everything down in Judea" the men of the nineteenth century have considerably altered the building of the net. The boat has also undergone numerous improvements during the lapse of eighteen centuries. But the engine and propeller or paddle wheel are comparatively recent inventions, and belong exclusively to ourselves.



The net is simply a large bag. The upper portion is fastened to the beam, from which the apparatus derives its name. This beam varies in length from 45 to 50 feet, and rests on two triangular iron frames called the trawl heads. These trawl heads being of iron serve to sink the net and keep it in position. The under part or "belly" of the net is composed of two layers of netting, and is shaped like a crescent at the mouth. This under part is not connected with the beam, but is weighted round the mouth by a loaded rope. As the trawl heads stand about five feet high, a very large aperture is thus made for the fish to enter the net. The net tapers down to a breadth of about five feet, to which is attached a larger bag or "cod." Into this bag most of the fish find their way, and the weight of the catch being sometimes considerable the bag is coated with strips of manilla to keep it from wearing by contact with the bed of the sea. The extreme end of the "cod" is drawn together with a line, and when the net requires to be emptied this line is untied, and the fish emptied out. Once inside the net it is almost impossible for a fish to get out again, as two pieces of netting attached to the sides of the net converge on a small opening in the centre. The mode in which the trawler works is this: Arrived at the fishing ground the trawl is unshipped. About 100 fathoms of wire rope is paid out, at the end of which two "bridle" ropes branch off, one to each trawl head, where they are shackled to the beam. The vessel then steams ahead at the rate of about three knots an hour, with the trawl in tow. On ordinary occasions trawling is carried on for about thirty-six hours at a time, and during that period the trawl is generally lifted six times. When the net is to be emptied, the beam is drawn alongside and shipped on the port side. The bag is then canted over the beam, the "cod" line untied, and the fish fall out on the deck. The trawl is again unshipped and the vessel proceeds. The fish are then assorted and taken to the hold. In a proper trawling vessel the hold is placed as far as possible from the engine and boilers. The bottom is laid with concrete, and the hold is so constructed that currents of air are made to pass through it. The trawl is shipped by means of a steam winch placed amid-ships on the starboard side of the vessel.

It will be at once observed that this "sea scraper" when set in motion is a very formidable apparatus. Its voracious mouth is always open and it is never satisfied. The sportive haddock and codfish and the lazy, phlegmatic turbot and skate alike fall victims to its voracity. Flat fish suffer most from it, as a large surface is swept by the mouth of the net. The skate lying dreaming on a soft bed of sand is ruthlessly awakened by the loaded rope of the net coming in contact with his outstretched "caudal appendage." Starting up and looking round to see what is coming, he finds himself incontinently drawn into the thorax of the monster. Resistance is useless, he has to join the "happy family" in the "inner circle." The innocent fluke "flounders" into the breach, never to return, and is followed by his friends the plaice and the sole.

Without entering into the merits of the question of trawl *versus* line fishing, it may be observed that improvements or innovations have always met with opposition from interested parties. The proprietors of stage-coaches strenuously opposed the opening up of railway communication; the old-fashioned farmers

denounced the introduction of the steam-plough, and handloom weavers agitated themselves over the application of steam-power to weaving. Of course the alleged destruction of young fish by the operations of trawlers is a question which has no parallel in the cases noted above, and will have to be seriously considered. As bearing on this point it may be interesting to quote a paragraph on the subject from the report of the Fishery Board for Scotland, for 1883, just published. The Commissioners sent a number of queries to the fishery officers of Scotland, and after consideration of the reports sent in, The Commissioners arrive at the following conclusion:—

"All the information which has been laid before us leads to the conclusion that in the present state of the evidence it cannot be affirmed that beam trawling had to an appreciable extent affected the general productiveness of any other mode of fishing. Trawling has long been practised, although steam trawlers have only taken the place of sailing vessels within the last few years. The wealth of the sea is so enormous that no improved appliance for adding to the food of the population ought to be discouraged. What is required is some power of regulating this industry, so that its prosecution will not be to the injury of the nets and lines of other fishermen, particularly in narrow waters. At present the only regulation now in force is the following:— 'Trawl boats shall not commence fishing at a less distance than three miles from any boat fishing with drift nets. If trawl boats have already shot their nets they must not come nearer to boats fishing with drift-nets than the distance above mentioned.' We are of opinion that the following additional regulations are worthy of consideration:—(1) Trawlers should be required to avoid lines as well as nets. Line fishermen should be bound to mark their lines with flags and buoys. (2) On proof that injury to lines or nets was done by a trawler he should be presumed to be in fault, and so liable in the damage done, unless he can show that the blame was attachable to the line or net fisherman himself or some third party. (3) Failure to mark his lines in the way above indicated should disentitle the fisherman to recover. (4) On verbal complaint to a Superintendent or Fishery Officer—where the sum claimed is under £10—the Superintendent, assisted by two Assessors, when the parties choose to name them, or one Assessor named by himself if they failed to do so, should be entitled to settle the dispute and fix the amount to be paid. Failing payment, the complainant should be entitled to receive a certificate of the damage done signed by the officer, and recover in the Sheriff Small Debt Court the amount contained in the certificate. The Secretary of State should be entitled to prohibit beam trawling in estuaries and narrow waters or inshore, as recommended by the Commission of 1878 (Evidence, p. 38); and also wherever the operation is likely to interfere with beds of oysters, mussels, etc. The Act 44 and 45 Vict. cap. 11 (passed 3rd June, 1881), conferring a power on the Board of Trade by Provisional Order to protect bait beds from injury by beam trawlers, might, in this view, be advantageously extended; and the Statute 10 and 11 Vict., cap. 92 (22nd July, 1847), prohibiting the use of any dredge, etc., for the purpose of taking mussels or mussel-brood in mussel beds, should have its scope enlarged."

## THE FOREST.

The following extract from a letter, written to a gentleman in Victoria, shows how little is known by the people east of the Rockies, of the great capacities of British Columbia in that particular industry :

Is lumbering carried on and in large quantities, and is there much unclaimed timber land in that part of the country that a settler might take up? Please let me know these particulars, and much oblige,

A. C. GRAY.

Below will be found returns of some of the British Columbia mills—the largest ones.

## THE MOODYVILLE MILL.

Is situated on Burrard Inlet, the principal harbor and prospective terminus of the Canadian Pacific Railway, a few miles north of the mouth of Fraser river. This company runs from six to eight logging camps, and gives employment to about 300 men, all

DESTINATION.	NAME.	TONS.	ROUGH.	DRESSED.	PICKETS.	LATHS.	SPRS.
Australia.	Struan	sh 1470	1101311	.....	18157	291	.....
"	Hattie Tapley	bk (90)	510220	100708	30891	221	.....
"	Jubilee	bk 769	280341	132507	.....	383	.....
"	Pacific Slope	bk 799	598227	102980	21037	124	.....
"	Nanaimo	bk 307	402310	.....	18048	22	.....
"	Moravian	bk (99)	327324	155831	.....	747	.....
"	Thos. D. Foster	bk 1385	847409	.....	14400	144	.....
"	St Lawrence	bk 1073	434289	206815	.....	556	18
"	Martha	bk 853	460703	.....	1800	256	.....
"	Fleetwing	bk 798	370315	.....	103640	152	.....
"	Ellen	bk 499	370345	65207	.....	389	69
"	Jer Thompson	sh 1831	1081919	.....	32340	248	.....
S. America.	John DeCosto	sh 1750	688419	225273	.....	.....	.....
"	Rover of the Sea	bk 417	278417	44758	.....	.....	.....
"	Elizabeth Osto	bk 741	474313	101133	.....	.....	.....
"	Lebu	bk 729	386577	150339	.....	.....	.....
"	Jessie Osborne	sh 1075	629551	150294	.....	.....	.....
"	Prof. Nordenkjold	sh 453	265950	61931	.....	.....	.....
China.	Alice W. Minott	sh 1139	501338	298338	.....	.....	.....
"	Chensee	bk 788	481190	21142	.....	.....	.....
Japan.	Antwerp	bk 1004	848328	16100	20169	47	.....
"	Mandora	bk 974	524577	.....	.....	.....	87
Figi.	Latotia	sh 246	145055	80116	.....	.....	.....
"	Sea Waif	bg 330	125752	82079	.....	.....	.....
England.	Rainbow	bk 823	132372	.....	.....	.....	348
"	Princess Royal	bg 536	98729	.....	.....	.....	130
Totals.	.....	22592	12438818	289039	341707	3641	563



A BRITISH COLUMBIA FOREST SCENE.

told, to whom a monthly salary is paid of about \$15,000: or in other words, the salary paid per man will average about \$50 per month and board.

The capacity of this mill is about 100,000 feet per day, which may be increased by running double shifts, which is done when necessary; the electric light being used for illuminating purposes; the whole being driven by a 300-horse power engine, in addition to which is a turbine wheel, the company owning one of the finest water powers in the country. In the transportation of logs to the water, mules and oxen are used. The manner in which these giants of the forest are handled is very faithfully shown in the engraving, the scene having been photographed on the spot, for the publisher of the *British Columbia Directory*.

We insert the yearly statement of the company :

They have loaded twenty-six vessels, representing 22,592 tons, and sent away 12,438,818 superficial feet of rough lumber, 2,089,039 feet of dressed lumber, 341,707 pickets, 3,641,000 laths and 563 spars, in addition to which there has been used for local consumption, 1,151,293 feet, and there is at present on board vessels at the mill, 456,380 feet.

Agents in San Francisco, Messrs. Welch & Co., and in Victoria, Messrs. Welch, Rithet & Co.

## THE HASTINGS MILL.

This mill is situated on the same bay as the Moodyville mill, and consequently enjoys much the same advantages for shipping lumber privileges as the last named mill. The Hastings mill was built by Capt. Stamp, about twenty years ago. The capacity of the mill is about 70,000 feet per day, is supplied with logs by five

logging camps, employs about 250 hands all told, and pays out in wages about \$12,500 per month. In this, as in all other mills, eleven and one-half hours constitute a days work.

By reference to the following table, the reader will be enabled to draw his own conclusion as to what they are and have been doing:

DESTINATION.	NAME.	TONS.	ROUGH.	DRESSED.	PICKETS.	LATHS.	SPARS.
Australia.	Chrysolite	sh 125	25100				
"	Lady Bowen	bk 82	42300	20229	1241	41	
"	Mathilde	bk 82	21070		1031	41	
"	Sir W. Wallace	bk 207	20277	22576	1031	52	
"	Florence Treat	bk 207	42300	11975	3129		
"	Priscilla	bk 207	25179	17267	1611	81	
"	Mindora	bk 207	20284				
"	Jean Pierre	bk 207	20278		2125	41	
"	Staut	bk 207	20278	9472	2125	21	
"	El Dorado	bk 110	21078				
S. America.	Duke of Argyll	sh 207	42300	15100			
"	Abercorn	sh 102	21078	21078			
"	Marina	bk 62	21078	21078			
"	Elmstone	bk 110	21078	16125			
"	D. H. Morris	bk 110	21078	11221			
China.	Oswego	bk 207	20278	22576	1031	52	
"	George	bk 207	21078	22576	1031	52	
"	F. P. Letchford	bk 207	20278	22576	1031	52	
S. Africa.	Comnaught	bk 207	42300	16125	1122	52	
"	Corfu	bk 207	21078	21078	1031	52	
"	Gettysburg	bk 207	21078	21078	1031	52	
San Francisco.	Clara Light	sch 125	10271	211			
"	F. J. Willery	sch 125	21078				
Totals.....		1441	122298	126125	19220	412	150

During the year they have loaded twenty-three vessels, representing 18,484 tons, which bore away 12,228,998 feet of rough and 1,706,420 feet of dressed lumber, as well as 193,090 pickets, 449,000 laths and 150 spars.

By the way, there was shipped from this mill last year a stick of timber 28x28, 120 feet in length.

THE DOMINION SAW MILL CO.

Of New Westminster, is situated at the junction of the North and South arms of the Fraser. The company owning this mill have taken great pains to make their mills accessible to shipping, and to that end have extended their wharf into the stream until a depth of 25 feet of water has been gained at the lowest stage of the river. They have everything necessary for a first-class mill, and have recently added an entire sash and door factory, including machinery for scroll sawing, mouldings and turning, making it one of the most complete institutions of the kind in the country.

They employ from fifty to sixty hands in and about the mills and from twenty to thirty in their various logging camps. The company have a yard in Victoria, under the management of Mr. J. M. Cowper.

THE VICTORIA PACKING CO'S MILL.

Located at River's Inlet, has a capacity of about 10,000 feet per day, driven by steam. They confine their attention principally to cutting lumber for the various canneries of the northern coast, and employ from forty to fifty men, according to demand. The salaries range from \$40 to \$50 per month, with board.

In addition to the foregoing, there are mills in various portions of the Province, about which it is impossible for us to obtain particulars, consequently can only mention them. One at Georgetown run by Mr. Williscroft; one at Skeena, run by Mr. Cunningham; one at Metlakatla, run by the Indians, under care of Rev. Mr. Duncan; one at Naas River, run by M. Crossdale; one at Chemainus, run by

Messrs. Croft and Severence; the Royal City Mills Company, running establishments in New Westminster and Nanaimo; one at Sooke by Mr. Muir, and last, but not least, one in Victoria, run by Mr. W. P. Sayward. This mill is wholly employed in cutting lumber for home consumption, and during the past year cut and put on the market about 4,700,000 feet of rough and dressed lumber.

PROVINCE OF BRITISH COLUMBIA.

Following is a list of the officials of the Province -- the Executive Council members of the Assembly, etc. -- of British Columbia:

- Lieut. Governor--Hon. C. F. CORNWALL.
- Capt. R. Tatlow, Private Sec.
- Judiciary--Hon. Sir M. B. Begbie, Chief Justice; Hon. H. P. P. Crease, Hon. J. H. Gray, Hon. J. F. McCreight, Hon. Geo. A. Walkem, Puisne Judges.

REPRESENTATIVES IN HOUSE OF COMMONS.

- Cariboo--James Reid.
- New Westminster--J. A. R. Homer.
- Vancouver--David W. Gordon.
- Victoria--Edgar Crow Baker, Noah Shakspeare.
- Yale--Francis J. Barnard.

EXECUTIVE COUNCIL.

- Hon. William Smithe, Chief Commissioner of Lands and Works, Premier.
- Hon. Alex. E. B. Davie, Attorney-General.
- Hon. John Robson, Minister of Mines, Marine, Fisheries and Agriculture, Provincial Secretary.
- Hon. Montague W. T. Drake, President of the Council.

LEGISLATIVE ASSEMBLY--1884.

HON. JOHN ANDREW MARA, Speaker.

Name.	P. O. Address.	Constituencies.
Allen, Edward.....	Clinton.....	Lillooet.
Armstrong, Wm. James.....	New Westminster.....	New West. city
Beaven, Robert.....	Victoria.....	Victoria City.
Cowan, George.....	Barkerville.....	Cariboo.
Davie, Hon. Alexander E. R.....	Victoria.....	Lillooet.
Davie, Theodore.....	Victoria.....	Victoria City.
Dingwall, Wm. Munroe.....	Comox.....	Comox.
Drake, Hon. M. W. T.....	Victoria.....	Victoria City.
Duck, Simon.....	Victoria.....	Victoria City.
Dunsmuir, Robert.....	Nanaimo.....	Victoria City.
Galbraith, Robert L. T.....	Kootenay.....	Kootenay.
Grant, John.....	Victoria.....	Cassiar.
Helgesen, Hans.....	Metehosin.....	Esquimalt.
John, Robert Franklin.....	South Saanich.....	Victoria.
Mara, Hon. John Andrew.....	Kamloops.....	Yale.
Martin, George Bohun.....	S. Thompson River.....	Yale.
McLesse, Robert.....	Soda Creek.....	Cariboo.
McTavish, Geo. Archibald.....	North Saanich.....	Victoria.
Orr, James.....	New Westminster.....	New Westm't.
Poolley, Charles Edward.....	Victoria.....	Esquimalt.
Raybould, William.....	Nanaimo.....	Nanaimo.
Robson, Hon. John.....	New Westminster.....	New Westm't.
Scamlin, Chas. Augustus.....	Cache Creek.....	Yale.
Smithe, Hon. William.....	Somenos.....	Cowichan.
Wilson, Charles.....	Barkerville.....	Cariboo.

THORSTON FELL, Clerk Legislative Assembly.

## UTILIZATION OF THE INDIANS.

"I like a *plantation* in a pure soil; that is, where people are not *dis-planted* to the end to *plant* in others; for else it is rather an *extirpation* than a *plantation*." LORD BACON.

EDITOR RESOURCES.—As the Indians of our province are considered to exceed in number 35,000, they are a valuable resource, to be wisely developed into increasing usefulness, first by the Dominion Government, whose wards they are, in granting reasonably liberal and well-applied appropriations. Next by a lively disposition on the part of the actively humane in every community of whites throughout the land, to kindly encourage the natives in well-doing; to countenance the missionaries of whatever denomination in their good work, to note Indian progress in the public prints, and to see that they are neither imposed upon nor neglected.

The Indian is keen to discern who are his real friends, as well as the persons who, at heart, care nothing for him. By the former he will be readily guided in most things. To the latter he will be shy-sullen and stubborn.

To me it seems, that if more time and trouble were devoted to teaching the Indians the "weightier matters of the law," such as honesty or truthfulness, simple rules as to the care of health and of children and the like, progress would be greater, and mortality less amongst them. When talked to about their dancing, feasting and so forth, their ready reply is, "The whites do so in their way, we wish to continue the customs handed down to us by our forefathers."

When they are on a better and larger scale, English scholars, fishermen, farmers, tradesmen, etc., they will gradually abandon their ancient practices one and all.

Some say the Indian is by a law of nature doomed to decay and vanish in presence of the whites. I do not believe this. He might, if neglected, and left to be a wandering, homeless, starving, thievish wail. Not so if we do our duty towards him, but quite otherwise.

In the earlier years of the whitemen's presence in the western Indian country of the North, Tshinooks of the Lower Columbia and the Indians thence to Puget Sound would not work for the new-comers, any individual so-doing being reproached as placing himself on the level of a slave.

The late, Canadian born, Mr. J. M. Yale, so long for the Hudson Bay Co. at Langley, Fraser River, was perhaps the first to induce the natives to work. At Fort McLoughlin, Millbank Sound, they did day's work at extracting large stumps in 1834-35. Not long after 1836, when the steamer "Beaver" began to run, the Indians at various points prepared fuel for

her in advance. At Vancouver, Columbia River, the young Kliketats, in 1836, and the following years, became ploughmen, carters, boatmen, and one year, six of them, acting with perfect honesty, seined salmon on shares with the company. In 1843-44 and the following years, the natives of the south-east of Vancouver and Puget Sound, became canoe-expressmen with mails or passengers, often both, between Victoria and Nisqually, ploughmen, carters, shepherds and sheep-shearers, the women doing as well as the men at the latter work. What is now accomplished by Indians, well and wisely, urged on by a really earnest-minded Agent or overseer, who can only persuade through the confidence reposed in him, let the Reports of 1881 and '82 tell.

Mr. Agent McTiernan a pioneer of Victoria, and long a respected citizen there, now Indian Agent on the Fraser from Yale downwards, and up the coast from Fraser mouth to Bute Inlet inclusive, states in his Report for 1881-82, that \$40,000 was paid that year by Mr. Onderdonk, and \$18,000 by the two saw-mills at Burrard Inlet for Indian labor. Mention is also made of the large amounts by men and women earned on the salmon canneries. This agent speaks favorably of both Catholic and Protestant Indians at Yale; but his praise is greatest for the coast tribes from Burrard to Bute Inlet, all Catholics. This is corroborated to the full by the Report (1881-82) of the Provincial Indian Superintendent, who thus writes: "While nearly all other coast Indians are decimating, these people (from Burrard to Bute Inlets), are now increasing their own population." Being capital sailors they have no lack of employment as deck hands, and as loggers for the saw-mills they are also effective.

Mr. Agent W. H. Lomas reports favorably in general of the Cowichan Indians, and in particular of the Pinalihat branch of them, who are active fishermen. His report of the Nanaimo Indians is also favorable, upon the whole. They have a fine reservation on which to farm, but last Autumn it looked to me in a neglected state. Mr. Lomas mentions the frequency of lung complaints amongst the Indians under his charge. I have long thought that the putting on and throwing off of White mens' clothing, without regard to times and seasons, is with Indians frequently a cause of sickness. Our neighbors beyond the Southern boundary line, have done great things of late years for their Indians. From the Indian schools throughout the country advanced pupils are now sent to finish at a sort of high school or college at Forest Grove, not far from Portland, Oregon. (Some Forest Grove pupils are now, to my knowledge, industrious farmers on Puyallup reservation.) At Cape Flattery and its neighborhood, Mr. Swan, of Port Townsend, tells me the Maka Indians, of old first-class marauders, have now instructors in farming, blacksmithing and carpentering, of their own race, and paid by the Federal Government. The natives have taken the place of white men, who at the beginning, afforded such instruction.

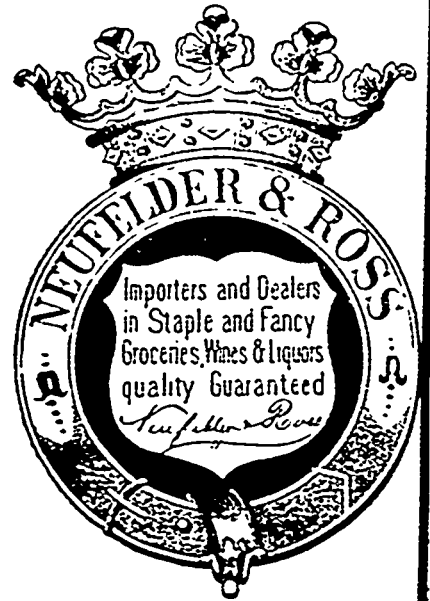
Soon may the like have to be told of British Columbia Indian reservations.

WM. FRASER TOLMIE.

# VICTORIA POST OFFICE

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

CLOSE.	PLACES.	DUK.
Monday and Thursday at 7 p.m.	NEW WESTMINSTER, Burrard Inlet, Granville, Moodyville, Ladner's Landing and Port Moody.	Wed. and Sat. at 4 p.m.
Monday at 7 p.m.	MAPLE RIDGE (Port Hammond), Langley, Matsqui, Riverside, Chilliwack, Sumas, Upper Sumas, Hope, Emory and Yale.	Wednesday at 3 p.m.
Monday at 7 p.m.	MUD BAY, North Arm, Clover Valley, Hall's Prairie and Langley Prairie.	Wednesday at 3 p.m.
Monday at 7 p.m.	LYTTON, Dymuch and Spence's Bridge, Kamloops and Nicola Valley.	Wednesday at 3 p.m.
Monday at 7 p.m.	ANDROFT, Cache Creek, Savona Ferry, Clinton, Lac la Hache, Soda Creek, Alexandria, Queenelle, Van Winkle and Barkerville.	Wednesday at 3 p.m.
Wednesday at 3 p.m.	LILLOOET, Pavilion, Alkali Lake, Big Bar Creek, and Dog Creek.	Wednesday at 3 p.m.
Monday at 7 p.m.	DICK & PRINOLE, Spallumcheen, Okanagan, Okanagan Mission.	Wednesday at 3 p.m.
15th Feb., at 7 p.m.	PENTICTON, Semilkameen, Osoyoos and Rock Creek.	Within 3 weeks after date of departure. Alternate Wed., 3 p.m. Twice each month.
11th and 25th at 7 p.m.	PLUMMER PASS, SEENA, Metlakatla, Fort Simpson, Fort Rupert, Alert Bay, Hazelton, &c. (due notice will be given of dates of departure.)	About 25th Jan.
Thurs. & 28th Jan., at 7 p.m.	FORT WRANGEL, Sitka, Harrisburg and Juneau City, via Port Townsend W. T.	Wednesday and Saturday at 3 p.m.
Monday and Thursday at 7 p.m.	NANAIMO, Wellington, Cowichan, Maple Bay, Somers, Salt Spring Island, Chemainus and Burgoyne Bay.	Alternate Saturdays at 4:30 p.m. Tuesday, Thursday and Saturday, 12:30 p.m. 11th, 19th, and 25th.
11th and 25th at 7 p.m.	COXOX and Quadra (Raynes Sound).	Uncertain.
Tuesday, Thursday and Sunday at 7 p.m. February 9th, 16th, and 23th, at 11:30 a.m.	EASTERN PROVINCES, Manitoba, United States, Grt. Britain and Europe, via Port Townsend, W. T. SAN FRANCISCO CITY, California, Nevada, New Mexico and Arizona.	Uncertain.
Monday Feb. 23th, at 11:30 a.m. 8th and 25th February at 11:30 a.m. Monday, 23th Feb., at 11:30 a.m.	AUSTRALIA, New Zealand and Sandwich Islands.	Uncertain.
8 a.m., 11 a.m., 2 p.m. and 5 p.m. Tuesday at 8 a.m. Tuesday at 12 m.	SOUTH AND CENTRAL AMERICA, Mexico and Panama. CHINA AND JAPAN, British India and Straits Settlements. ESQUIMALT—four times daily. SNOKE, Metchoin and Colwood. SAANTIC.	Uncertain. 9:30 a.m., 12:30 p.m., 3:30 p.m., 6:30 p.m. Monday at 3 p.m. Tuesday at 9 a.m.



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

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

OFFICE HOURS—From 7 a.m. to 7 p.m. MONEY ORDER OFFICE—From 9 a.m. to 4 p.m. R. WALLACE, POSTMASTER.

### Money Order Office.

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

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

Order \$ 4	10	20	30	40	50	60	70	80	90	100
Over \$ 4	10	20	30	40	50	60	70	80	90	100

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

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

Order \$ 10	20	30	40	50	60	70	80	90	100
Over \$ 10	20	30	40	50	60	70	80	90	100

Money Orders on the United Kingdom, Newfoundland, the United States and British India, are drawn in Canada Currency, and may be had for any sum not in excess of \$20, but postmasters are at liberty to issue several orders of \$20 each, if required.

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

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

### Registration.

Every letter and packet intended for registration must be handed in at the wicket, and a receipt obtained therefor. On no account must it be dropped into a letter box. The registration fee must be paid by registration stamp the registration fees on letters to places in Canada and Newfoundland is 2 cents; to Great Britain and the United States, 5 cents.

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

### Parcel Post.

Parcels are sent to places within the Dominion of Canada (only) and should be plainly addressed, marked "By Parcel Post." The sender's name should be written on the lower left hand corner. A parcel must not contain a letter or any correspondence, postage 6 cents per 4 oz., or fraction of 4 oz.; limit of weight, 5 lbs. within the Province. To the Eastern Provinces of the Dominion, the limit of weight is 2 lb. 2 oz. Parcels may be registered—fee 5c. The Parcel Post to Kootenay has been discontinued.

### Table of Distances

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

VICTORIA * §	0	Maple Bay	10
Burgoyne Bay	42	Matsqui †	10
Bridge Creek †	54	Mission	10
Barkerville * † §	57	Maple Ridge	10
Cache Creek † §	58	Nanaimo * †	10
Cassiar	1060	New Westminster * §	10
Cowichan †	25	Nicola Valley	10
Coxox	124	Okanagan	10
Chilliwack * †	127	Okanagan Mission	10
Clinton * §	311	Queenelle * † §	10
Departure Bay	80	Riverside	10
Granville * †	88	Soda Creek * † §	10
Grand Prairie	276	Somers †	10
Horseshoe Bay	51	Spence's Bridge * §	10
Hope †	107	Sumas	10
Harrison River	124	Stanley §	10
Kamloops * §	240	Savona's Ferry	10
Kootenay	477	Spallumcheen	10
Langley	102	Vesuvius Bay	10
Lytton * † §	222	Wellington	10
Lillooet	254	Yale * † §	10
Ladner's Landing *	73		

### Licensed Stamp Vendors in Victoria.

T. N. HIBBEN & Co., Government St. M. W. WATT & Co., Government St. H. GERRARD, Government St.

### T. N. HIBBEN & CO.

Booksellers, Stationers, News Agents

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

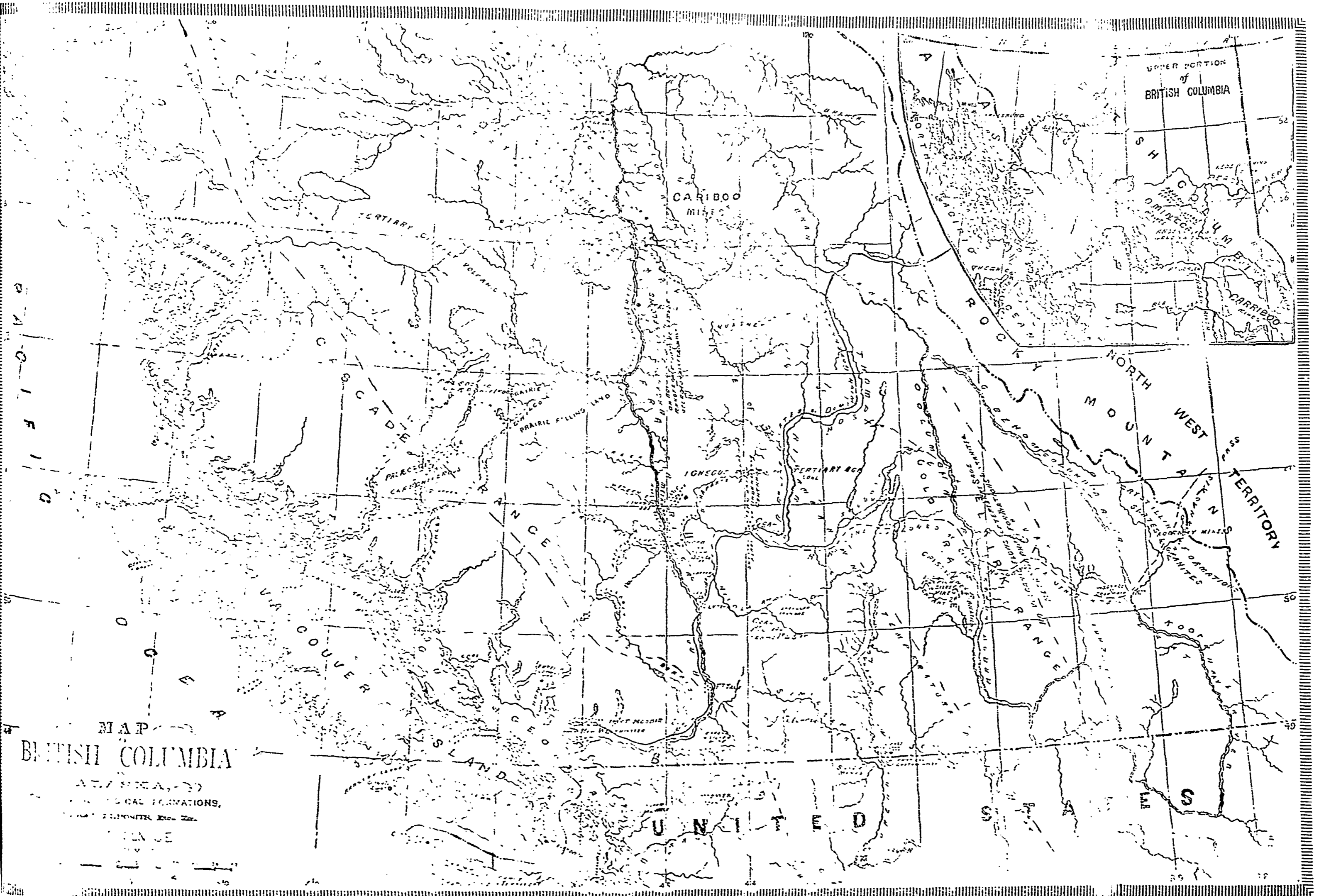
VICTORIA, B. C.

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

APPRAISERS AND COMMISSION MERCHANTS.

REPRODUCED FROM 1903.

VALUATIONS OF REAL ESTATE & SECURITIES.



MAP  
OF  
BRITISH COLUMBIA

AND  
ADJACENT  
LOCAL FORMATIONS,  
BY  
J. P. DAVIES & CO.,  
1903.

UNITED STATES

# KURTZ & CO.

PIONEER

**WHITE LABOR CIGAR**

MANUFACTURERS

Government Street, - VICTORIA, B. C.

B. C. A. A.

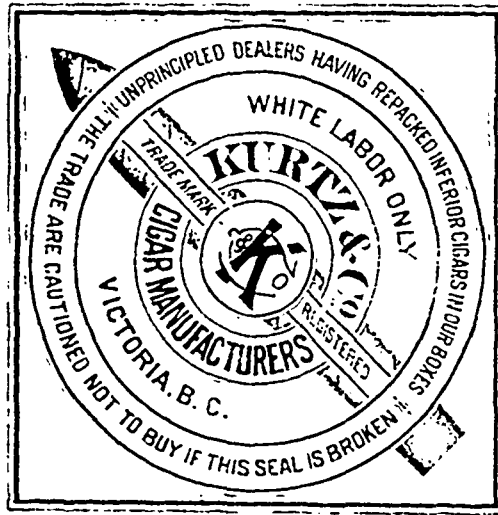
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FIRST PRIZE

Kurtz & Co.

FOR CIGARS.

A. PEELE, Sec.



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

See that our TRADE MARK is on each box Uncut.

WE HAVE IN STOCK

**500,000 WELL SEASONED CIGARS**

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1882.

(TOWNSHIP N99.)

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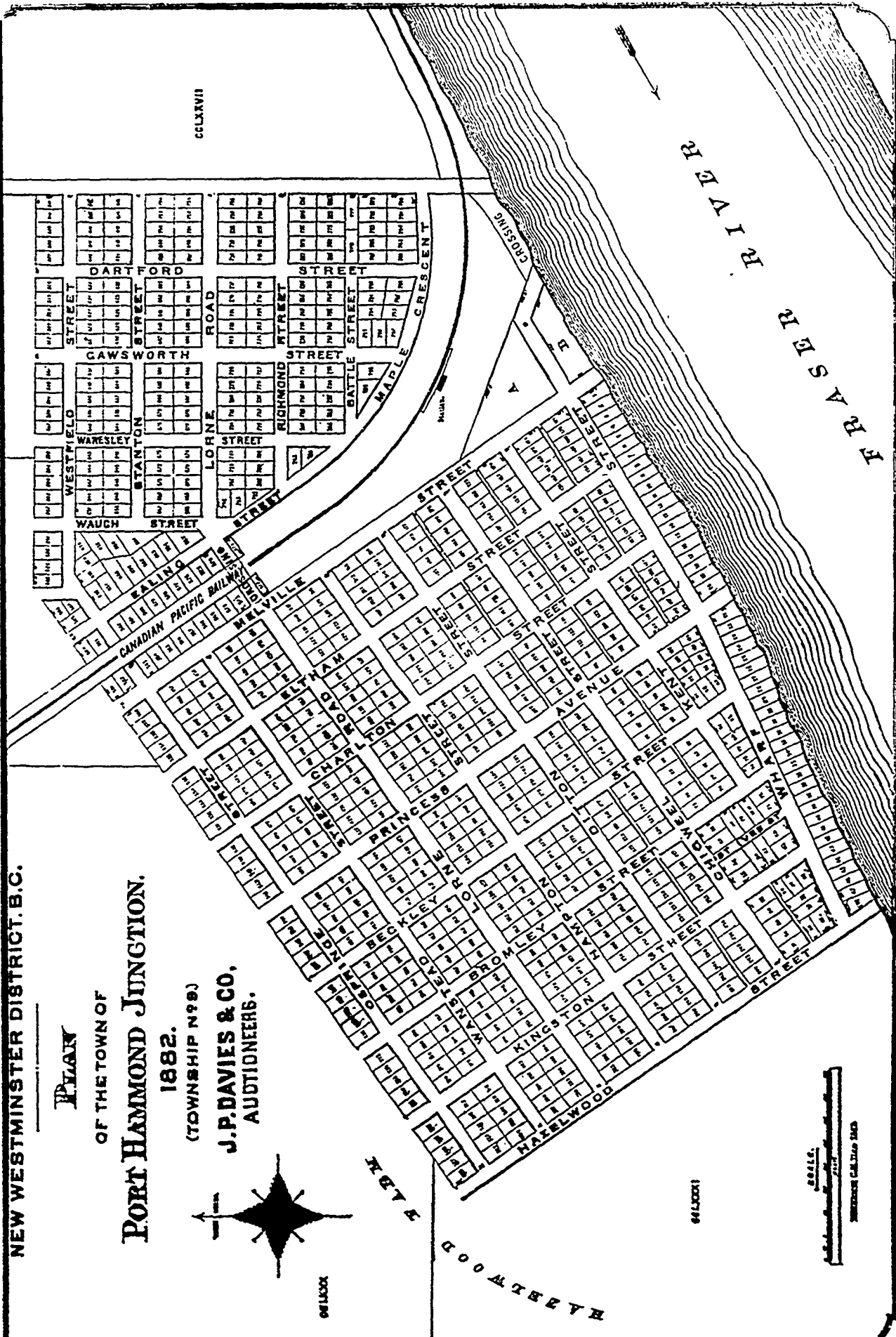
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SCALE.



MEASURED BY J. P. DAVIES



6412000

FRASER RIVER





## KOOTENAY RECLAMTION SCHEME.

On the 14th July last the Chief Commissioner of Lands and Works, with the view of ascertaining the nature, quality and extent of the bottom lands lying between the International Boundary and Kootenay Lake, dispatched Mr. A. S. Farwell to that locality with instructions to make such surveys as might be necessary to enable him to report upon the extent and character of the valleys on each side of the river, the approximate area of the lands subject to overflow, and the average depth of flood water, and upon the nature and magnitude of the operations necessary to reclaim the submerged lands, together with any information bearing on the subject which he might obtain.

After making the necessary trip Mr. Farwell submits the following report :

I left Victoria on the morning of the 16th July, and arrived at Portland on the evening of the 17th. Leaving Portland at 7.30 a. m. on the 18th, I reached Sand Point, Idaho Territory at 8 a. m. on the 19th. This portion of the journey was over the Northern Pacific Railway; the distance from Portland to Sand Point being 445 miles. Sand Point is a small railway town built on the north shore of Pend Oreille Lake. Mr. G. M. Sproat (who traveled in company with me) and I here joined Mr. W. A. Baillie-Grohman, with whom arrangements had been made to provide us with transport, etc.

We left Sand Point on the 19th July, and camped at Bonner's Ferry, on Kootenay River, on the 20th traveling through Pack River Pass, a distance of about forty miles. The altitude of Sand Point above sea level, by the N. P. R. survey, is 2,050 feet; the rise thence to the summit of Pack River Pass, is 140 feet, and Bonner's Ferry is 440 feet lower than the summit; making the altitude of Bonner's Ferry 1,750 feet. A railway can be easily constructed through this pass. No engineering difficulties exist; and, with the exception of clearing the dense growth of timber, the work will be light. I found a great difference of opinion as to what is good or valuable timber. From an Idaho and Montana standpoint, the timber in the neighborhood of Sand Point, and that in Pack River Pass, is large, valuable and exceptionally good; the reason being, I imagine, that there are vast tracts of land on the line of the Northern Pacific Railway entirely destitute of timber. From my own point of view, taking the groves of Douglas fir, etc., on the shore of Burrard Inlet, Howe Sound, and different places on Vancouver Island, as a standard, I consider the Idaho timber of a very inferior quality; in other words, during the whole of my journey I have not seen a piece of timber land a Burrard Inlet logger would put a camp into. Pack River Pass is thickly timbered throughout, with occasional burnt patches with tamarack or western larch, white pine, Douglas fir, cedar, black pine, etc. The trees are generally small.

I left the ferry on the 22nd July, and traveled in a boat down Kootenay River to the lake; thence to the

outlet, and down the outlet twenty miles to the first rapids, arriving there on the 30th.

The whole country appeared to be on fire, and the smoke so dense it was scarcely possible to see anything at a distance of two hundred yards. It was with the greatest difficulty that I could measure the width of the stream at the rapids, though only 317 feet. After coasting round a portion of the lake, and visiting the 'Mine' on the east side of Kootenay Lake, I returned to McLoughlin's, on the boundary line, on the 18th August. The smoke, if anything, was thicker than ever, and I decided to accompany Mr. G. M. Sproat to the Columbia Lakes. We started on the 21st, and traveled by the Moyea Trail to Joseph's Prairie; thence down the Columbia about fifteen miles, below the Lower Columbia Lake. Returning, we traveled south, down the Upper Kootenay to Elk River; turning back we reached McLoughlin's on the 6th October. The smoke at this time had nearly entirely disappeared, and I again proceeded to the 'Mine,' thence to the outlet and rapids, thence back up Kootenay River, reaching Bonner's Ferry on the 28th, and Sand Point on the 30th October. I left the Point on the same night, and arrived at Victoria on the 3rd November.

## KOOTENAY RIVER.

Kootenay River, between Bonner's Ferry and Kootenay Lake, is a magnificent stretch of inland navigable water. Its average width is over 600 feet, and in sharp bends it is considerably wider. The first ten miles below the ferry is shallow, compared with the lower portion of the river. From the boundary line careful soundings were taken to the lake, and with the exception of a bar at the mouth of the river, the main channel was found to average over sixty feet in depth. On the bar the water shoaled to four, three and a half, and three fathoms. These soundings were taken on the 25th and 26th July. On the 10th of October the water had fallen eight feet, and would probably fall four feet more before ordinary low water was reached.

There are no obstructions whatever in the river, except a few snags, which could be removed for very small sum. The distance from Bonner's Ferry to McLoughlin's at the boundary line, by water, is about 50 miles, thence to the lake 30 miles, down the lake to the outlet 35 miles, outlet to the 'Mine' 10 miles, 'Mine' to north end of lake, say 25 miles. This makes an uninterrupted water stretch of 150 miles, suitable for the travel of the largest inland steamers.

The current in the river on 20th July was slow, not probably, exceeding one mile an hour. In the latter end of October it was scarcely perceptible.

There is very little fall between Bonner's Ferry and the lake. The mean reading of 26 observations, taken with a compensated Aneroid Barometer, at McLoughlin's, and 53 on Kootenay Lake, gave the same altitude, viz.: 1,750 feet above sea level. Judging from the banks, I estimate that there is a fall of about eight feet from the Ferry to the boundary, and four feet from the boundary to the mouth of the river.

## THE KOOTENAY BOTTOM LANDS.

These bottom lands extend from a short distance

above Bonner's Ferry, on both sides of the river (generally speaking) to Kootenay Lake. A successful reclamation scheme would benefit the lands subject to overflow, to the south of the International Boundary Line, as much, if not more, than those lying to the north of said line.

I roughly estimate the bottom lands in Idaho Territory at about 65,000 acres, and the bottom lands subject to overflow, between the boundary line and Kootenay Lake, at 45,000 acres, exclusive of rivers, sloughs and permanent lakes. I enclose herewith a sketch map of the country from the 49th parallel of north latitude to Kootenay Lake, drawn to a scale of half an inch to one statute mile. From a good observation I made the latitude of the small island in Kootenay Lake, near the mouth of the canal, 49 deg. 17 min. north.

This makes the distance, in a direct line, following the general run of the valley, twenty miles from the boundary to the lake. The course of the river is very tortuous from McLoughlin's to Rocky Point. Here the river divides, the main stream following the foot-hills on the east side; the other branch follows a comparatively straight course down the centre of the valley to the lake, forming a large island. This channel is commonly known as the 'Canal.'

There is no doubt Kootenay Lake at one time extended to Bonner's Ferry, and the south end of it has been gradually filled up with alluvium. This process is still going on, as shown by the large mud flats at the mouth of the river. The whole of these flats, from the boundary to the lake, are practically worthless on account of the annual flooding they are subject to. Natural grasses can be cut for hay on the higher portions of the ground; and before and after high-water, stock can obtain feed in certain places, but any attempt at agriculture would be futile. There are four principal flats of the following approximate average:

No. 1. On the right bank of Kootenay River, between the boundary and Goat River, 9,000 acres.

No. 2. On the right bank of the river, between Goat River and the lake, 15,000 acres.

No. 3. On the left bank, from the boundary, northward six miles, 8,000 acres.

No. 4. From the last flat to Rocky Point, 8,000 acres.

The big island at the mouth of the river contains about 5,000 acres. These flats, including the island, are open prairies, with fringes of cottonwood and brush, varying in width from a few yards to three or four chains.

In the middle of July the greater portion of these flats was covered with water, with the exception of No. 3. Probably one half of this tract was nearly dry. At the end of October a great deal of these lands was still under water, although the river had fallen over eight feet and was still falling. One noticeable peculiarity is, that the main river banks are considerably higher than the land towards the foot-hills. Another is that the streams coming in on both sides of the valley, with the exception of Goat River, have no visible outlets into the Kootenay River. This causes the water to remain on the land long after the river has fallen below its level.

The water during the past season did not attain its usual height by about eight feet. The flooding of these bottom lands is caused by the water accumulating in Kootenay Lake faster than the outlet can discharge it. The first annual rise in the lake is caused by the snow-water flowing in by its numerous tributaries. Before this water has time to run down the summer freshets increase the volume of Kootenay River, and raise the lake still higher.

From Mr. McLoughlin, I learnt that the land near the lake is first submerged, and as the lake fills up the water gradually approaches the boundary and so on up the valley, showing clearly that the contracted waterway of the outlet is the main cause of the difficulty. The water did not rise over the banks at the boundary last summer, but in ordinary years, as far as I could judge from the silt on the cottonwood trees, it covers them about four feet deep. This height of water would convert all the bottom lands into a vast lake.

#### THE SOIL.

The soil is very good, being a rich loam, strongly impregnated with lime. Three miles below the boundary I saw several stalks of club wheat. These stalks, though self-sown, bore a very good sample of wheat with long full heads. Natural grasses, red top, blue joint, etc., grow luxuriantly on the higher portions of the flats.

On the foot-hills close to the bottom lands, Mr. McLoughlin raises good potatoes, wheat, onions, tobacco, etc. Mr. Richard Fry, who resides at Bonner's Ferry, grows all kinds of vegetables successfully. On the 8th August last he had ripe peas and beans in his garden, tomatoes, cabbages, cucumbers, etc. The soil is of a great depth. Nowhere along the river bank can the slightest sign of gravel or sand be detected. At the boundary, on the 10th October, the banks were 15 feet high, and the soil appeared the same from the top of the bank to the water level.

#### CLIMATE.

It is difficult to arrive at any very accurate idea of the climate in Lower Kootenay, as no regular meteorological observations have been recorded.

The summer is represented to be warm with occasionally showery days. The winter is cold, the thermometer probably reaching 20 deg. below zero. The snow is not great, generally settling down to eighteen inches or two feet. Mr. W. G. Hall, the only settler north of the line, has a pre-emption claim situated half a mile north of the boundary, and three miles east from Kootenay River. Both Mr. Hall and Mr. McLoughlin cheerfully gave any information on this subject they possessed; but neither of them having any meteorological instruments, some of their statements were merely conjectural.

Mr. John Russell, a merchant at Sand Point, passed the winter of 1880-81 at Bonner's Ferry, and was provided with minimum and maximum thermometers. He informed me that the lowest reading of the thermometer was 14 deg. below zero. Snow fell in November, but disappeared in a few days. The regular winter fall commenced about Christmas, reached a depth of two feet in February, and disappeared about the first of April. From the ap-

pearance of the timber, I imagine the climate is somewhat similar to that of Kamloops, with probably a greater rainfall in summer, and a slightly higher temperature in winter.

#### THE FOOT-HILLS.

On the right bank of Kootenay River, between the boundary and Goat River, there is a stretch of low, hilly country, containing about 10,000 acres. The soil is a stiffish clay, on which wheat has been raised by Mr. W. G. Hall. The land is thickly wooded with tamarack, yellow pine, Douglas fir, black pine, etc. This timber is of no value except for farm or other local purposes. The remaining foot-hills, on both sides of the valley down to the lake, are steep, rocky, and covered with scrub timber. There are occasional points on which houses and out-buildings might be erected. There is no high grazing land in this locality, that is north of the boundary line.

#### KOOTENAY LAKE.

Kootenay Lake is about sixty-five miles long, and varies in width from two to five miles. From the mouth of Kootenay River, the general course of the lake is N. 45 deg. W. to Cape Horn, opposite the outlet; distance, thirty-five miles. The shore on both sides is very steep, and in many places bluffs of rock jut into the water. The timber is scrubby, and of no economic value. A large area of the mountain sides has been burnt completely bare. The formation on the west side is granitic, throughout the entire distance. There is not a single acre of land suitable for cultivation on either side of this portion of the lake. From Cape Horn to the 'Mine,' a distance of ten miles, the timber improves in quality a little, but is worthless except for mining or other local works. The rock changes to quartzite and limestone formations. There is no agricultural land on either side of the lake, throughout this distance, except about half an acre at the 'Hot Springs.' The 'Hot Springs' are on the west side of the lake, and bear S. 35 deg. W. from the 'Mine' distant four miles. These springs are very warm, and the overflow from them has deposited a thick crust, nearly as hard as ordinary rock, on the shore of the lake. I brought some of this deposited matter to Victoria. H. L. Jones, Esq., (of Langley & Co., Victoria), has kindly examined it, and pronounces it nothing but pure lime. The lake, from the 'Mine' to its northern extremity, is about twenty miles long, but I regret to say I was unable to inspect that portion of it. From reliable sources, I understand that there is a little land at the mouth of the Larlaux River, and that the timber on the side hills improves in quality; there is also some tolerably clear cedar on the low ground.

#### THE OUTLET.

The outlet of Kootenay Lake is directly opposite Cape Horn, and its general bearing to the 'Narrows,' two and a half miles from the lake, is S. 45 deg. W. The width of the waterway near the lake, on the 28th July, was 1,222 feet. The channel here is deep, in the centre varying from eight to eleven fathoms and one half. Between the outlet and the 'Narrows,' the channel widens out in places to three-quarters of a mile.

At the 'Narrows,' the channel contracts considerably. On the 21st October, it was only 341 feet wide. The distance between the extreme high water marks, on either side, is 426 feet. The deepest water at this point is seven fathoms. From the 'Narrows,' to the first rapids, a distance of about 17½ miles, the water way is more crooked, the general bearing being about 30 to 40 degrees west of south. The width varies from a quarter of a mile to one mile and a half. There are several streams coming in on either side, and where they occur, long, gravelly and sandy points set out into the channel, narrowing it down in places to a quarter of a mile; but at these places the channel is deep, being in no case less than eight fathoms.

The hills on both sides of the outlet are very steep and rugged, with occasional long stretches of bluff granite rock. The timber has been nearly all burnt off, and what remains is of a very poor quality—small tamarack, yellow pine, white pine, Douglas fir, cedar, black pine, etc. From the lake to the rapids there is no agricultural land whatever.

This piece of water can be easily traversed with steamboats of any size. The current is slight, with the exception of a short distance at the 'Narrows.' On the 1st August, it was running at that point about 2½ miles an hour. At any rate we pulled a large bateau through the 'Narrows' on that date, with four oars, without much difficulty. I may state here, that my view of the first twenty miles of the outlet, being navigable for steamboats is borne out by the explorations made by Walter Moberly, Esq., C. E., in 1865. On his map of Columbia River, drawn by Mr. James Turnbull, this fact is stated.

#### RECLAIMING THE KOOTENAY BOTTOMS.

The work of reclaiming these lands will be expensive and difficult. In the first place, matters must be so arranged that the water in Kootenay Lake shall not materially rise above its lowest stage under existing circumstances. As before stated, the first rise in the lake is caused by the snow melting on the surrounding mountains, and draining into it by numerous small tributaries. The second by the flood water of Kootenay River. The difference of level of the water in the lake, between extreme high water and dead low water, is from 18 to 20 feet. Last season was a particularly dry one, no rain falling with the exception of a shower or two from the 2nd May to the beginning of October. At Bonner's Ferry the water reached its highest stage on the 27th June; on the 28th it fell two inches.

The water in the lake commenced to fall on the 1st July. In the beginning of August the water was falling at the rate of 2½ inches in twenty-four hours, at the outlet, close to the lake; 1.54 inches in twenty-four hours, at a point immediately below the 'Narrows,' and 1.78 inches in the same space of time at the rapids.

The sectional area of the waterway in high water at Bonner's Ferry is about 12,500 feet; at the 'Narrows' 12,000 feet; and at the 'Rapids,' 13,000 feet. To enable one to form an accurate idea of the cost of sufficient widening the channel at the 'Narrows' and the first 'Rapids' it would be absolutely necessary to watch the action of the water from the first rising in

the spring of the year to the time of its reaching its lowest stage in the autumn. This of course I was unable to do, still I am in a position to state that the cost of the work must be heavy.

At the 'Narrows' to widen the stream 250 feet would necessitate the removal of some 116,000 cubic yards of small boulders, gravel and sand.

At the 'Rapids,' the left shore is bluff rock, about forty feet in height. The right bank is low and consists of large granite boulders and gravel; the boulders vary in weight, from 50 pounds to a ton. This place has the appearance of being at some distant period, over half a mile wide, and since filled up with immense boulders by glacial action. To widen this channel 200 feet, it would be necessary to remove about 200,000 cubic yards of material. I have gone into these approximate figures in order to disperse an idea that a few charges of powder were only required to remove the obstructions in the outlet. The fall immediately below the rapids is heavy, and no difficulties in my opinion can exist below that point.

The cost of removing the above mentioned material at the 'Narrows' and the 'Rapids,' calculated on the prices received for excavating similar material by the contractors for the construction of the Canadian Pacific Railway, from Emory to Savona Ferry, would be as follows:--

Excavating and removing 116,000 cubic yards, gravel and small boulders with sand @ 30 cents.....	\$34,800
Excavating and removing 100,000 cubic yards @ 30 cents.....	30,000
Excavating and removing 100,000 cubic yards of loose rock @ 75 cents per cubic yard.....	75,000
	<u>\$139,800</u>

Widening the narrow places would no doubt materially assist in reducing the height of the water in Kootenay Lake; but to thoroughly reclaim the bottom lands I am of opinion, it will be necessary to divert the Upper Kootenay into the Upper Columbia Lake. The Upper Kootenay drains a large area. It rises in the centre of the Rocky Mountains and runs in a southerly direction about one hundred miles before it breaks through the range into the Columbia and Kootenay valley to the west of the main chain.

Although the water was unusually low this year, the crossing was not fordable for animals until the 1st of August. On the 15th September there was a very strong current in the river, and water above our horses bellies. Following down the Kootenay from the upper crossing to the lake, the following tributaries are crossed. On the right bank, Findlay Creek, St. Mary's River, Yaka River and the Moyea. On the left bank, Sheep Creek, Wild Horse Creek, Bull River, Sand Creek, Elk River, Tobacco River, and Musula Creek. All these streams though of a considerable size for a short time during high water, run down very rapidly. Elk River has the largest volume of water, but in the middle of September was not as large a stream as the Kootenay at the crossing by one-half. The Kootenay, on issuing from the Rocky Mountains crosses the valley nearly at right angles and then turns abruptly to the south.

The valley is about one mile and a quarter wide, its length from the river to the Upper Columbia

Lake is nearly two miles. The ground is flat and thinly studded with yellow pine trees from one to two feet in diameter. The soil is sandy, with gravel a short distance from the surface.

There is a fall of over twenty feet from the river to the lake, that is from the east side where the river first enters it. The river itself has considerable fall in its course across the valley. There is a popular idea in Kootenay that the work of turning this river can be accomplished for the sum of \$10,000.

With this opinion I respectfully beg to differ. To estimate the cost of this work with any degree of accuracy, it would be necessary to make correct plans and profiles of the ground, also to sink trial pits on the line of the proposed canal. At any rate, a channel would have to be excavated two miles long, 90 feet wide, to an average depth of 10 feet at least, which would give 316,800 yards of material to be removed. In addition to this, a substantial dam would be required, about 350 feet long, and from 6 to 20 feet high.

What effect turning this quantity of water into the Columbia Lakes may have on the low lands on the Upper Columbia, it is hard to say. It would probably destroy some patches of meadow land, but the improvement to the navigation would more than offset such a loss. Major Rodgers, Chief Engineer of the Pacific Division of the Canadian Pacific Railway, informed me that he saw no objection to such a work being undertaken, so far as it would interfere with his railway bridges on the Columbia, these structures having to be placed at such a height as to make the question of a little water, more or less, a matter of no consequence.

Turning this river would greatly improve the bottom lands, between the crossing and the boundary, and increase the quantity of meadow land between these points.

In the event of these works being carried out, and the water in the lake being so far reduced as to prevent the annual flooding the bottom lands are now subject to, a considerable expenditure will be required to open outlets to all the mountain streams between the boundary and the lake. It will be necessary also to construct large catchwater drains along the foot-hills, and numerous other drains across the flats, in order to clear them of surface water.

#### THE KOOTENAY MINES.

The 'mine,' or the ledge, as it is generally called, is situated about ten miles north from Cape Horn, and on the west side of Kootenay Lake. The lead has been traced on the surface for about a mile, on the east side of a hill. This hill juts into the lake, with a low valley running to the east of it, from water to water. It has the appearance of being upheaved and broken off from the neighbouring mountains.

The rock strata, quartzite and limestone, dip towards the lake, at an angle of about 40 degrees. The outcroppings on the Bluebell claim, are 236 feet above the lake level. No work of any consequence has been done on this ledge during the past season, all the claimants to the ground having been engaged in law suits before the Gold Commissioner. Some ten or twelve claims have been recorded on the west side of the lake, opposite the big ledge. At the mine, I met

Captain Brown, a well-known mineralogist and assayer of San Francisco, who was engaged by Messrs. Ainsworth & Co. to test the ore on the big ledge. He spoke favorably of the mining prospects in this locality. He did not consider the galena deposits as confined to the big ledge, but was of opinion, from the appearance of the formation, that other mines of equal, if not greater, value, would be discovered within a radius of 10 or 15 miles. That the cost of smelting would be moderate, on account of the large supply of suitable timber. A large bed of clay, near the mine, he pronounced to be of excellent quality, suitable for fire brick, and containing kaolin.

In conversation on the existing Provincial mining laws, Captain Brown considered the "Mineral Amendment Act, 1833," a very good measure, and if it had not been disallowed by the Dominion authorities, over one hundred men he was personally acquainted with, would have been prospecting in the Kootenay Lake country during the past season. On the Upper Columbia, I met a Mr. Arthur Isaacs, one of the owners of a mineral claim located on Spallumcheen River. This river runs into the Upper Columbia River, on its left bank, about 50 miles below the Lower Columbia Lake. Mr. Isaacs, who is an experienced Colorado miner, expressed himself very strongly against our mining laws, considering it a particular hardship to have to represent the ground every seventy-two hours. I met many prospectors and miners, both on Kootenay Lake and the Upper Columbia, and they were unanimous in condemning the present laws relating to minerals found in lodes or veins. They considered that a certain amount of work, say to the value of \$100 or more, performed on a claim, in sinking or drifting on the ledge, should entitle the recorded holder of it to retain his ground for the term of a year without further representation. This work it was pointed out, should be defined, that is to say, the size of the shaft to be sunk or the adit driven, should be set forth in the Act, in order that the Gold Commissioner might be relieved from the responsibility of assessing the value of the work done.

The laws in force in Arizona, Colorado, Utah, Montana, and other States and Territories of the United States, contain provisions of this character, and have been found to work well.

It seems to be a well recognized fact that human beings cannot exist in a state of health on animal food exclusively for any great length of time. Vegetables are necessary to prevent certain diseases, and to remove those diseases when they have invaded the system. But vegetables can be used as an exclusive diet and yet maintain the body in a state of perfect health. Herodotus implicitly attributes the activity and healthiness of the Persians of his time to the variety and abundance of fruit and vegetables which they consumed. They had at meals not only several dishes, but several courses of vegetable food preceding a very moderate allowance of solid meat. Chambers says: "I feel sure that the puminess, infertility, pallor, fetid breath and bad teeth which distinguish some of our town population, is to a great extent due to their inability to get these articles of the table fresh".—*Cor. Sanitarium.*

### BRITISH COLUMBIA ADVANCING.

It shows how closely the people of the whole world are becoming bound up together when the address of Lieut.-Governor Cornwall at opening the British Columbia Legislature on the 3rd inst. has attracted universal attention. Not so long ago the affairs of that distant colony would have awakened no interest whatever. Now it is different. Through the opening up of railways, improved navigation and telegraphs, there is scarcely a corner of the earth, however distant and outlandish, but is closely connected with the most busy centres, and has a considerable influence upon them.

All, therefore, will be glad to learn that British Columbia is at least keeping pace with the rest of the world in the march of progress. The new railway has in a sense brought it much nearer the eastern provinces of the Dominion. As their great resources have become better known, these provinces have been the more appreciated. They are now acknowledged as excellent fields for settlement, and are being largely taken advantage of. Actual settlers can obtain land there from the Dominion Government at one dollar per acre. Last year considerable numbers of very desirable immigrants have been thus comfortably located, besides numerous others who have simply sought employment in one or other of the many industries.

The industries of British Columbia are numerous, and presently are all in a very prosperous condition. They are being rapidly developed, and the general prospect is excellent. Coal-mining there is growing in importance; it could scarcely fail to do so as the coal of British Columbia is the best on the Pacific coast. There is also a large yield in the gold placer mines. Then mineralogists report that the quartz there is rich in gold; and so operations in quartz mining are confidently expected to commence soon. The provincial public works—road and bridge-making, etc.—are being pushed forward; and also the Esquimalt; graving dock, which the Dominion Government have assumed the responsibility of constructing.

But British Columbia is not altogether free from troubles—it has got a skeleton in its cupboard like other places, although not a very great one. There it is represented in the grand Chinese question, and over it the community are presently greatly agitated. The question is a difficult one, as there is no law to exclude them, and they are needed although not wanted. Owing to this, some from necessity, favor the Chinese, while others are bitterly opposed to them, and will not tolerate their presence. In his address the Lieut.-Governor points out that the best way of overcoming the difficulty is by encouraging immigration of a class and character who will in time exclude the Chinese from those industries which they now absorb. That certainly appears a feasible and practical solution; but it is well-known that others cannot live upon the low wages which suffice for a Chinaman, and it is, therefore, difficult to compete with him in the labour market. As British Columbia grows in population, however, this skeleton will always become less in appearance.—*American Paper.*



EXPORTS.

General statement of goods, the growth, produce and manufacture of the Dominion of Canada from the port of Victoria, B. C., during the quarter ending 31st December, 1883:

THE MINES.		
Gold, in dust and bars.....	\$ 231,558	
Coal, tons 57,621.....	131,670	
Iron Ore, tons 621.....	1,240	\$ 361,468
THE FISHERIES.		
Salmon, canned, lbs. 5,941,192.....	\$ 649,179	
Salmon, pickled, lbs. 872.....	7,256	
Hack Cod, pickled, lbs. 541.....	32	
Marine Furs.....	14,461	
Fish Oil, gal. 12,056.....	4,158	
Fish Manure.....	1	
Whalebone.....	10	675,117
THE FOREST.		
Laths, Palings and Pickets, m. ft. 103.....	\$ 234	
Planks, Boards and Joists, m. ft. 25,463.....	2,124	
Yellow Cedar, m. ft. 1.....	47	2,419
ANIMALS AND THEIR PRODUCE.		
Furs, undressed.....	\$ 101,653	
Horns, No. 1.....	50	
Horns, Horns and Skins.....	12,223	
Wool, lbs. 44,922.....	7,451	
Beef, fresh, lbs. 6,080.....	591	
Beef, salted, lbs. 12,130.....	840	
Poultry.....	25	123,645
AGRICULTURAL PRODUCTS.		
Hops, lbs. 3,333.....	\$ 1,615	1,615
MANUFACTURES.		
Books, 16,000.....	\$ 136	
Printed labels.....	944	1,080
MISCELLANEOUS.		
Indian Carries.....	\$ 1,225	1,225
Grand Total.....		\$1,176,461

IMPORTED EGGS.

In the December number of the RESOURCES we promised to point out the articles which are imported in considerable quantities and which might be produced at home. Eggs being an article of daily consumption, we give the quantity imported, together with their original cost, to which must be added the freight, wharfage and drayage:

IMPORTED FROM 1ST JANUARY TO 31ST DECEMBER, 1883.			
	Doz.	Val.	
From U. S.—fresh.			
Quarter ending March.....	2,321	\$ 732.00	
“ “ June.....	2,562	975.00	
“ “ September.....	2,578	1,210.00	
“ “ December.....	8,315	3,181.00	
From U. S.—salted.			
Quarter ending March.....	1,558	196.00	
“ “ June.....	1,706	145.00	
“ “ September.....	636	68.00	
“ “ December.....	789	117.00	
From China—salted.			
Half year ending June.....	3,173	192.00	
Quarter “ September.....	2,170	136.00	
“ “ December.....	2,175	103.00	
Totals.....	29,555	\$7,061.00	

This gives a total of 29,555 dozen eggs of the value of \$7,061. One word in explanation and the subject will be dropped. The salted eggs are prepared and used only by the Chinese, and it is possible that if eggs were more plentiful with us, that their importation would cease.

We wish to call the attention of farmers and raisers of poultry generally, to the advertisement of Wm. Niles, to be found on another page.

Births, Marriages and Deaths.

BIRTHS.

CAMERON—In this city, September 16th, to the wife of Charles Napier Cameron, a daughter.  
 DAVEY—In this city, October 14th, to the wife of Frederick Davey, a son.  
 HODGE—In this city, October 24th, to the wife of Wm. Hodge, a daughter.  
 HOE—In this city, December 4th, to the wife of John Hoie a son.  
 HOBBS—In this city, December 6th, to the wife of John Horner, a son.  
 MANSARD—In this city, November 28th, to the wife of Jas. Maynard, a son.  
 MASON—In this city, July 25th, to the wife of G. F. Grant, a son.  
 LAWSON—In this city, August 1st, to the wife of H. C. Lawson, a daughter.  
 DAWSON—In this city, December 5th, to the wife of John Dawson, a daughter.  
 COATES—In this city, November 23d, to the wife of W. H. Coates, a daughter.  
 OPPENHEIMER—In this city, November 21st, to the wife of David Oppenheimer, a daughter.  
 POLLARD—In this city, July 16th, to the wife of Wm. Pollard, a daughter.  
 PENDRAY—In this city, November 2d, to the wife of W. J. Pendray, a son.  
 SAUNDERS—In this city, October 19th, to the wife of H. Saunders, a son.  
 ELDER—In this city, December 27th, to the wife of Robt. Elder, a daughter.  
 WOOLCOCK—In this city, September 25th, to the wife of Jas. Woolcock, a son.

MARRIAGES.

JONES—PUGH. In this city, November 29th, by Rt. Rev. Bishop Cridge, Charles Jones to Mary Pugh.  
 CLAPPERZOLE—MEYER. In this city, October 3d, by Rt. Rev. Bishop Cridge, H. A. Clapperzole to Rose Meyer.  
 SPENCER—HUNT. In this city, October 1st, by Rt. Rev. Bishop Cridge, Stephen A. Spencer to Annie Hunt.  
 CRIDOE—POLLEY. In this city, September 19th, by Rt. Rev. Bishop Cridge, Richard Cosmie Cridge to Abigail Irene Polley.  
 MACLURE—RICHARDSON. In this city, August 31st, by Rt. Rev. Bishop Cridge, J. C. MacLure to Alice Celina Richardson.  
 MATHESSEN—EDWARDS. In this city, October 22d, by Rev. Daniel Gamble, Charles Mathessen to Hilda Edwards.  
 JOHNSON—VANALLMAN. In this city, September 30th, by Rev. Daniel Gamble, J. C. Johnson to Margaret VanAllman.  
 HOLLAND—LAIT. In this city, December 4th, by Rev. Daniel Gamble, Joshua Holland to Annie Lait.  
 SPOFFORD—MCNAUGHT. In this city, December 5th, by Rev. Daniel Gamble, William H. Spofford to Cecelia McNaught.  
 WINTERS—JONES. In this city, December 19th, by Rev. Daniel Gamble, Richard K. Winters to Ann Jones.  
 HAMPTON—SPENCER. In this city, December 25th, by Rev. Daniel Gamble, George Hampton to Jane Spencer.  
 HALL—KINSMAN. In this city, October 3d, by Rev. C. Watson, Richard Hall to Jane Kinsman.  
 THOMPSON—SAVAGE. In this city, October 22d, by Rev. C. Watson, William Thompson to Elizabeth Savage.  
 COSPER—SEAMEN. In this city, October 29th, by Rev. C. Watson, Fred B. Cosper to Mary Seamen.  
 TENNERY—GULLION. In this city, December 5th, by Rev. C. Watson, L. A. Tennery to Pora Gullion.  
 ELLIS—ROBBINS. In this city, December 15th, by Rev. C. Watson, Frank Ellis to Alice Robbins.  
 DAVIS—YORK. In this city, January 14th, by Rev. Father Jonckan, Theodore Davis to Mary Alice York.  
 REDGRAVE—HEZIAN. In this city, January 12, by Rev. W. Heymes, Stroud Redgrave to Ellen Hezian.  
 SOUTHAM—CORROD. In this city, December 19th, by Rev. J. A. Van Nere, James Southam to Sarah Cotton.

DEATHS.

MAYNARD.—In this city, Dec. 21, Laura L. Maynard, of Victoria, aged 18.  
 BAERTOW.—In this city, Dec. 21, G. J. Baertow, a native of Montreal, aged 43.  
 HOULIHAN.—In this city, Dec. 23, Hannah Houlihan, aged 24.  
 JOHN.—In Saanich District, Jan. 2, Richard John, aged 2 months.  
 LAWSON.—In this city, Jan. 2, Bertha Mand Lawson, aged 3 months.  
 SMITH.—In this city, Jan. 4, John Wm Smith, a native of Canada, aged 63.  
 LEON.—In this city, Jan. 6, Bernice E. Leich, aged 16 months.  
 DAWSON.—In South Saanich, Dec. 21, Lillian Dawson, aged 23 days.  
 RUDD.—In this city, Jan. 11, Adam Rudd, a native Ontario, aged 43 years.  
 VINE.—In this city, Jan. 16, Edward Vine, a native of England, aged 80.  
 SMITH.—In this city, Nov. 2, Jessie Burnie Smith, aged 43 years.  
 HARRON.—In this city, Jan. 21, D. F. Harron, aged 48 years.  
 JAMES.—In this city, Jan. 22, John James, a native of Scotland, aged 70.  
 GORR.—In this city, Jan. 21, Karl Gorr, aged 67 years.  
 CAMERON.—In this city, Jan. 23, Duncan Cameron, a native Scotland, aged 53.  
 PRATT.—In this city, Jan. 23, Henry Pratt, a native of Maine, aged 33 years.

REAL ESTATE.

From a business point of view, January with us, in the Real Estate line, has been all that could be desired and our predictions as to the coming year being better than the last, has been, so far, abundantly verified.

The following table shows the number of sales in the respective years of 1882-3-4, together with the amounts paid for the property:

1882—January.....	33 Sales.....	\$ 31,256
1883—January.....	51 Sales.....	122,000
1884—January.....	21 Sales.....	200,000

So that, taking the confidence with which investments are made as our criterion, we incline to the belief that if the sun of prosperity has not yet reached us, it has come close enough to cast a remarkably strong shadow. j

# Steamer Movements--For Month of February.

The Time Table and Guide is published Weekly at the office of the "Resources of British Columbia," Johnson Street, Victoria.

MUNROE MILLER, PUBLISHER & PROP'R.

**NORTHERN COAST.** C. P. N. Co.'s Strs. Otter or Princess Louise leave for Skeena River, Albert Bay, Rivers' Inlet, Fort Simpson, Mottlakalaha and Wrangell, twice every month, about the 1st and 15th, carrying freight and passengers.

The new steamer Barbara Rossowitz, carrying H. M. mails, leaves for Naas and Skeena Rivers, Fort Simpson, and all way ports, twice a month.

## MONDAY.

**4** For Puget Sound—Str. North Pacific leaves wharf at 5 a. m.  
From Puget Sound—Str. Geo. E. Starr due at 1 p. m.  
For Burrard Inlet—Str. Maude leaves Spratt's wharf at 7 a. m.

## TUESDAY.

**5** For Puget Sound—Str. Geo. E. Starr leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
For New Westminster, calling at Ladner's Landing—Str. Princess Louise leaves H. B. C. wharf at 7 a. m. connecting with steamer for Yale and all way ports.  
For Nanaimo, calling at Cowichan, Burgess Bay, Maple Bay, Salt Spring Island and Chemainus—Str. Enterprise leaves H. B. C. Wharf at 7 a. m.  
Str. Maude leaves Burrard Inlet for Nanaimo.

## WEDNESDAY

**6** For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Geo. E. Starr due at 1 p. m.  
From New Westminster—Str. Princess Louise due.  
From Nanaimo and way ports—Str. Enterprise due at 1 p. m.  
Str. Maude leaves Nanaimo for Comox.

## THURSDAY.

**7** For Puget Sound—Str. Geo. E. Starr leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due.  
Str. Maude leaves Comox for Nanaimo.  
For San Francisco—Str. Queen of the Pacific, Capt. Ingalls, leaves wharf at outer harbor at noon. Mail closes at 11:20. Express 11:45.

## FRIDAY.

**8** For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Geo. E. Starr due at 1 p. m.  
For New Westminster, calling at Ladner's Landing—Str. Princess Louise leaves H. B. C. wharf at 7 a. m. connecting with steamer for Yale and all way ports.  
For Nanaimo, calling at Cowichan, Burgess Bay, Maple Bay and Chemainus—Str. Enterprise leaves H. B. C. wharf at 7 a. m.  
Steamer Mexico, Capt. Huntington, leaves San Francisco for Victoria and Puget Sound ports.

## SATURDAY.

**9** For Puget Sound—Str. Geo. E. Starr leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
From Nanaimo and way ports—Str. Enterprise due.  
From New Westminster—Str. Princess Louise, due.  
Str. Maude leaves Nanaimo for Victoria.

## MONDAY.

**11** For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Geo. E. Starr due at 1 p. m.  
Str. Enterprise steamer due.

## TUESDAY.

**12** For Puget Sound—Str. Geo. E. Starr leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
For New Westminster, calling at Ladner's Landing—Str. Princess Louise leaves H. B. C. wharf at 7 a. m. connecting with str. for Yale and all way ports.  
For Nanaimo, calling at Cowichan, Burgess Bay, Maple Bay, Salt Spring Island and Chemainus—Str. Enterprise leaves H. B. C. wharf at 7 a. m.  
For Burrard Inlet—Steamer Maude leaves Spratt's wharf at 7 a. m.

British Steamer Sashport, Capt. Gaudin, leaves San Francisco for Victoria, New Westminster and Nanaimo twice a month.

SAVANNAH STR. Leave Victoria on Tuesdays at noon. Leave Saanich on Mondays, arriving at Victoria at 5 a. m.

WESTERN STEAM. Leave Victoria 7:15 a. m., 8 a. m., 10:15 a. m., 11 a. m., 1:15 p. m., 2 p. m., 3 p. m., 5 p. m. Leave Saanich 8:15 a. m., 9 a. m., 1 a. m., 12 m., 2:15 p. m., 3 p. m., 4 p. m.

## WEDNESDAY.

**13** For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Geo. E. Starr due at 1 p. m.  
From Nanaimo and way ports—Str. Enterprise due.  
From New Westminster—Str. Princess Louise, due.

## THURSDAY.

**14** For Puget Sound—Str. Geo. E. Starr leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
From Burrard Inlet—Str. Maude due at 4 p. m.

## FRIDAY.

**15** For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Geo. E. Starr due at 1 p. m.  
For New Westminster, calling at Ladner's Landing—Str. Princess Louise leaves H. B. C. wharf at 7 a. m., connecting with steamer for Yale and all way ports.  
For Nanaimo, calling at Cowichan, Burgess Bay and Chemainus—Str. Enterprise leaves H. B. C. wharf at 7 a. m.  
For San Francisco—Str. Mexico, Huntington, leaves wharf at outer harbor at noon. Mail closes at 11:20. Express at 11:45.

## SATURDAY.

**16** For Puget Sound—Str. Geo. E. Starr leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
From New Westminster—Str. Princess Louise, due.  
From Nanaimo and way ports—Str. Enterprise due at 1 p. m.  
Steamer Queen of the Pacific, Capt. Ingalls, leaves San Francisco for Victoria and Puget Sound.

## MONDAY.

**18** For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Geo. E. Starr due at 1 p. m.  
For Burrard Inlet—Str. Maude leaves Spratt's wharf at 7 a. m.

## TUESDAY.

**19** For Puget Sound—Str. Geo. E. Starr leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
For New Westminster, calling at Ladner's Landing—Str. Princess Louise leaves H. B. C. wharf at 7 a. m. connecting with steamer for Yale and all way ports.  
For Nanaimo, calling at Cowichan, Burgess Bay, Maple Bay, Salt Spring Island and Chemainus—Str. Wilson G. Hunt leaves H. B. C. wharf at 7 a. m.  
Str. Maude leaves Burrard Inlet for Nanaimo.

## WEDNESDAY.

**20** From Puget Sound—Str. Geo. E. Starr due.  
From Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From New Westminster—Str. Princess Louise due.  
From Nanaimo and way ports—Str. Enterprise due at 1 p. m.  
Str. Maude leaves Nanaimo for Comox.

## THURSDAY.

**21** For Puget Sound—Str. Geo. E. Starr leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
Str. Queen of the Pacific, Capt. Ingalls, leaves San Francisco for Victoria and Puget Sound ports.  
For San Francisco—Str. Mexico, Capt. Huntington, leaves wharf at outer harbor at 12 m. Mail closes at 11:20. Express 11:45 a. m.  
Str. Maude leaves Comox for Nanaimo.

## FRIDAY.

**22** For New Westminster, calling at Ladner's Landing—Str. Princess Louise leaves H. B. C. wharf at 7 a. m., connecting with steamer for Yale and all way ports.  
For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Geo. E. Starr due at 1 p. m.  
For Nanaimo, calling at Cowichan and Maple Bay—Str. Enterprise leaves H. B. C. wharf at 7 a. m.

## SATURDAY.

**23** For Puget Sound—Str. Geo. E. Starr leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
From New Westminster—Str. Yosemite due.  
From Nanaimo and way ports—Str. Enterprise due at 1 p. m.  
Str. Maude leaves Nanaimo for Victoria.

**PENDRAY'S**

CELEBRATED SOAPS, SODAS AND WASHING POWDERS.  
FOR SALE BY ALL RESPECTABLE GROCERS.



## JANUARY

Is called by the Dutch *Laauwmaand*, or chilly month. In all other Christian countries the Roman or Latin names are used, which were adopted by the great Julius Caesar, when he re-modelled the Calendar. The Dutch names are the remains of the ancient Gaulish titles, which were also used by our remote ancestors. This and much other of the information given in our monthly notes, is culled from that repertory of reference, the Book of Days.

Next we give a record of January weather for 1884, carefully noted for Victoria and its immediate neighborhood.

There were fine, with morning white frost.	16 days.
Warm and foggy morning and forenoon, as at times in October and November.	1 day.
Cloudy all day	2 days.
Rainy all day	4 days.
Showery all day	3 days.
Cloudy, with sunshine part of day	5 days.

On the frosty mornings Fahrenheit was found to be from 31 deg. to 34 deg. The rain was heavy, and on successive days. The slight frosts have tended to somewhat retard undesirable activity in the *inwardness* of fruit trees. January, 1883, was here a mild month and the March following unusually favorable for the farmer. Of old, people rhymed dolorously about an unreasonable commencement of the year. "If the grass grows in Janiver, it grows the worse for all the year." "A January spring is worth naething." "Underwater, dearth; under snow, bread." "March in Janiver, January in March I fear." "If January Calends be summerly gay, 'twill be winterly weather till the calends of May." In old England, the saying was, "Janiver. Freeze the pot upon the fier."

Per contra, let it be remembered that our locality is near the largest ocean of the world, having two warm ocean currents flowing near its shores, and that Victoria, not too near mountains, snow-dappled in summer, is some four degrees of Latitude south of London, and about eight south of Edinburgh. "Scotia's darling seat."

On January 1st, 1801, the incorporative union of Ireland with Great Britain was consummated. Soon may it, through broadly liberal and unflinchingly firm measures on the part of the Gladstonians in power "at home," become a real unification of the three ancient kingdoms. The Parnellites can do what of their work is actually needed, while unremittingly expressing their deepest abhorrence of midnight or daylight assassinations, and their disapproval of miscellaneous, unreasonable party processions, anachronisms, as now a-days they should really be regarded.

Same day, 1651, Charles, aged twenty, and who in the aftertime long reigned over the three Kingdoms, was in Scotland, on his hypocritically acceding to the Solemn League and Covenant, crowned king at Seone. At this very time Cromwell with an army occupied the country south of Stirling, which was held in his despite by that excellent tactician, David Leslie, the same who earlier, had Cromwell cornered at Dunbar, until, he (Leslie) was impelled, against his better judgment, into disastrous fighting, by the urgency of the numerous preachers accompanying his army.

Charles' cruel and perfidious conduct, when on the Throne, towards English Puritans and Scottish Covenanters is too well known to need further mention here.

Same day, 1801, the Sicilian, Piazzzi, discovered a planetoid, which he named after Ceres of old in great repute in Sicily, then noted for ample production of cereals.

In the reign of Elizabeth of England, the custom of presenting gifts to the Sovereign was carried to an outrageous height. The practice was kept up in the earlier years of James I. No record of its continuance in the time of Charles I, although gifts may then have been presented. The custom ceasing during the rule of the Commonwealth, was not thereafter revived.

We must briefly pass over the well-known later career of General Wolfe. He was born January 2d, 1727, at Westerham, Kent. His father was a General in Cumberland's army, 1745-6. On the 17th April, 1746, on Culloden Muir, it is not so generally known that young Wolfe, then aged 19, refused, at the bidding of Cumberland, to put to death a wounded leader of a rebel clan, lying on the field, and that he at once tendered his commission of lieutenant or captain to the stoney-hearted Duke, who then got a common soldier to execute his outrageous behest. See R. Chamber's History of the Rebellion in Scotland, 1745 and '46.

On January 9, 1816, Davy's safety lamp for the first time shed its beams in the dark recesses of a coalpit.

In August, 1815, the celebrated George Stephenson invented a safety lamp; sound ideas in mechanical science guiding him. Accompanied by his afterwards illustrious son Robert, then a lad of fifteen, the engine-wright Stephenson made his first experiment successfully, Oct. 21st, 1815.

On January 9, 1816, the Rev. John Hodgson, author of a History of Northumberland, with one of the Davy lamps, descended the Heblurn pit, in a terrible atmosphere of *fire-damp* or explosive gas. He greatly alarmed a poor miner working by the spark-light of a steel-mill. The miner peremptorily ordered the unknown bearer of the approaching light to "put out the light." The light still coming nearer and nearer, the miner took to swearing, and at length, in view of immediate death, to praying, when there stood before him a well-known and much respected man smiling complacently at the great triumph of science. The lamps were long, and are perhaps still, used, and known as the "Davy" and the "Geordie." That the inventors worked independently of and unknown to each other, is now conceded. A paper war fierce enough ensued between their respective friends. Men of science took the side of Davy and wrote and skoke in the grandest and most disdainfully *de haut en bas* style of the little that could be expected from the engine-wright of Killingworth.

At Boston, Mass., January 6, 1706, was born the great Benjamin Franklin. Of him a Scottish author, who in several features of character, as the present compiler thinks, much resembles Franklin, thus writes: "Modern society has felt as if there were something wanting in the character of Franklin, yet what the man positively had of good about him, was beyond all doubt extremely good. Self-denial, energy, love of knowledge, sagacity to discern, and earnestness to pursue what was calculated to promote happiness amongst mankind, scientific ingenuity, courage in the protection of patriotic interests against misrule—all were his. How few men possess half so many high qualities!"

**CASSIAR.**

The following memorandum is from returns of the four principal products of Cassiar and the north-west coast of British Columbia for 1883 :

75,400 cases salmon.....	\$377,000
5,000 barrels salmon .....	35,000
Furs.....	100,000
Gold.....	130,000
100,000 gals fish oil, 35,000 gals of which is refined.....	50,000
Total.....	\$692,000

Taking into consideration the comparative relation of imports and exports for the Province and the duty paid thereon, this part of our Province is a contributor to the Dominion to the extent of at least \$150,000, from which deduct \$25,000 as drawback on tin, leaves as net sum paid in duties, \$125,000.

During five months and six days, from 1st July to 6th December, 1883, twelve different vessels, consisting of six steamers, five schooners and one sloop, entered and cleared from that coast, making twenty-six trips, being well laden both ways.

The salmon pack for five years is as follows :

1879.....	9,727 cases
1880.....	19,406 "
1881.....	53,600 "
1882.....	53,100 "
1883.....	75,400 "
1883.....	5,000 hbbs.

Averaging \$5 per case, and \$7 per barrel.

**MUNROE MILLER,**

Printer,

**JOHNSON STREET,**

VICTORIA, B. C.

Dewey & Co., 252 Market Street, San Francisco. Agents and Solicitors for patents are also the publishers of the *Mining and Scientific Press*, a large, illustrated weekly paper, ably conducted, price \$4 per annum; single copies 10 cents. Subscriptions received at this office.

**Agents for the "Resources."**

The following firms and persons are duly authorized to receive subscriptions and advertisements for this publication:

VICTORIA, B. C.—T. N. Hibben & Co., M. W. Waitt & Co., Henry Gribble, F. L. Tuckfield.

NANAIMO.—E. Pimbury & Co.

NEW WESTMINSTER.—T. R. Pearson & Co.

YALE.—T. R. Pearson & Co.

KAMLOOPS.—Geo. C. Tunstall.

BARBERVILLE.—John Bowron.

CASSIAR.—Callbreath, Grant & Cook.

PORTLAND, OREGON.—Northwest News Co.

SAN FRANCISCO, CAL.—L. P. Fisher, 21 Merchants' Exchange.

**Leading Provincial Newspapers.**

**BRITISH COLUMBIAN.** Semi-weekly. Terms: by mail, \$3 per year; by carrier, \$1 per quarter. Robson & Co., Publishers, New Westminster, B. C.

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

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

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

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

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

**GARESCHÉ, GREEN & CO.  
BANKERS.**

GOVERNMENT STREET, VICTORIA, B. C.

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

**EXCHANGE ON LONDON**

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

**AGENTS FOR WELLS, FARGO & CO.**

**KURTZ & CO.,**

**MANUFACTURERS OF CIGARS,**

Tobacco Imported Direct from Havana and only White Labor Employed.

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

MAINLAND ADVERTISEMENTS.

**The Dominion Saw Mill Company, Ltd.**

NEW WESTMINSTER, B. C.

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

VICTORIA AGENCY AND LUMBER YARD:

J. M. COWPER, Agent, Constance Street.

**C. D. RAND,**

Opp. P. O., Columbia St., New Westminster, B.C.

**REAL ESTATE BROKER,**

Notary Public, Collector and Conveyancer, Insurance Agent, &c.

Boys and sells Town Lots at Port Moody and New Westminster. Also Improved and Unimproved Lands throughout the District.  
All business transacted with vigor.

**CHAS. G. MAJOR,**

**GENERAL DEALER**

COLUMB A STREET,

**New Westminster.**

**WOODS & TURNER,**

Land Surveyors, Real Estate Agents and Conveyancers,

Columbia Street, NEW WESTMINSTER, B. C.

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

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

**Trapp Brothers,**

SUCCESSORS TO R. W. DEANE & CO.

Direct Importers of Dry Goods,

**Clothing and Hardware.**

DRESSMAKING, MILLINERY AND TAILORING  
DONE ON THE PREMISES.

Paints, Oils, Colors, Glass, Doors, Sash &c

**AUCTIONEERS.**

COLUMBIA STREET,

NEW WESTMINSTER

BRITISH COLUMBIA

**BOSTON BAR HOTEL,**

H. B. ART, Proprietor.

First-Class Hotel Accommodation.

Telegraph, Post Office and General Store

**Boston Bar, B. C.**

**EMORY HOTEL,**

F. W. GEISLER, Proprietor.

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

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

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

**HORSES ALWAYS FOR HIRE.**

**Victoria Marble Works,**

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

Also Furnish Stone for Building Purposes

DOUGLAS STREET, BETWEEN CORMORANT AND FISGARD

**CEO. RUDGE, Proprietor.**

All Orders Promptly Attended to and Satisfaction Guaranteed.

**E. H. ADLER,**

MANUFACTURER AND GENERAL REPAIRER  
OF

**CABINET AND UPHOLSTERED FURNITURE**

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

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

**THOROUGHbred LIVE STOCK.**

**W. F. TOLMIE,**

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

Cloverdale, Victoria District, B. C.

**A. & W. WILSON,**

(ESTABLISHED 1864.)

Best Description of Cooking and Heating Stoves

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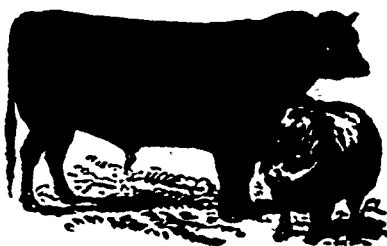
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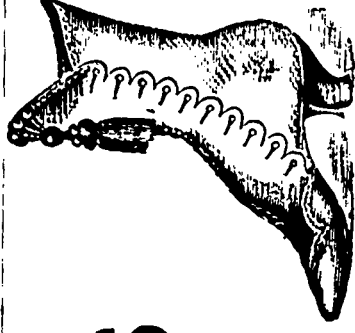
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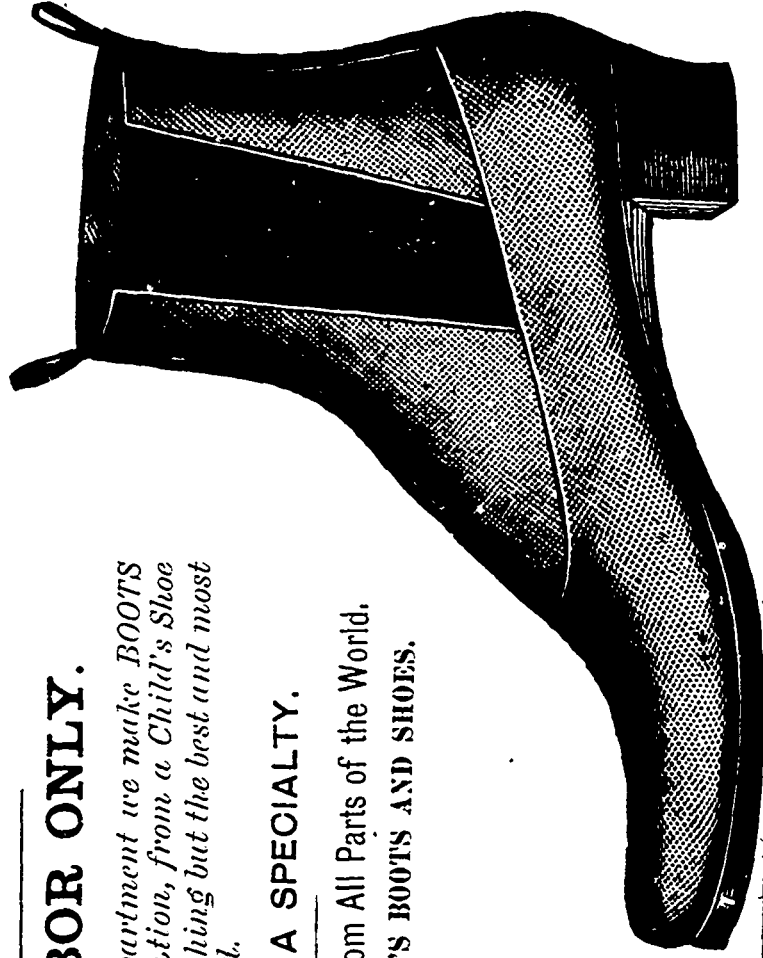
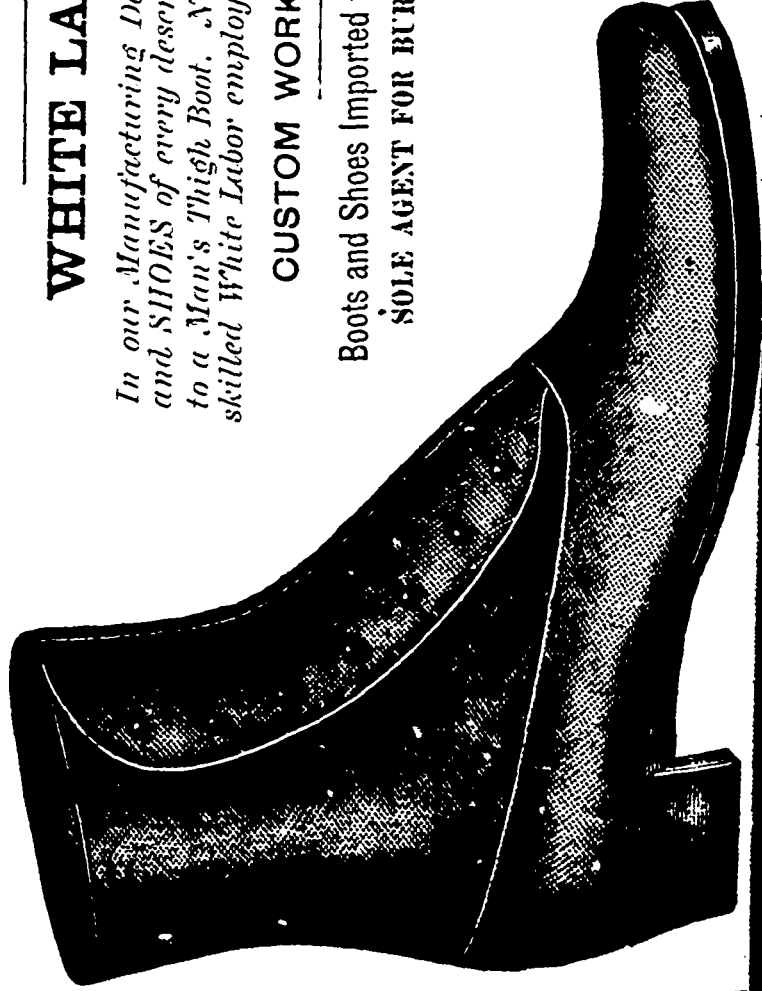
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