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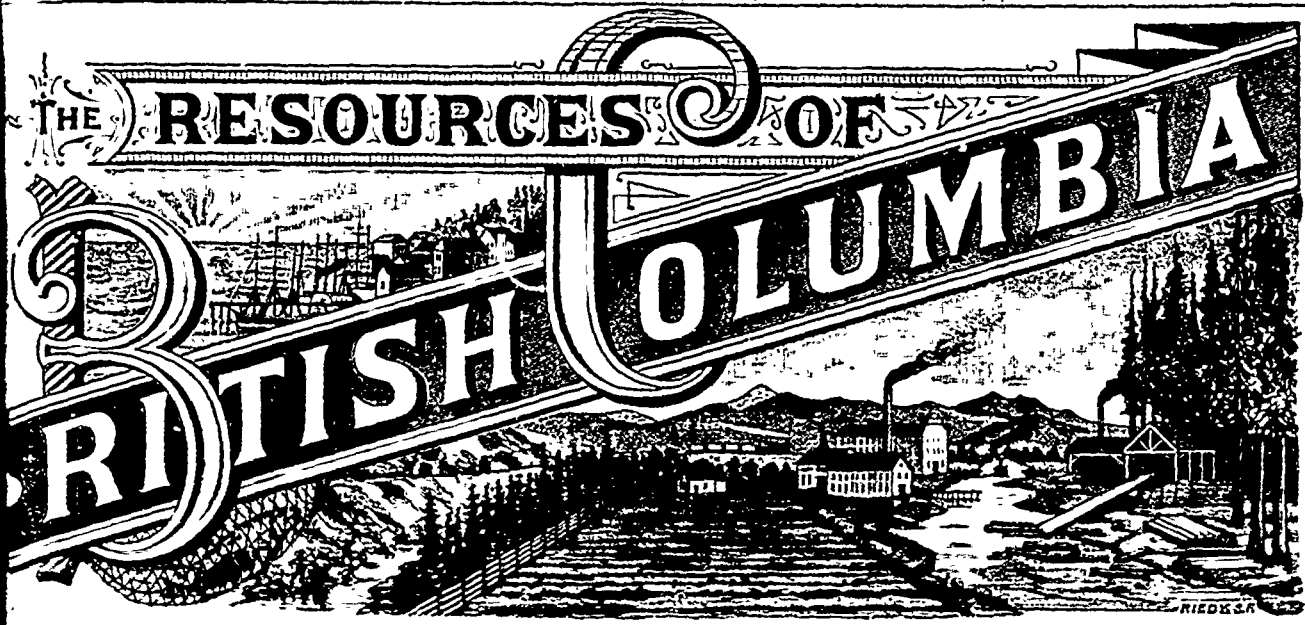
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VOLUME 2.  
No. 6.

VICTORIA, B. C., AUGUST 1, 1884.

PER ANNUM \$2.00  
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PROVINCIAL



GOVERNMENT

# VICTORIA CITY LOTS

J. P. DAVIES & Co., - - AUCTIONEERS,

HAVE RECEIVED INSTRUCTIONS FROM HON. WM. SMITHE, CHIEF COMMISSIONER OF LANDS AND WORKS, TO SELL

## BY PUBLIC AUCTION

ON ACCOUNT OF THE GOVERNMENT OF BRITISH COLUMBIA, AT SALESROOM, WHARF ST.,

**Saturday, October 11th, 1884**

**AT 12 O'CLOCK, NOON.**

## FORTY-EIGHT LOTS LOCATED IN JAMES BAY

AND KNOWN ON THE OFFICIAL MAP IN BLOCK 42 AS LOTS

**937, 938, 939, 947, 948, 949,**

**BLOCK 44**

15 Lots Numbered from 1311 to 1325, Inclusive  
Block 46---Lots 1342 to 1345, inclusive.

Block 66---Lots 1951 to 1955 & 1968 to 1972, inclusive

And Ten Lots having a FRONTAGE ON VICTORIA HARBOR, known as Lots

**549a, 550a, 551a, 563a, 564a, 567a, 568a, 569a, 570c.**

Maps of the City of Victoria contain all the lots. At an early date, a special Map of the James Bay portion of the City of Victoria will be distributed, together with Catalogues and terms of sale

**JOSHUA DAVIES, Auctioneer.**

# KURTZ & CO.

PIONEER

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Government Street, - VICTORIA, B. C.



B. C. A. A. 1883.  
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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  
killed dried.

See that our TRADE MARK is on each box Uncut.

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500,000 WELL SEASONED CIGARS

Made from the best Veuita Havana Tobacco.

ALL OUR GOODS ARE WARRANTED FIRST-CLASS.

WE MAKE NO COMMON CIGARS.

# THE RESOURCES OF BRITISH COLUMBIA

VOLUME 2,  
No. 6.

VICTORIA, B. C., AUGUST 1, 1884.

PER ANNUM \$2.00  
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## SOME JULY EVENTS IN THE DAYS OF OTHER YEARS.

**JULY 1, 1690.** THE BATTLE OF THE BOYNE. Never like this one, has any battle, in different ways and in such far apart localities, been fought over, as each July passes. Alas, that bigotry and intolerance should extend so far into the nineteenth century.

**JULY 2, 1801.** The first steamer tried on the Thames. Previous trials, late in the eighteenth century, had been made in America and Scotland.

**JULY 4, 1584.** Sir Walter Raleigh landed in Roanoke Bay, Virginia. In 1587 he formed the first settlement in Virginia. All our bigger school girls and boys know of Raleigh's distinguished, but chequered career.

**JULY 4, 1776.** The thirteen British Colonies declared their independence of the British Crown, an event having ever increasing significance, as the years roll on. In 1784, after the last British soldier had left America, peace and American freedom were settled beyond a peradventure. For eight years after 1776, United Empire loyalist exiles from the rebellious States, were heading for the North. To-day, in Canada, their descendants, many of whom are among the first in the land, dwell in a "great country" with a grand future.

**JULY 5, 1704.** Born, John Broughton, considered the founder of what is regarded the peculiar English system of combat with closed fists, termed boxing. It was deemed an improvement on the sword-playing and rough and tumble kicking combats of earlier times. Broughton published rules of boxing in 1743, and had then for his great patron the Royal Duke of Cumberland, remembered chiefly for his butcheries after Culloden. Cumberland once took Broughton with him to the Continent, where, showing him a regiment of grenadier-guards, he asked the pugilist how he would like a "set to" with one of those fellows. Broughton replied that he would not object

to take up the whole regiment, if he were allowed a breakfast between each two battles.

**JULY 9, 1777.** Died 1859.—Hedry Hallam, author, amongst other works, of a history of the British Constitution, and a Whig. He yet opposed the passage of the Reform Bill of 1832, and prophesied that admission of its principles would "shake the English Constitution to its foundation." Gladstone and his coadjutors have now learnt that the British people can safely be entrusted with political power. If he did not carry the present Franchise Bill, Salisbury would introduce one like it. History sometimes repeats itself.

Died, July 13, 1380, the flower of French chivalry, Bertrand Du Guesclin, a wonderful tilter, as well as a successful leader. He became constable of France.

**JULY 16, 1849.**—Drowned with her husband and only boy, off the American coast at Fire Island beach, Margaret Fuller Ossoli, considered, some years ago, by an author of repute (Carruthers) as the fairest representative of the excellences, defects, and aspirations of the women of New England. Emerson, not taken with her at first, says: "The day was never long enough to exhaust her opulent memory; and I who knew her intimately for ten years, never saw her without surprise at her new powers. All the art, the thought, the nobleness, in New England seemed relate to her, and to them." She was Mazzini's friend, and in 1848, in Italy, rejoiced at the dawn of that country's day of redemption.

For most of the foregoing we are indebted to Robert Chambers' *Book of Days*.

## IMPORTANT TO IMMIGRANTS.

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

## Resources of British Columbia.

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

MUNROE MILLER, - - - Publisher and Proprietor.

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NO QUESTIONABLE ADVERTISEMENTS INSERTED IN THIS JOURNAL.

### ASSISTED EMIGRATION.

The chief essentials to the development of the resources of a new country like British Columbia, are capital and labor. Unaided by these potent factors the great natural wealth of this empire Province must necessarily remain as dormant, profitless and unproductive as it was in the days of Adam. Increased population does not necessarily imply increased wealth in the body politic. Were this not a fact, the over-crowded lanes, back alleys and slums of the great cities, instead of being the abodes of squalid misery, want, woe, ignorance and crime, would present to the tourist only the palatial and luxurious homes of millionaires and the great centers of financial power and monetary concentration.

We are lead to these remarks in view of the fact that England is now shipping a large number of her pauper and imbecile inhabitants to Canada and the Eastern States, and her leading philanthropists are holding meetings and passing resolutions in advocacy of an extension of the "business." This may all be very well for the good people of the "tight little isle." Financially considered, it is doubtless much less expensive to pay the cost of shipment of those miserable waifs to Canada, or the Eastern States, than to maintain them in the poor-houses at home. But as the frogs, in the fable, said to the boys who were pelting them with stones, "this may be sport to you, yet it is death to us," so too, our sister Provinces on the Atlantic sea board and our eastern American cousins, are making loud and vigorous protests against the influx upon their shores of so undesirable and profitless a class of the *genus homo*, as that referred to. Brother Johnathan is particularly indignant at being asked to support English paupers, and is now busily engaged in labeling with the significant letters, N. G. (no good), all such parcels contained in each human invoice received, and immediately re-shipping them to the country whence they came. Our Atlantic sisters also bitterly complain of the action of those so-called

philanthropic emigration societies, and are receiving and harboring such imbecile, beggar immigrants, only under the most vehement protests.

All this does not affect British Columbia, inasmuch as such emigrants are not "assisted" further than the eastern shores of America, while their general shiftlessness furnishes a fair guarantee that they will not soon acquire sufficient means to defray the expense of a transcontinental trip. *En passant*, we may here state in regard to the white new-comers arriving here and settling in our glorious country, that they are, with scarce a single exception, of the most desirable classes—stalwart, industrious and thrifty—and are fast establishing themselves in enviable situations and comfortable homes.

Returning to the subject, "assisted emigration," we would feel a deeper sympathy for our ultramontane sister Provinces with regard to their sufferings and municipal losses consequent upon the influx of emigrant tramps, were it not that they (the said Provinces) only turned the deaf ear of cruel apathy to the loud cries of their fairest sister, Columbia, while the bread was being snatched from the very mouths of her *legitimate* children, by the drab-faced pig-tailed, almond-eyed, rat-eating, opium-smoking, leprosy-tainted, filthy, hypocritical, polygamous, lecherous, thieving, heathenish, alien Mongol slaves, who, like swarms of locusts settling upon her shores and spreading over the land, greedily devoured her substance—the rightful heritage of her children. But alas, the end is not yet, for to the stern and frequent remonstrances of Columbia's sons, and the constant and fervent prayers of her daughters, comes not one re-assuring word or token from the federal household. Still we hope for better days when the federal Government will open its sleepy optics and view in the noon-day of shining truth, the odious nuisance and monstrous wrongs to which the unrestricted immigration of these Oriental cormorants has subjected us, and which we have so long and so patiently borne. The Atlantic Provinces are now suffering from the immigration of impoverished people, and are crying out against the evil in no unmeaning terms. Let them experience a little more of what is now troubling them, and we opine that it would be no difficult matter to induce them to support a Chinese expulsion, instead of a Chinese Restriction Bill. They have not a tithe of the cause to complain of their impoverished immigrants, that we have, regarding the Chinese. Those poor Europeans are at least white christian people, and have come to stay. But the Chinaman is a bird of passage, and a bird of prey, too, for that matter, for he carries with him, on his return to the "Flowery Kingdom," every cent that he has by fair or foul means, gathered here. The

white European emigrant, however poor, is almost invariably a Christian, and always a free man. The drab-faced Mongolian emigrant is invariably a rank heathen, and almost always a slave. The poor white emigrant and his children will in time become average citizens. The Chinaman never will assimilate with the white man in dress, religion, language, customs or morals. Should he die here, his bones, from which the flesh has been barbarously scraped by his friends, are boxed up and shipped to the Orient for burial. His food and blue jean garb are so inexpensive, that he can subsist on a dime per diem, while seven times that amount is required for the legitimate and absolute requirements of a white laborer for the same time. The result is that Chinese cheap labor drives the white commodity out of the market entirely—competition, under such circumstances, being utterly impossible. When the good people of the Eastern Provinces take all these trying circumstances into account, and are convinced of their truthfulness, they will cease to wonder at the “kick” we made, and are still making against the Mongolians, and will marvel at their own stupidity in not having sympathized with, and aided us in our endeavors to drive this pestilential race from our shores. No, they would do nothing of the kind; and with provoking complacency our eastern sisters utterly ignored our rights, by refusing to aid in redressing our wrongs. But, now that they are squealing and writhing under what they term the scourge of “pauper immigration,” it may be sinful, but if so, we must confess that it gives us a grim kind of pleasure to see them writhe and to hear them howl. Thus we say to each dear suffering sister, “we are really very glad that you are beginning to know how it is yourself.”

### THE MOUNTAIN GOAT.

(*Aplocerus Columbianus*.)

There is perhaps no animal on the North American continent of which, having regard to its distribution and relative abundance, so little is known and about which so much ignorance is displayed, even by men of extensive travel, as the one whose name heads this article. The three items which we quote below, gleaned from different sources, will show the justice of the above remarks. The first, which is taken from a western paper, reads as follows: “We had the pleasure of visiting the Natural History Establishment of Prof. W——, and among many curiosities of natural history, we were shown the skin of the rare Rocky Mountain goat, an animal now almost extinct.” The next is from a Chicago correspondent of a New York paper, who reports the following: “Prof. T—— had on exhibition last week a rare curiosity in the shape of a head and neck of a mountain

goat. The Professor tells me that there are only three specimens of this animal in existence, and that the present one, which was shot on a lofty peak in the Rockies by a trapper who had lain in wait for it for a long while, is to be mounted and sent as a gift to General ——, of the United States army.” The third and last is from a book on Rocky Mountain travels, in which it is reported that “the white goat is nowhere found, even at the timber line, south of the head-waters of the McKenzie river.”

Now, the fact is this, there is scarcely a Mountain peak from the mouth of the Fraser River to the Arctic slope, but what has its quota of mountain goats, and from my knowledge of the distribution and abundance of this animal, I feel safe in asserting that an expert hunter could in a short time furnish every General in the United States army with a specimen, and not hunt over one hundred miles north of the city of New Westminster, or approach the Rocky Mountains within three hundred miles. In fact, it may be said that their occurrence in the Rockies is rare compared to their numbers on the coast and Cascade ranges; and it is perhaps their scarcity on this back-bone of the continent, this “Mecca” of the “Sportsman Tourist” that has given rise to the belief that the animal is almost extinct.

Neither are they so strictly partial to ice-fields and snowy peaks as is generally believed. The writer has shot them within three hundred yards of the sea level, and has known them to be captured in swimming rivers and even wide stretches of salt water. But these occurrences are rare and their wanderings much below the timber line are perhaps more from necessity than choice. Occasionally the deep snow forces them to quit their lofty haunts in search of more favorable browsing grounds in the timber below; and in the early spring when the snow has melted away from the “slide patches” on the mountain sides and along the borders of mountain streams the goats wander down to nibble the young grass and weeds which almost immediately spring up with the disappearance of the snow, and at such times a pot-shot may be had without much climbing.

They are, however, generally speaking, an alert and wary animal, keen of scent and difficult to approach; though on one or two occasions I have known them exhibit a spirit of boldness, almost amounting to stupidity; allowing the hunter to walk up within easy range and shoot them down.

When taken young they are easily domesticated; and will follow the person who feeds them with the fidelity of a dog. They are however, somewhat mischievous and will chew up almost anything they come across, from a pocket handkerchief to a pair of kid boots, and as they grow older are apt, if not severely

checked, to take absolute possession of the premises, especially against the intrusion of strangers and dogs. The only successful mode of hunting the goat is that known as "still-hunting;" and although as before stated, an easy shot may now and then be obtained, still it generally requires all the skill and patience of the experienced hunter to insure success. The most favorable month for a really enjoyable hunt is September, and although at that time one will require to reach the summit before commencing operations, still when once there, the enjoyment of his romantic surroundings, the ever shifting scenes of rugged peaks and gloomy canyons, of stretches of snow and miniature lakes, of shady groves of cypress, pine, and banks of blooming heather, together with the expectation of starting at every turn of the tortuous trail not only goats, but black and cinnamon bears and deer, all of which animals are found on the summit, ought to repay him for the many hair-breadth escapes he has had in making the ascent.

To the student of natural history who has a desire to study the habits of this animal, and who may be somewhat anxious concerning its extermination in the early future, we can assure him that so far as British Columbia is concerned, they are on the increase instead of being diminished, for the following reasons: The Indian goat hunter, except in very remote districts, has almost entirely disappeared from the stage, for the reason that he finds more lucrative employment in working for the whites, and his blankets can now be had with less trouble than in scaling the rocky heights to procure them from the fleece of the white goat. Then again of the white population which may fill up the country, not one in a thousand will ever develop into a goat hunter. Mountain climbing is no fool's play, and is associated with many a discomfort which will not only vanquish the "tender-foot" long before the summit is reached, but will often tax the patience and endurance of the old hunter of the plains. The country may fill up with bustling enterprises and noisy industries, yet these will have little or no effect on the shaggy inhabitants of the mountain peaks—the conditions of food and cover for them will remain unchanged. Civilization may advance, but its attending influences will play a very small part indeed in disturbing the solitude which surrounds the home of the mountain goat. Among these rugged peaks and storm-swept canyons there is little for the avarice of man to covet, or his hand to develope; and taking all these facts into consideration, it may be safe to predict that the white goat of British Columbia will exist when all the larger animals of the forest shall be exterminated or driven beyond its boundaries.

NIMRON.

## JULY, 1884.

"Then came hot July, boiling like a fire."—*Spencer.*

Now families delight in picnicing in some breezy breezy spot, "under the greenwood tree."—Beacon Hill affords many such. In earlier times it was the sheep-washing month in England. Our weather in July has been all the farmer could wish for. There has not been too much rain either in June or July.

July, termed *Quintilis*, was restored to thirty-one days by Julius Caesar. After the death of this great reformer of the calendar, Mark Anthony changed the name to July, in honor of the family name of Caesar. At Kinfauns, Scotland, the mean temperature of July, has, by carefully observation, been ascertained to be 61 degrees. The same average has been stated for England, but 62 degrees has been thought more correct for London. For July, 1884, it has, in Victoria, been, mean temperature, 58 degrees.

The following observations were taken at Cloverdale, a short way from Victoria City :

1—Cloudy.	17—Cloudy, Showery A. M. and P. M.
2—Cloudy and wet A. M. fine P. M.	18—Cloudy, and light wind.
3—Changeable and dry	19—Cloudy, rain in evening.
4—Fine	20—Warm and fine.
5—Cloudy, showery in evening.	21—Fine and warm.
6—Fine	22—Cloudy, fine in evening.
7—Fine, windy	23—Fine and clear.
8—Fine.	24—Fine and clear.
9—Fine.	25—Fine and clear.
10—Fine.	26—Fine, windy.
11—Fine and warm, thunder.	27—Fine, warm.
12—Fine, thunder.	28—Fine.
13—Fine and warm.	29—Fine.
14—Fine, windy.	30—Cloudy.
15—Cloudy and windy.	31—Fine.
16—Fine, windy.	

## RECAPITULATION.

Twenty-one fine days; 7 cloudy with some sunshine; 3 rainy, but chiefly at night.

## Observations taken by Mr. Livock, for July.

	Therm'r Max. Min.	Bar. A. M.	Bar. P. M.	Rain.	Wind.
1	64 51	30.04	30.04		Fresh to Light South-west.
2	63 50	30.02	30.05	.09	Moderate South-west.
3	65 50	30.05	30.10		Fresh South-west.
4	60 50	30.10	29.90		Very Fresh South-west.
5	60 48	29.81	29.88		Light Easterly.
6	65 45	29.88	29.90		
7	68 52	30.02	30.16		Blowing Hard South-west.
8	65 50	30.16	30.12	.03	Light South-west.
9	67 43	30.12	30.10		Light South-west.
10	68 52	30.10	30.05		Fresh South-west.
11	67 44	30.15	29.98		Light South-west.
12	67 53	29.98	29.95	.14	Light South-east.
13	70 44	29.90	29.77		Light to Fresh South-west.
14	64 51	29.85	29.85		Fresh South-west.
15	67 51	29.80	29.97		Very Fresh South-west.
16	69 50	30.02	30.02	.17	Light South-west.
17	68 50	30.02	30.01		Lt. South-east to Easterly.
18	65 52	30.02	30.02		Light Easterly.
19	65 52	30.04	30.08	.02	
20	66 46	30.10	30.09		Light South-west.
21	71 52	30.07	30.05		" "
22	67 52	30.05	30.07		" "
23	69 50	30.07	30.00		" "
24	67 45	30.01	29.94		Light North to South-west.
25	68 46	29.94	29.91		Light South-west.
26	64 54	30.02	30.10		Very Hard Southerly.
27	67 53	30.12	30.12		Light South-west.
28	70 52	30.12	30.12		Moderate South-west.
29	72 50	30.12	30.08		Moderate South-west.
30	71 50	30.08	30.01		Light to Fresh South-west.
31	70 53	30.05	30.10		Moderate South-west.

Rainfall for 1884, to 31st July.....11.56 in.

Rainfall for 1883, to 31st July.....13.84 in.

JULY 14, 1789.—The Bastille in Paris, was demolished and its horrors exposed to public gaze.

## META INCOGNITA.

Vancouver, sent here by England in 1792 to search for a North-West Passage, was the first to recognise the peculiar charms of the Fuca Mediterranean. He spoke of it as an enthusiastic lover does of the unfathomable sweetness of his lady's eyes. He was fascinated; and we may call him the first settler, for his soul "goes marching on." He saw one side, and the better side of one of nature's strong characters, if I may personify a piece of creation. One of his lieutenants, Whidbey or Baker—I forget which—could not overcome the feeling of gloominess cast upon him, as upon every new comer, by the universal dark green foliage of our forest. Often he relieved himself of that feeling in words: "Nothing could be more inconceivably gloomy than"—here you may insert your own description of any shore or bay on the "Sound" wherever you may happen to be. He saw only the other side of our strong character. I, in common with all who have lived here, have seen both sides, and I am not unwilling to put in those shadows, for it is to them that we are indebted for our high lights and effect. I have looked at the cradles of the German, the French, the English, the Norse and of the Russian Tartar-Slavonic races on the other side of the Atlantic, and also at those of the Yankee and the Virginian; I may add the Pennsylvanian and the Canadian, the Mississippian and the Californian; and I am free to say that I recognise in the country under consideration, with which I am well acquainted, and in a degree like Vancouver, fascinated, a series of the elements of race-making which to me seem novel and highly interesting.

The effect upon me of the gloomy evergreens, and of the cloudy days and of the long winter nights, has somehow passed off and left in its stead an abiding conviction of a land of perfect beauty, of bright sunshine and happy shores, of a buoyant air, and of heavenly sights, the possibilities of which I can plainly see procure me diversion and a good time generally if I should live here to be as old as Methuselah.

The Greek pilot's Juan de Fuca, description of this country which comes down to us as a myth three centuries old, picked up by a wandering Englishman in a wine shop at Venice, and preserved with other folsam in Hakluyt's voyages, appear to me like a mixture of geography and history and prophecy, and at the same time of the romantic, even if it was but a romance, as is now so stoutly urged by Mr. Bauerof.

What if the Spanish records do ignore this mythical expedition of De Fuca's, so far northward from the Gulf of California "in three caravals," two centuries before Vancouver? What if the old sailor in quest of a job was as much a humbug as other sailors are in a wine shop? Did he not give an accurate description of "Meta Incognita" and correctly locate its position on the globe? Did he not give in his yarn a

correct historical motive—the rivalry between the Spanish and the English which undoubtedly then already existed for the discovery of a northern route from the Atlantic to the Pacific? And if the Spanish explorers did not send the three caravals, what was there to hinder the Mediterranean pilot, who had been around the world, from joining in such an adventure with other prospectors of that period northwards from the Gulf of California? Was it not the cue of the English lawyers engaged in the Ashburton treaty discussion to prove that the English were the first discoverers of the country?

De Fuca barely alluded to the country itself as the "Meta Incognita," which reminds me that the English-Canadians who followed up Mackenzie from the head-waters of the St. Lawrence first called New Caledonia; and of the fact that such a remarkable inland sea as that separated from the ocean by Vancouver Island, with its wonderful inlets and channels, its lovely shores, its innumerable pretty inhabited islands, destined to be crowded with wealth and luxury, and the focus of all the northern transcontinental railways, the cradle of the race of men who will rule the Pacific ocean as England rules the Atlantic, is to-day without a name.

What do you call it? Puget Sound? Lieutenant Puget will have to content himself with the inlet embracing the American nucleus of settlement. The Gulf of Georgia? Old George the Third must content himself with rolling in the Southeasters between Orcas and Lasqueti.

Meta Incognita or New Caledonia has been cut in two by the 49th parallel. Its empire is occupied by the same race, though calling itself by two different nationalities. Its dual development since the date of the Ashburton treaty and of the Fraser gold discoveries has been like the history of a sister and brother, who have divided the ranch. History may find in this peculiar circumstance a suspicion of a more tender relationship, since British Columbia first popped the question by calling itself in honor of the great American river, after the sweet name of Columbia, and Washington Territory did not wait long to respond by calling itself after the noble English family of Washington.

I will say nothing about the dual empire or what they may do with it. But I believe in the reality of the old sailor, and I think he was a hero, even though he did not get the job of piloting the English back "to fortify those straits" against the ungrateful Spaniards. If there is any unity in the romantic duality we have caught a glimpse of, or in the destiny of this great North-West, with its North-West Passage thus doubly realized by the Northern and Canadian Pacific Railways, it is on the broad level of the sea that has wed British Columbia with Washington Territory, and I propose for its Ionian shores on the Pacific, including our bright archipelago, in honor of the old Greek sailor, the name of the Fuca Sea.

AMOS BOWMAN.



**BRITISH COLUMBIA'S CANNED SALMON  
IN THE ENGLISH MARKETS.**

By the courtesy of our esteemed fellow-townsmen, Joseph Spratt, Esq., we have been permitted to peruse a very interesting letter, recently received by him from his brother, John Spratt, Esq., of London, England. Among other important facts regarding the rapidly growing interest evinced abroad in the grand resources and future prospects of this Pacific Province, the writer says, in reference to the salmon canning industry, "there were mountains of canned salmon in the Fisheries Exhibition, and I imagine that great value is attached to that fish as an article of food." But it is not only in the over-crowded, populous centres of Europe that a yearning to emigrate to this second Britain is so strongly manifested—even the good people of the Atlantic Provinces are fast becoming enamored with the charms of their fair Western sister, and, accordingly, many of them are quitting the country of frost-bound winters and sun-scorching summers, and are hurrying westward to this sunset region—a land rich in the bounties awarded to industry and enterprise—a land of almost limitless resources and possessing a climate of surpassing loveliness, at once equable and salubrious. In this connection, Mr. Spratt, in his letter, adds: "I conversed with a Canadian at the Fisheries Exhibition last year, and he was eloquent in praise of British Columbia, and told me that, although he hailed from Montreal, it was his intention to make for Victoria when the Exhibition closed, as he believed it to be one of the best places in the world in which to get on." The gentleman from Montreal was right. We can assure all anxious enquirers that the natural wealth and climatic conditions to be found here are unsurpassed, if equaled, in any other portion of the globe. To apostrophize as follows is no exaggeration of the charms of this occidental paradise:

Fair land, thy bowers are ever green,  
Thy sky is ever clear;  
Thou hast no sorrow in thy song—  
No winter in thy year.

Did our space permit, we would be glad to reproduce, in its entirety, Mr. Spratt's well written letter, which concludes by paying the following graceful compliment to this journal: "It is my intention to send to the publisher of the RESOURCES for copies of the work, as I consider it most interesting."

**MR. VAN HORN'S VISIT TO BRITISH  
COLUMBIA.**

The visit of General Manager Van Horn may be regarded as a new epoch in the history of British Columbia. Though a brief one, yet it was fraught with great importance. He is the first official of the Canadian Pacific Railway that has come to spy the land. He had an opportunity of examining Victoria,

her trade and commerce. Formed the acquaintance of many of our most prominent business men, from whom he gleaned considerable information bearing upon the prospective traffic his road was likely to derive from this city. Like every one capable of judging, his praise of Victoria was great, and his predictions of her future prosperity those of a man well knowing whereof he spoke. Our weather during his brief sojourn in the city was all that could be desired.

In company with the Hon. Premier and other gentlemen he visited the mainland for the purpose of examining the famed Burrard Inlet, New Westminster and other important points for the purpose of making a final selection of a site for the terminus of his road on this coast. At Westminster he was called upon by a deputation from the City Council in reference to the building of a branch line to that city. With characteristic frankness he told his interviewers that even if that city built the road he would have to consider whether the C. P. R. syndicate would operate it. That would entirely depend upon the traffic likely to be derived from the city. He thought the sum of \$50,000 as the possible amount of the bonus to be given by the city entirely inadequate. His company had not even five cents to expend in building branch lines that would not pay. It was decided to carry the line to Coal Harbor, where the terminal buildings, work-shops, etc., were to be erected. Negotiations were being carried on between the company and the Provincial Government for a land grant at Coal Harbor and English Bay. These negotiations would be settled in a few days, and then work begun at once. The expenditure of capital will be very heavy—involving many millions—as preparations will be made for future contingencies. Mr. Van Horn has no idea at present of abandoning Port Moody. In fact he is of the opinion that the whole of Burrard Inlet will yet be required, for along its shores many industrial establishments will be located, necessitating the line to be run down from Port Moody to Coal Harbor and English Bay along the water's edge. The wharves will be extensive and very substantially built. Mr. Van Horn is confident that the terminal city will be one of the two largest on the Coast—San Francisco being the other. He made a personal inspection of Port Moody, Burrard Inlet, Coal Harbor and English Bay, and expressed himself as more than pleased with all he had seen. He considered the site for a large city at Coal Harbor as unsurpassed anywhere. On Saturday morning he proceeds eastward along the whole of the line where he will take the train at the end of the track for Winnipeg. The journey will be a tedious one, yet it will give him an opportunity of inspecting the route personally. He will return to this Province again in October, to arrange the location of work-shops, wharves, slips and docks.

Victorians are busy building buildings everywhere, but scarce a house to let.

## LAND-LOCKED SALMON IN B. C.

[From *The Field*.]

Sir:—Last year I spent six or seven months in the Kootenay district, that hitherto almost entirely unknown, most easterly portion of British Columbia, close to the Rocky Mountains, which form the boundary line between that Province and the north-west. I here became acquainted with the following details, which perhaps, from a ichthyological point of view, are of some interest: Kootenay Lake, a beautiful mountain tarn, surrounded by high snow-peak'd ranges, some eighty miles long and of great depth, is full of salmon, which, to supply the pot of a hungry camp, we caught one night almost, say, by the hundredweight; the largest that tested our lines being fish of between 20 lb., and 25 lb., the average weight about half that. Strange to say, these fish, as perfect salmon as you could find anywhere, were perfectly land-locked ichthyological curiosities. To make myself understood, the following geological facts must be remembered. The Kootenay River has its source in the main chain of the Rockies, and after a course of 400 miles, it flows into the Kootenay Lake. This lake, while leaving numerous feeders in the shape of mountains torrents, has but one outlet, up which, however, salmon cannot get, for this outlet is a stream or rather mountain torrent, with high falls in it, the highest being quite 40ft., in sheer altitude. It empties into the Columbia river. The Columbia, where annually (at its mouth) from 15,000,000 lb to 35,000,000 lb of salmon are caught, is for its whole length, (1100 or 1200) miles free of falls insurmountable by salmon, the highest, the world-famous Kettle falls, being 24ft. in height, and I believe the highest falls on record that are known to be leapt by these fish. Salmon, therefore, ascend the entire Columbia, and fill, when the water recedes, the tiny Upper Columbia lake, the only source of this great river, with masses of dead fish, a great attraction for all the bear in the surrounding country. This brings them however, no nearer to Kootenay Lake, where their existence is so extremely puzzling, and which was a standing matter of discussion in our party, among whom there were two fishermen of great experience; one an English officer, who has plied his rod over some of the most famous salmon waters.

The one explanation we could offer at the time, that the outlet of Kootenay lake was once without insurmountable falls, is far less tenable than the other one, across which I stumbled in about the last place in the world the reading room of the British Museum. The Kootenay river, after flowing about a hundred miles through great canyons and deep gorges, overshadowed by those as yet unascended giants of the northern Rockies—Mount Murchison, Richardson, and Tefroy (about 14,000ft. reported altitude)—approaches at one point the Upper Columbia lake to within one and a half miles, the intervening strip of land being an apparently perfectly level stretch of sparsely timbered meadow land. I say apparently level, for in reality there is, as we found, a difference of more than twenty feet between the surface of the little lake and the higher Kootenay river, which, after approaching to within this short distance, turns off sharply,

again to pursue its first southerly, then again northerly, then again southerly course to Kootenay lake, and down the outlet, to join, after an apparently perfectly needless journey of some four or five hundred miles, the waters of the Columbia, which it had approached to almost rifleshot distance. Strangely to say, this one mile and a half strip of land between the two waters—one having unbroken communication with the Pacific Ocean, the other not—is the key to this mystery, in so far as it shows how salmon got into Kootenay lake. At present this strip is high and dry, and shows but little signs that water ever flowed over it—a fact of which it is difficult to find any record, for the country about this spot was, up to last year, entirely uninhabited by white men, and the Kootenay Indians, lords of this most lovely of spots, did not know, or would not know, of any such overflow.

To make it worse, travellers have strangely neglected this spot; and the few who have crossed the Rocky Mountains into British Columbia did so by the old Hudson Bay trail, two hundred and fifty miles to the north of this spot. Not even that most painstaking and intrepid of explorers, David Douglas, who was twice sent out to Columbia river by the Royal Horticultural Society, reached the source of the mighty Columbia.

Were it not for the meritorious missionary father, De Smet, one of the boldest explorers we have had, who, in 1841, left France to found the Oregon missions among the Indians of the Pacific coast, the above problem would probably remain unsolved. De Smet, who died only a few years ago, left three little volumes of letters behind him, one of them giving a detailed description of the upper Kootenay country, which he describes, and not without some right, as a paradise-like region. He mentions the fact that the upper Columbia lake receives a portion of the Kootenay (or, as it then was called, Ares-a-plats) river water during the spring freshets which occur in June and July, when salmon are swarming up the Columbia in millions; and hence at some time or other, probably not so long ago, some salmon, more adventurous than the rest, stemmed the current flowing over this one-and-a-half-mile strip of ground during a particularly big freshet, managed to get into the Kootenay river, and thence down into the Kootenay lake, where they have increased, and have retained all the characteristics that make a salmon a salmon, except their wonted annual return to their briny element. The fish whose delicious flaky cuts furnish us daily "grub" for months were descendants of salmon, who travelled "overland" in a manner reminding one of Munchausen's tales, could the facts here mentioned be not so easily mentioned.

I have two views of this strip of land in its present condition, which, with the Government map of British Columbia, can be seen by anybody interested in this matter.

## NUMBER TWO.

Sir:—Since writing upon the above subject, several inquiries have reached me concerning the spawning season and spawning places of these salmon in Koot-

tenay lake (British Columbia) and I should like to make a few additional remarks on this topic, though I am afraid they will prove of a less satisfactory nature than might be wished. My time during my stay on Kootenay lake last year having been taken up with more urgent concerns connected with some lands and mining matter, I had not much leisure to devote to the further investigation of this ichthyological curiosity.

Towards the end of September and the beginning of October, we found that all the salmon of this species we caught showed signs of emaciation, while their sides and backs became discolored and stained. They also would not bite so freely, and as we were to a great extent dependent upon our rifles and rods for the larger trout and trout. The former, I may incidentally mention, grow in Kootenay lake to about the same size as the salmon, *i. e.*, 25 lbs., while the latter averaging about 2 lbs., inhabit the creeks and the outlet of the lake, and give wonderfully good sport, a small and gaudy salmon fly proving the deadliest among untutored fish. The Kootenay salmon appear to have retained their anadromous instinct, though there are but two creeks emptying in Kootenay lake sufficiently free of high falls to allow salmon to ascend them. One, the largest of all the tributary creeks, called the Larbo, flowing into the lake at the most northerly point, is said to be a favorite spawning ground. Indians reporting this stream to be almost a solid mass of fish in August. The fact that they scoop them out with short-handled and most primitive landing nets—each family I was told taking in one day their whole winter's provision—would seem to bear out the reported abundance.

The Kootenay river, down which at some time or other the progenitors of these salmon must have come and which is more than 700 miles long, does not seem to be liked by them—at least, we did not catch a single salmon in it. In the lake they seem to prey on small salmon trout and trout, more than half the fish we caught having small ones in them, some as much as 10oz. and 12oz. in weight.

The Kootenay salmon are, so far as I could judge, identically the same as the species which, among five or six other varieties, chiefly frequents the Columbia river. It is popularly known as the spring silver salmon.

It is to be hoped that the Dominion Government, under whose supervision the fisheries also in British Columbia are placed, will take prompt measures to prevent a possible extermination of these fine fish in Kootenay lake, for, almost impossible as it seems, I have no doubt, were similar vandalism to be perpetrated in this lake as has almost annihilated the fish in Lake Pend d'Oreille, in Idaho Territory, about a hundred miles to the south of it, even Kootenay lake would suffer materially, though, being much deeper than the latter lake, the work of destruction would take somewhat longer. I am referring here to the general use of giant powder (dynamite), which worked such ruin on Pend d'Oreille, covering acres of surface with fine salmon trout, which but three years ago were there in untold numbers.

For two and a half years—*i. e.*, during the con-

struction of the Northern Pacific railroad, which runs along the shores of Pend d'Oreille Lake for thirty or forty miles—some four thousand or five thousand navvies were employed on its banks, giant powder being a commodity not only much used by the contractors, but also much stolen by the hands. A barbaric warfare was soon inaugurated by whites, Indians, and Chinamen, who were largely employed on this railway work, and soon made the most adept "giant powderers," finding that they could make very much better wages going out into the middle of the lake and sinking a dynamite cartridge and selling wagonloads full of their victims at the rate of 10 cents (fivepence) for a 10 lb. or 15lb. salmon trout, than shovelling earth.

On stormy days the shores of this lake, but a few months before buried in the densest and most solitary forest region in the United States, would be simply heaped for miles with carcasses of these fish that had not been secured by the slaughterers, and drifted ashore. The superintendent of the Pend d'Oreille division of this line informed me last summer that, in two and a half years, no fewer than nineteen of his navvies were either killed or lost limbs while giant powdering salmon trout in this lake—a fact which shows to what excess it was used, and that by men who were conversant with the proper handling of this dangerous explosive. The hope, therefore, that Kootenay lake may be preserved from a similar fate when the construction of the proposed railway down the outlet of the lake will commence, is, in view of what I have related, at least a legitimate one.

While writing an American fishery commission report reaches me containing a not uninteresting account of the take of salmon during the last eighteen years by the boats employed by the salmon "canneries" (or packing houses) established on the Lower Columbia near the mouth of the gigantic river. It shows not only how quickly this industry has assumed almost gigantic proportions, illustrating the fiercely energetic western man's aptitude for developing a new business, but also what vast quantities of salmon ascend the Columbia. In my last letter I stated that the annual take of salmon varied between 15,000,000 and 35,000,000 pounds, the figures of the report indicate that the canneries alone accounted last year for some 45,000,000 pounds (including the waste) leaving unrecorded the vast consumption by the thousands of Indians living along the Columbia and its tributaries, and who are almost entirely dependent upon salmon for their food. Local evidence collected by me during my last year's visit to the Columbia shows another and a fatal feature, *i. e.*, that at the present rate there will, in a very few years, be not a salmon, so to speak, left in the Columbia. As usual the frontiersman is discounting the future at a startling rate. What has happened with the forests and the buffalo is now being repeated with the salmon.

W. A. BARTLE-GRONMAN.

In consequence of removal of our establishment, we have been delayed a few days in the publication of this issue of the Resources. Having more room and increased facilities at command, we can be more prompt hereafter.

## BRIEF MENTION.

It will cost about \$3,000,000 to build the Island Railway.

Corporations are proverbially soulless, and Mr. Van Hornue says that the only politics his company knows are dollars and cents.

Through to Kamloops by rail in a few weeks, when the busy conductor will gather in the tickets and

"Punch, punch, punch with care,  
Punch 'em in the presence of the passengere."

The Sockeye salmon has returned to Mother Ocean, and the catch on the Fraser is practically over for the season.

The very air is resonant with reports of rich finds of placer and quartz gold, besides other useful and valuable minerals and metals.

Crops of all kinds will be fully up to the average yield, and the honest tiller of the soil is correspondingly jubilant.

Victoria is crowded with pleasure seekers, who are profuse in their expressions of unlimited praise regarding the surpassing scenery of our country and the healthful geniality of our climate. Welcome, guests.

The West Coasters are petitioning the local Government to subsidize a steamer to ply on that route. These new settlers deserve a recognition as pioneers of husbandry in those isolated districts. Let them have an outlet for the fruits of their toil. It is said that a small subsidy, only, would be required.

Port Moody or Coal Harbor, is the great terminal commodity of the day, and the real estate sharpers are about equally divided on the question. A prominent Syndicate official while on a recent visit to the inlet, has given much encouragement to both parties, and has even gone so far as to ring the Royal City into the charmed circle. Each aspirant for terminal honours is dead sure to win the coveted prize, and no doubt they will all get it—in a (van) horn.

If A stands for answer and Q for question, does it follow that the members of the Commission now in session will take their Qs (ques) from the Chinese, and from their manufacture such As (answers) as may suit their purpose?

"No, no," says a fiend at our elbow, "if they took all their Ques from the Mongols, the Commissioners would require a special train to freight their *Exquisite* tropicues to Ottawa."

Another impudent fellow, peering over our shoulder as we write, exclaims: "O what jabbering! The very thought of such an occurrence causes the hair to rise on my *Gloppithera* from my head—old and Gony as I am, I never before heard of anything so absurd."

A voice comes from a gentleman surrounded by a crowd at Campbell's corner: "I am a Christian, and I believe that the lamb may yet lay down with the lion, but the white man with the drab man—never. When I return to Ottawa I will *Shake* this jug-handled commission. They will never beat my *Spear* into a prancing hook."

Another voice: "Yes, you are right. We will *peave* that the rice-bedecked cake they are trying to *beave* down our throats is very sour dough indeed, and we will make the oven of public opinion *too hot* for them or I am no *Baker*."

## A COMPLIMENT TO GLASGOW.

The Glasgow millionaire has suffered a good deal at the hands of sarcastic poets and novelists, and some essayists have also displayed a disposition to run him down as a Philistine, which he sometimes is, perhaps. But the lady novelists are coming to his rescue. In the best story she has written in a long while, "The Wizard's Son," Mrs. Oliphant gives a very pleasant picture of a Glasgow plutocrat, Mr. Williamson, a modest, good-natured, and exceedingly hospitable man. And in a story written for the *Weekly Mail* Miss Keddie, better known as "Sarah Tyler," waxes eloquent over the good points of the rich men of Glasgow. Describing a recent decade in which the prosperity of the city advanced by leaps and bounds, she says:—"Grand improvements were inaugurated and brought to pass worthy the public spirit of the mediæval Italian cities. Magnificent acts of charity, which the middle-ages hardly knew, were performed without a grudge, almost without an effort. The citizens of St. Mungo's city seldom button up pockets. Her big, burly merchants are very humane, whatever their faults. Many of them are as liberal hearted and open-handed as any men in Christendom, dispensing their bounty without hesitation or fuss. There is a gruff "Say-no-more-about-it" tone in their generosity which has a delicacy in its very abruptness. The fellow-feeling among the inhabitants is strong. In order to buy fresh machinery for a burn-out or sould-out manufacturer, or to furnish the means of independence to the helpless, destitute children of a former townsman, five thousand—ten thousand pounds have been subscribed for within an hour on the Exchange, with no stipulation made except that the names of the donors should be withheld in order that the recipients of the gift might remain in ignorance of their benefactors."—*Christian Lawler*.

THE FEAR OF DEATH.—While grace teaches the sanctity of life, it inspires us to live for something higher than life. That man is not worth the name of man who only lives to take care of himself; whose life is a chronic panic; and whose heart is in his mouth at the sight of danger. He who is for ever sunk, lamed, frozen, and spectre-smitten before "the shadow feared of man," is incapable of noble action or high ascent.—*Charles Stanford, D. D.*

A SCEPTIC, who was badgering a simple-minded old man about miracles, and Balaam's ass, finally said—"How is it possible for an ass to talk like a man?" "Oh well," remarked the honest old believer, with meaning emphasis, "I don't see why it aint as easy for an ass to talk like a man, as it is for a man to talk like an ass."

SIR WM. JONES AND THOMAS DAY.—One day, upon removing some books at the chambers of the former a large spider dropped upon the floor, upon which Sir William, with some warmth said: "Kill that spider, Day; kill that spider!" "No," said Mr. Day, with that coolness for which he was conspicuous, "I will not kill that spider, Jones; I do not know that I have a right to kill that spider! Suppose, when you are going in your coach to Westminster Hall, a superior being, who perhaps, may have as much power over you as you have over this insect, should say to his companion, 'Kill that lawyer! kill that lawyer!' How should you like that, Jones? and I am sure, to most people, a lawyer is a more obnoxious animal than a spider."

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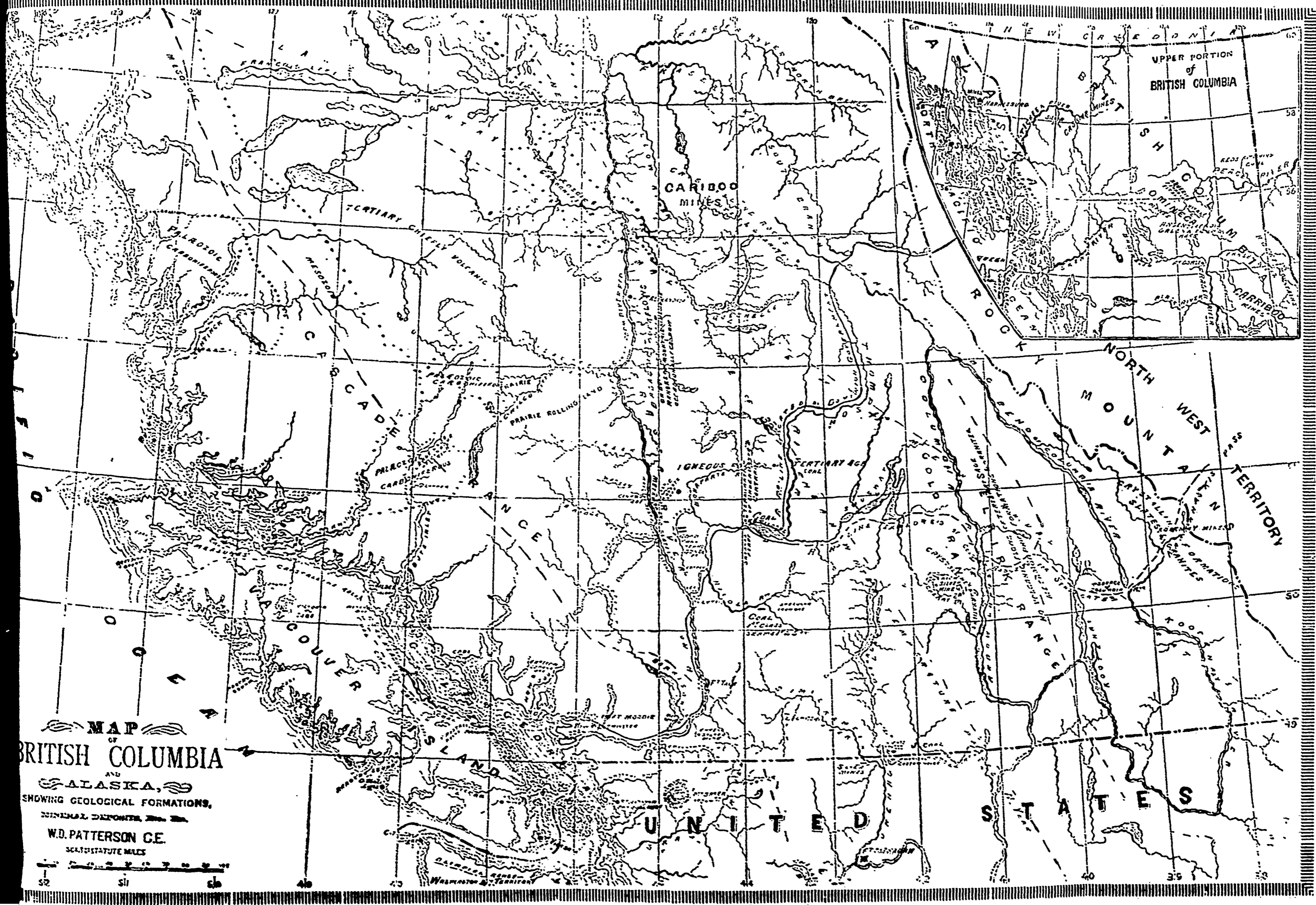
The following firms and persons are duly authorized to receive subscriptions and advertisements for this publication: VICTORIA, B. C.—T. N. Hibben & Co., M. W. Waitt & Co., Henry Gribble, F. L. Tuckfield.

A TOON IN FIFE.—Two passengers, a short time ago, while travelling by a train from Aberdeen to Perth, were conversing about an interesting law case which had been before the sheriff of the county to which they belonged. "I see," said the one who had been reading the newspaper report of the case, "Sheriff has taken the case to avizandum." "Man, tell me far's that place Avizandum, that sae mony cases are ta'en to?" eagerly inquired the other. The former (who could enjoy a joke even at the expense of a friend) quietly said—"Oh it's a toon in Fife."

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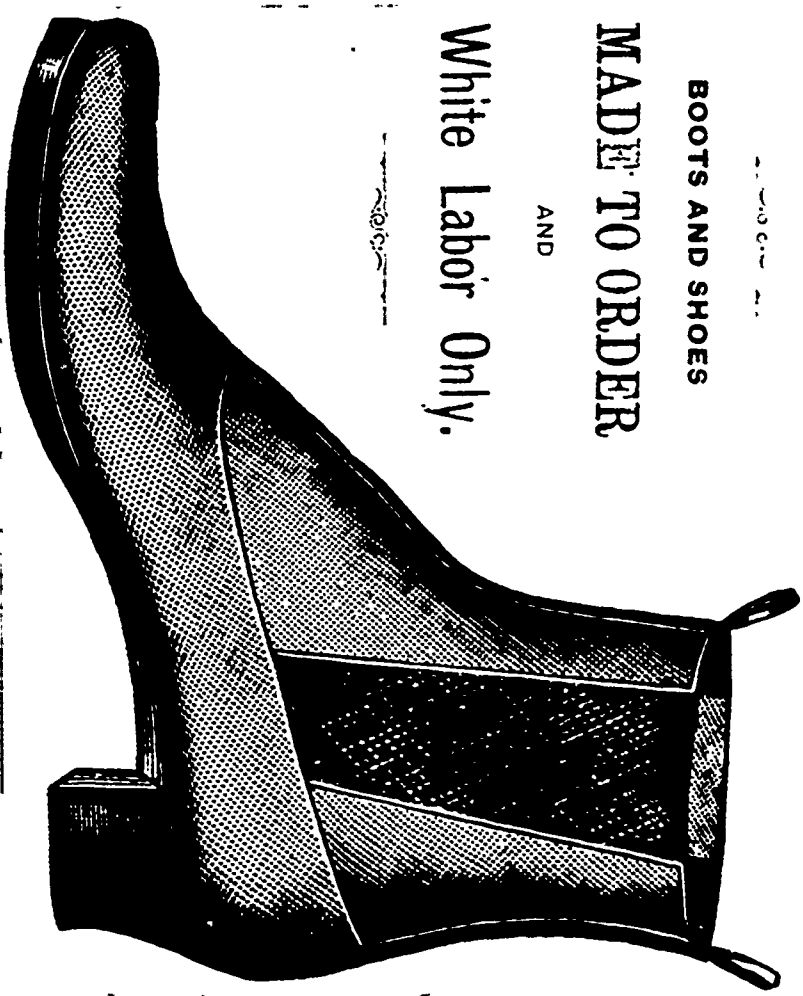
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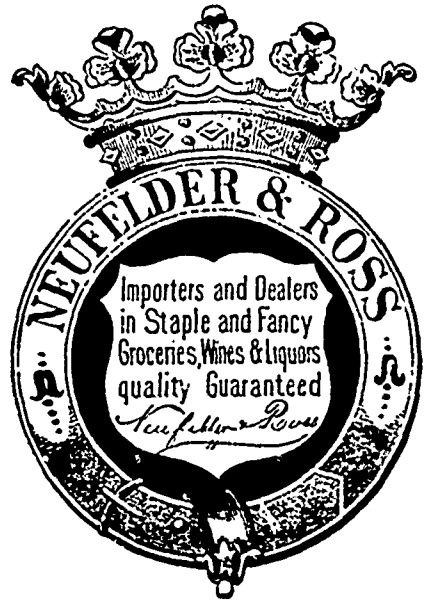
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# VICTORIA POST OFFICE

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

CLOSE.	PLACES.	DUE.
Monday, Wednesday & Friday at 6:45 a. m. Monday and Friday at 6:45 a. m.	NEW WESTMINSTER, Burrard Inlet, Granville, Moodyville and Laidner's Landing, YALE, Port Moody, Maple Bridge (Port Haney), Langley, Matsqui, Riverside, Chilliwack, Sumas, Hope, and Emory. LETON, Deynock and Spences' Bridge.	Tuesday, Thursday & Saturday at 3 p. m. Tuesday and Saturday at 3 p. m.
Monday and Friday at 6:45 a. m. Mondays at 6:45 a. m.	MUD BAY, North Arm.	Thursday & Saturday at 3 p. m. Thursday at 3 p. m.
Fridays at 6:45 a. m.	ASHEROFT, Cache Creek, Savona Ferry, Clinton, Lac la Pêche, Soda Creek, Alexandria, Quesnelle, Van Winkle and Barkerville.	Saturday at 3 p. m.
Fridays at 6:45 a. m.	LILLOOET, Pavilion, Alkali Lake, Big Bar Creek, and Dog Creek.	Saturday at 3 p. m.
6th and 20th 6:45.	KAMLOOPS, Duck & Pringle, Spallumcheen, Okanagan, Okanagan Mission, OSOYOOS, Penticton, Semilkameen, and Rock Creek	within 3 weeks after date of departure. Saturday at 3 p. m.
Fridays at 6:45 a. m.	PLUMPER PASS.	Saturday at 3 p. m.
Mondays at 6:45 a. m.	NICOLA LAKE and Kamloops.	Saturday at 3 p. m.
1st and 31st at 7 p. m.	FORT WASSOEL, Sitka, Harrisburg and Juneau City, via Port Townsend, W. T.	Uncertain.
Monday, Wednesday & Friday at 6:45 a. m. Mon. & Fri. at 6:45 a. m. Wednesday at 6:45 a. m. 10th and 24th at 7 p. m.	NANAIMO, Wellington, Cowichan, Maple Bay, Somers and Chemainus. SALT SPRING ISLAND. BURGOYNE BAY. COMOX and Quadra (Baynes Sound).	Tuesday, Thursday & Saturday at 3 p. m. Tue. & Sat. at 3 p. m. Thursday at 3 p. m. 5th and 19th at 3 p. m.
Daily at 7 p. m.	EASTERN PROVINCES, Manitoba, United States, Gr. Britain and Europe, via Port Townsend, W. T. SAN FRANCISCO, Direct.	Daily at 3 p. m. Every 8 days.
4th, 12th, 20th & 28th at 11:30 a. m.	AUSTRALIA, New Zealand and Sandwich Islands.	Uncertain.
12th & 20th at 11:30 a. m. 12th, & 24th 11:30 a. m.	SOUTH AND CENTRAL AMERICA, Mexico and Panama.	Uncertain.
4th & 20th at 11:30 a. m.	CHINA AND JAPAN, British India and Straits Settlements.	Uncertain.
8 a. m., 11 a. m., 2 p. m., and 5 p. m.	ESQUIMALT—four times daily.	9:30 a. m., 12:30 p. m., 3:30 p. m., & 6:30 p. m.
Tuesdays at 8 a. m. Tuesdays at 12 m. & Thursdays at 7 p. m. 4th Sept at 7 p. m.	SOOKE, Metchosin and Colwood. SAANTICH. ROOSENSAY, Joseph's Prairie, and St. Eugene Mission.	Mondays at 3 p. m. Tuesdays at 9 a. m. & Thursday at 3 p. m. Within 15 days from date of departure.



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

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

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

### Money Order Office.

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

#### COMMISSION ON MONEY ORDERS.

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

If not exceeding \$4	2c.	Over \$40 not exceeding \$60	30c.
Over \$4	10	60	40c.
10	20	80	50c.
20	30	100	50c.
30	40		50c.

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:

If not exceeding \$10	10c.	Over \$10 not exceeding \$40	40c.
Over \$10	20	40	50c.
20	30	50	50c.
30	40		50c.

Money Orders on the United Kingdom, Newfoundland, the United States and British India, are drawn in Canadian Currency, and may be had for any sum not in excess of \$50, 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, Roumania, Amalca, West Indies, Victoria (Australia), New South Wales, Australia and Somaria, France, New Zealand, Belgium and Barbadoes.

### Registration.

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

The sender of a registered letter addressed to any Postal Union Country must 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. 3 oz. Parcels may be registered—fee 5c. The Parcel Post to Kootenay has been discontinued.

### Table of Distances

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

VICTORIA * † §	0	Maple Bay	87
Burgoyne Bay	43	Matequin †	109
Bridge Creek †	364	Mission	100
Barkerville * † §	537	Maple Ridge	87
Cache Creek † §	255	Nanaimo * †	75
Cassiar	1030	New Westminster * † §	75
Cowichan †	35	Nicola Valley	225
Comox	134	Okanagan	408
Chilliwack * †	122	Okanagan Mission	448
Clinton * † §	311	Quesnelle * † §	498
Departure Bay	86	Riverside	100
Granville * †	88	Soula Creek * † §	442
Grand Prairie	376	Somenos †	39
Hope †	160	Spence's Bridge * † §	255
Harrison River	124	Sumas	116
Kamloops * † §	340	Stanley §	542
Kootenay	810	Savona's Ferry	310
Langley	92	Spallumcheen	408
Lytton * † §	232	Vesuvius Bay	51
Lillooet	354	Wellington	81
Laidner's Landing *	63	Yale * † §	175

### Licensed Stamp Vendors in Victoria.

T. N. HIBBEN & Co., Government st. M. W. WATT & Co., Government at H. GRIBBLE, Government st.

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

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

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

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

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

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

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

**JOHNSON, EDWIN**. Barrister-at-Law, Notary Public and Conveyancer. Office, Bastion Street, corner of Government St.

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

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CARRIAGE MAKERS AND BLACKSMITHS.

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

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CUTLERY.

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

DRY GOODS AND MILLINERY.

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

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

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

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**SALMON, E. J. & CO.**, Johnson Street, opposite H. Saunder's grocery. Furniture, crockery, tinware and Indian curiosities.

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

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

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**SAUNDERS, HENRY**, Johnson Street. Large stock fresh goods; also, fine wines and liquors.

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**HUDSON'S BAY COMPANY**. Importers and Wholesale Dealers in General Merchandise—Offices and Warehouses, Wharf Street.

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**TURNER, BEETON & CO.**, Merchants, Wharf Street. Represented by H. C. Beeton & Co. 36, Finsbury Circus, London E. C.

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Best Description of Cooking and Heating Stoves

Plumbing, Gas-fitting and Tinsmithing executed under our own supervision with neatness and despatch  
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Manufacturers of all kinds of Rough and Dressed Lumber, Laths, Shingle, Moulding, Gutter, &c. Fish Cases and Grain-edged Flooring a speciality.

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

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

**POST.** Daily evening. Terms: per year, \$10; delivered by carrier, 25 cents per week. W. J. McDowell, sole proprietor, 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.

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Especial attention paid to orders from the Country.

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Gents' Clothing, &c., Cheap for Cash.