

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

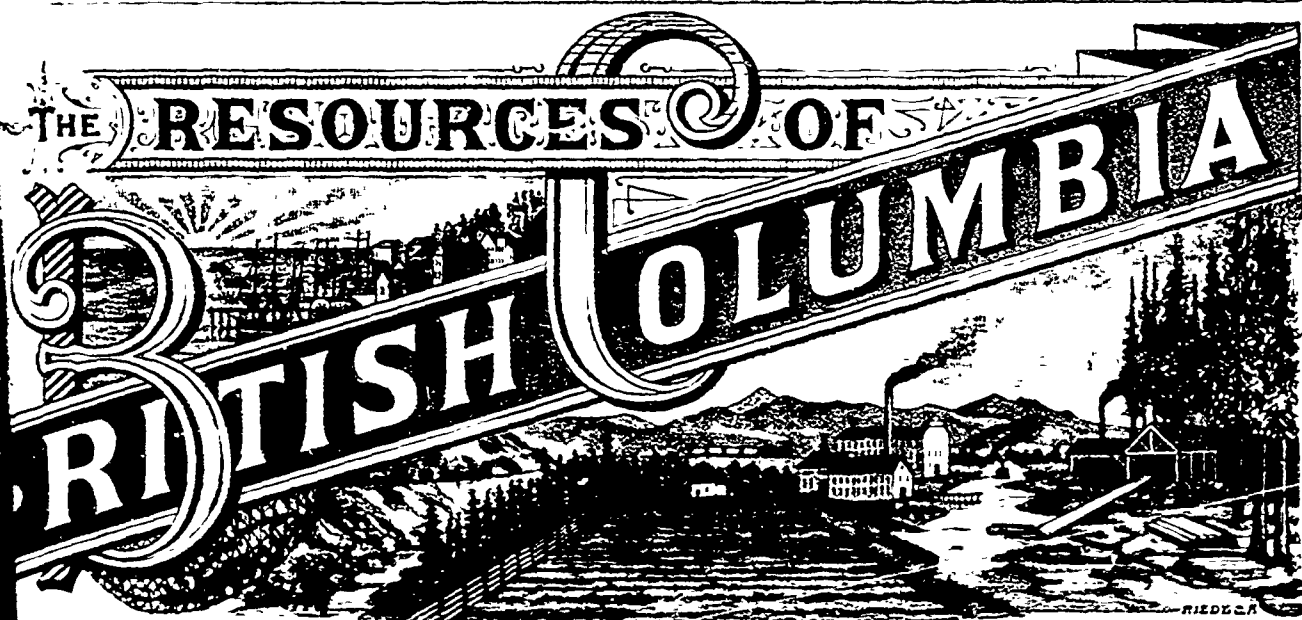
L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/  
Couverture de couleur
- Covers damaged/  
Couverture endommagée
- Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- Cover title missing/  
Le titre de couverture manque
- Coloured maps/  
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- Bound with other material/  
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/  
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments:  
Commentaires supplémentaires:

- Coloured pages/  
Pages de couleur
- Pages damaged/  
Pages endommagées
- Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- Pages detached/  
Pages détachées
- Showthrough/  
Transparence
- Quality of print varies/  
Qualité inégale de l'impression
- Continuous pagination/  
Pagination continue
- Includes index(es)/  
Comprend un (des) index
- Title on header taken from:  
Le titre de l'en-tête provient:
- Title page of issue/  
Page de titre de la livraison
- Caption of issue/  
Titre de départ de la livraison
- Masthead/  
Générique (périodiques) de la livraison

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
									✓		

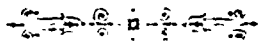


VOLUME 2  
No. 2

VICTORIA, B. C., APRIL 1, 1884.

PER ANNUM \$2.00  
PER COPY 25 CTS.

## AUCTION SALE.



We will Sell

**EARLY IN MAY,**

At Salesroom, Wharf Street, Victoria,

**LOTS IN THE TOWNSITE**

**OF**

**PORT HAMMOND JUNCTION**

PARTICULARS HEREAFTER IN DAILY PAPERS.

J. P. DAVIES & CO.,

AUCTIONEERS.

# 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; GEO. FAULKNER, Esq., Agent, Toronto, Ontario; W. J. GRAHAM, Esq., Agent, Winnipeg, Manitoba; 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.

**W. R. CLARKE,**  
PORT WARDEN AND HARBOR MASTER,  
**AUCTIONEER,**  
Appraiser & Commission Merchant,  
FIRE-PROOF BRICK BUILDING,  
YATES STREET, Victoria, B. C.

LIBERAL ADVANCES MADE ON CONSIGNMENTS.

**H. E. CROASDAILE,**  
**Real Estate Agent and Broker.**  
Loans Negotiated and a General Agency Business conducted.  
Every attention will be paid to instructions sent by letter and correspondents will receive the earliest information in matters affecting their interests.  
Office—Government Street, between Fort and Broughton.

**C. D. RAND,**  
Opp. P. O., Columbia St., New Westminster, B. C.  
**REAL ESTATE BROKER,**  
Notary Public, Collector and Conveyancer, Insurance Agent, &c.  
For Farms in the Fraser Valley, and Town Lots at Port Moody and New Westminster, apply to the above.

**E. G. PRIOR,**  
IMPORTER OF  
Iron, **HARDWARE, CANADIAN, AMERICAN AND ENGLISH AGRICULTURAL Machinery**  
GOVERNMENT STREET, VICTORIA, B. C.

**FELL & COMPANY,**  
Importers and Dealers in  
**GROCERIES, PROVISIONS, FRUIT, ETC.,**  
Purveyors to the Marquis of Lorne and Princess Louise.  
WINE AND SPIRIT MERCHANTS, GENERAL ITALIAN WAREHOUSEMEN,  
PORT STREET, VICTORIA, B. C.  
All Shipping Orders Completely and Promptly Filled and Delivered per Express Van-Free of Charge.

**J. TURNER,**  
**Carpenter and Contractor**  
ESTIMATES FURNISHED. JOBBING PROMPTLY ATTENDED TO.  
FORT STREET NEAR THE INSTITUTE, VICTORIA, B. C.

**CARESCHÉ, 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.**

**Go to A. GILMORE'S**  
**CHEAP CLOTHING STORE**  
Johnson Street, - VICTORIA, B. C.  
Garments Made to Order and a Perfect Fit Guaranteed.

**COUGHLAN & MASON,**  
**BRICKMAKERS & ASPHALTUM ROOFERS.**  
Building Material, Lime, Bricks, Drain Pipes, Vitrified Sewer Pipes, Plaster Centres, Cornices, Fire Clay, Fire Brick Dust, Cement, Etc.  
P. O. Box 210. Telephone, 147. Works, Saanich Road.  
Office: Cor. Government and Broughton Sts., Victoria, B. C.

**CLARKE & NICHOLSON,**  
Importers and Dealers in Stoves, Metals, Etc.  
MANUFACTURERS OF  
**TIN, SHEET IRON AND COPPERWARE.**  
YATES ST., VICTORIA, B. C.  
P. O. Box. 77.

**LETTICE & SEARS,**  
**House, Sign & Ship Painters**  
Glaziers, Paperhangers and General Decorators; Dealers in Paints, Oils, Varnish, Brushes, Putty, Window Glass, Etc.  
BROAD STREET, NEAR FORT, - - - VICTORIA, B. C.  
Orders Solicited and Promptly Executed.

**JNO. TEAGUE,**  
**ARCHITECT.**  
GOVERNMENT STREET,  
VICTORIA, B. C.

**C. MORTON,**  
Importer and Dealer in  
**BOOKS, STATIONERY, CUTLERY.**  
Fancy Goods, Etc.,  
Government Street, between Tronace and Fort Streets.  
SUBSCRIPTIONS received for all Newspapers and Periodicals.  
Mainland Orders Promptly Attended to.

**MUNROE MILLER,**  
**BOOK AND JOB PRINTER,**  
JOHNSON STREET, VICTORIA, B. C.

## THE RESOURCES OF BRITISH COLUMBIA.

MARCH, 1884.

The weather in March has been unprecedentedly fine. We have had scant rain only on four days with abundance of the much desired "March dust." Frequent slight frosts, somewhat checking the growth of grass, have beneficially retarded unseasonable development of plum and apple blossom-buds. Fall-sown wheat on lands sufficiently dry, has perfectly withstood the rather severe frosts of February. On fields not well enough drained, such wheat has, to some extent, perished. Spring plowing and sowing is well advanced. The frog chorus, first harbinger of spring commenced early, as did blue grouse "hooting" and the crowing of the imported pheasant—imported, thanks to C. W. R. Thomson, Esq. House martins appeared on March 4th.

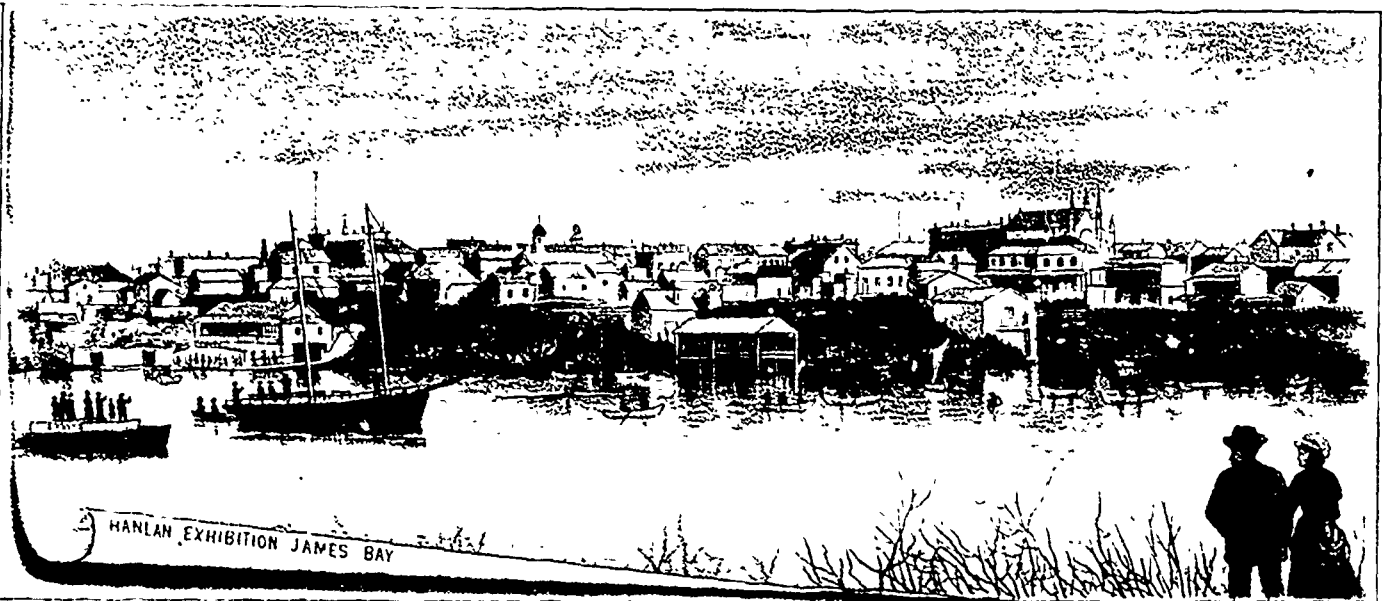
1. Clear, warm.
2. Clear, warm.
3. Clear, warm, foggy for two or three hours.
4. Cloudy and misty, (house martins).
5. Cold, windy and cloudy A. M., clear P. M.
6. Cold, windy A. M., fine, calm P. M.
7. Cold A. M., clear, warm P. M., (frog music).
8. Clear, cold A. M., warm P. M., slight sprinkling snow last night.
9. Cloudy A. M., fine P. M., cold.
10. Cloudy A. M., fine P. M., cold.
11. Raining A. M., cloudy P. M.
12. Frost, rain, slight snow, cold.
13. White frost, fine, clear.
14. No frost, clear.
15. White frost, clear, very warm.
16. Cloudy, changeable.
17. Cloudy.
18. Cloudy, windy, cold.
19. White frost, fine, with cold showers.
20. White frost, clear, chilly.
21. White frost, clear, chilly.
22. White frost, clear, warm.
23. Fine, warm.
24. Cloudy, cold A. M., fine, warm P. M., with showers.
25. White frost, cloudy A. M., fine P. M., with showers.
26. White frost, fine.
27. White frost, fine.
28. Fine, warm, cloudy at times.
29. White frost half inch ice, warm, clear, warm.
30. White frost, fine warm.
31. Fine, but chilly A. M.

Max.	Min.	Bar. A.M.	Bar. P.M.	Rain.	Wind.
1	54	30.1	30.1	.....	Mild South west
2	56	30.2	30.2	.....	Southwest.
3	55	30.3	30.3	.....	Southwest.
4	54	30.4	30.4	.....	Northwest.
5	53	30.5	30.5	.....	Northwest.
6	52	30.6	30.6	.....	Northwest.
7	51	30.7	30.7	.....	Southwest.
8	50	30.8	30.8	.....	Southwest.
9	51	30.9	30.9	.....	Fresh Southwest.
10	52	31.0	31.0	.....	Fresh Southwest.
11	53	31.1	31.1	.....	Southwest.
12	54	31.2	31.2	.....	Southwest.
13	55	31.3	31.3	.....	Southwest.
14	56	31.4	31.4	.....	Southwest.
15	57	31.5	31.5	.....	Northwest.
16	58	31.6	31.6	.....	Southwest.
17	59	31.7	31.7	.....	Southwest.
18	60	31.8	31.8	.....	Southwest.
19	61	31.9	31.9	.....	Southwest.
20	62	32.0	32.0	.....	Southwest.
21	63	32.1	32.1	.....	Southwest.
22	64	32.2	32.2	.....	Southwest.
23	65	32.3	32.3	.....	Southwest.
24	66	32.4	32.4	.....	Light Southeast.
25	67	32.5	32.5	.....	Light Southeast.
26	68	32.6	32.6	.....	Light Southeast.
27	69	32.7	32.7	.....	Light Easterly.
28	70	32.8	32.8	.....	Light Southeast.
29	71	32.9	32.9	.....	Light Variable
30	72	33.0	33.0	.....	Light Northerly.
31	73	33.1	33.1	.....	Light Northerly.
					Light Southwest.
					Light Southwest.
					Light Southeast.
					Light Southerly.

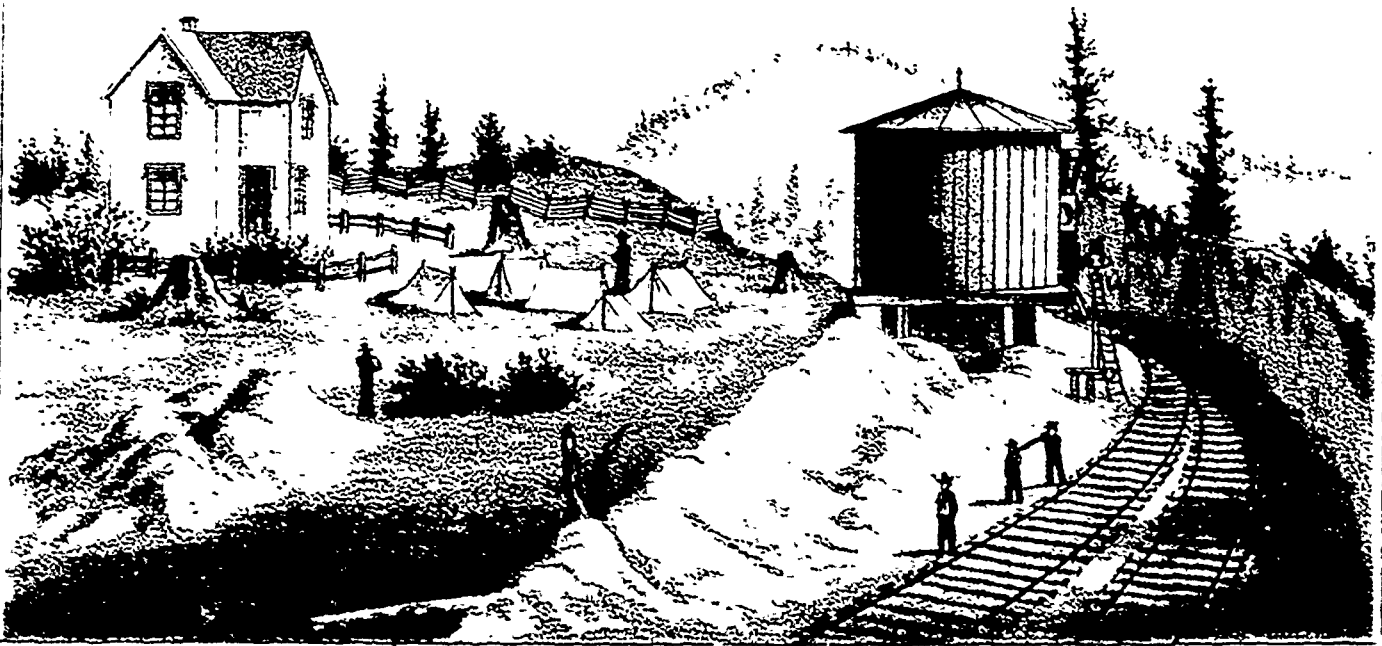
## PORT HAMMOND JUNCTION

As a profitable investment, offers greater advantages than any other townsite in the Province, for the following reasons, viz :

1. Situated at the apex of a triangle it is about equi-distant from New Westminster and Burrard Inlet; with the former it is connected by regular steamers; with the latter by the Canadian Pacific Railway.
2. Any vessels which can enter the Fraser, can, at Port Hammond, discharge their freight directly into the cars, the wharves having been connected by a siding with the main line.
3. It is the first point at which, after leaving the salt water, the C. P. Railway touches the Fraser; and is further the central point in the largest and richest agricultural belt in British Columbia.
4. It is at the present moment the virtual western terminus of the C. P. R., all passengers and freight being transferred from the cars to the C. P. N. Co.'s steamers, and *vice versa*.
5. It is the head of navigation for the Victoria boats, which run there direct, calling at New Westminster and Ladner's Landing.
6. It is the natural shipping point for all the River canneries, and commands the trade of the whole of the Fraser Valley below the Mission and extending southerly to or beyond the boundary.
7. It is the point from which, in the future, the best and shortest route to connect with the N. P. Railway can be obtained, and is one of the very few points where it is practicable to bridge the Fraser at a reasonable cost.
8. The location is permanent, while the terminus now at Port Moody is liable to be removed by the Syndicate to some other point on Burrard Inlet.
9. Generally, to sum up, its situation is unrivalled by any townsite in this Province; it is the terminus of the Victoria steamers; it is the point from which the passenger and freight trains start for the interior, and at which they arrive; it is the central point of more than two-thirds of the whole cultivable land on the Lower Fraser, it is the nearest station on the railway to Victoria, and it is the natural outlet for trade of both Victoria and New Westminster.

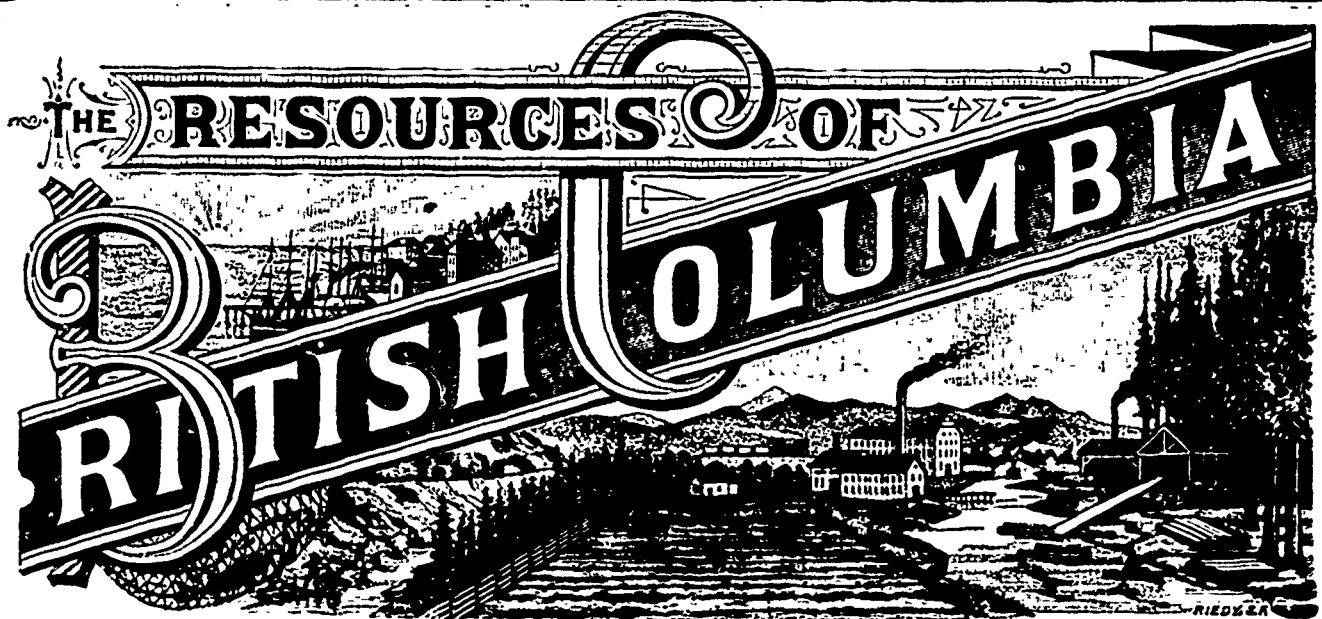


NEW PROTESTANT ORPHANS' HOME



FROST PROOF WATER TANK, PORT HAMMOND.

# THE RESOURCES OF BRITISH COLUMBIA



VOLUME 2  
No. 2

VICTORIA, B. C., APRIL 1, 1884.

PER ANNUM \$2.00  
PER COPY, 25 CTS.

## THE FROST-PROOF TANK.

The first frost-proof tank erected in British Columbia was built at Port Hammond Junction last autumn.

It consists of an enormous wooden vat, 24 feet in diameter and 16 feet deep, and is built on a pile foundation; the roof and floor are double and packed with sawdust; the sides are not so protected from the cold, experience having shown that such a casing is useless.

Its capacity when full slightly exceeds 45,000 imperial gallons, weighing 225 tons (2000 lbs. each). As an average passenger engine is estimated to evaporate about 40 gallons per mile and a freight engine about double that quantity, it is obvious that such a tank will, from one filling, supply the water necessarily expended on runs aggregating from 500 to 1000 miles, provided there be neither waste nor leakage. The capacity of a tender tank varies from 1,200 to 2,400 gallons according to the class of engine. The Central Pacific Railway have lately built what is probably the largest locomotive in the world. The total length of the engine and tender is 65 feet 5 ins.; its total weight (light) is 98 tons 650 lbs.; and the capacity of the tender tank 3000 gallons; the whole resting upon twenty-six wheels, of which 5 pairs are drivers 4 feet 9 ins. in diameter.

The Protestant Orphans' Home, of which we present an engraving on the opposite page, is an institution of which British Columbians may feel proud. Want of time and space prevents us giving a more extended notice, but in the next number, we shall give as much of its history as can be obtained, together with its aims and objects. The view of Victoria harbor was taken on the day of the Haulan exhibition and speaks for itself.

## FREIGHT AND TICKET AGENT.

We are pleased to notice the recent appointment by the Canadian Pacific Navigation Co., (limited), of G. A. Carleton, Esq., to the office of General Freight and Ticket Agent, at Victoria. Mr. Carleton is a gentleman who has had many years of experience in the conduct of similar offices, and thus brings to that important branch of steamboating, such qualifications as cannot fail to be at once advantageous to the Company and to the commercial and traveling public. The position is one of great responsibility, the duties being very arduous; besides, the business requires nothing less than an expert for its successful management. We congratulate the Company on the excellent selection which they have made.

## ABOUT WOMEN.

Andrews, Indiana, has a brass band composed of fourteen young ladies. Mary Agnes Dubert was one of the most noted musical teachers in this country, declared by Parepa Rosa to be among the greatest singers in the world. Strakosh offered \$50,000 for a season of six months, but Bishop Whaler declined to permit her to accept. Miss Anna Isabella Capen, of Canton, Mass., is making a marked success as organist and conductor of the quartette and chorus choir in the First Baptist Church, Milwaukee, Wisconsin. She has a large class of music pupils, both vocal and instrumental. Miss Lotta E. Lomonds has been appointed instructor in the New England Conservatory of Music. Two years ago she graduated from the same.

During the battle of Monmouth, Gunner Ritcher was killed, and at the call for some one to take his place the wife responded. The gun was so well managed as to call forth Washington's admiration. He conferred on her a lieutenant's commission, and she was afterwards known as "Captain Molly."

# Resources of British Columbia.

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

MUNROE MILLER, - - - Publisher and Proprietor

## TERMS TO SUBSCRIBERS:

One Copy, one year - - - - - \$2.00  
One Copy, six months - - - - - 1.00

All subscriptions payable invariably in advance. Postage free to all parts of the world.

All matter intended for publication should be sent in not later than the 25th of the month. Correspondence solicited.

NO QUESTIONABLE ADVERTISEMENTS INSERTED IN THIS JOURNAL.

## THE SETTLEMENT BILL.

The final passage of what is popularly known as the Settlement Bill, cannot fail to be fraught with momentous consequences to the people of this Province, but more especially to the inhabitants of Vancouver Island and the premier city, Victoria. The history of the long pending disputes between the Dominion and the local Government of British Columbia, although a chequered one, is so familiar to our readers as to require no recapitulation by us. Suffice it to say that during those years of oft-repeated disappointment and weary waiting for the fulfilment of solemn pledges made to this Province when she consented to enter the confederation, our people have lost more than would build three Island Railways from the locking up of a large and valuable portion of the public domain, thus preventing settlement of this immense belt of land, and by these frequent breaches of faith, and even of contract, kept capital and immigration out of the country, created grave doubts and a feeling of insecurity as to the future of the country. Where there is probably no man among us who will say that the Dominion Government has fully reimbursed us for the damages sustained, yet as the settlement was the best that could be obtained, it was certainly the part of wisdom to subscribe to the terms proposed. Apart from these considerations it is abundantly evident that the opening of these lands to settlers, the necessarily large expenditure for the construction and subsequent operation of railroad, the great number of new homes and new and increased industries that will follow in its wake; all these must create a marked increase, if not an actual boom in real estate, and the general business interests of the Queen City, and other towns and villages along the whole line. Without the Island Railway, the future of Victoria was doomed to be nothing better than a struggling hamlet; with it, she will unquestionably become the gem of the North Pacific, holding a commercial, climatic, scenic and residential position unrivaled by any other city on the north-west coast. Therefore, we hail with joy the glad tidings from Ottawa, and can now safely assure our readers that within two years from date, the steam-breathing

courser, with long trains of freight and passengers rolling at his heels, will come thundering down from Nanaimo, and entering this city, will wake the echoes with his mad shouts of glee. So mote it be.

## INDUCEMENTS FOR A WOOLEN MILL.

AMONG the many enterprises which a new country like British Columbia naturally unfolds, there is perhaps none evidencing a greater source of gain than the manufacture of woollen fabrics. A vast area of grazing land; a genial climate, an acreage at a nominal figure, almost for the asking, together with a high protective tariff should make that branch of industry at once desirable and profitable. But when it is considered that in addition to these valuable considerations we have the further fact that the municipality of Victoria with the provincial government offer a bonus of about \$7,000 for the inauguration of such an enterprise. Although the subject is one of wool, we are by no means desirous to pull the "wool over peoples' eyes," but would beg to submit for their honest consideration some figures—and figures do not lie. To say nothing of what has been used for home consumption, the following tabulated statement, drawn from reliable sources, gives the amount of wool exported during the years hereunder indicated:

### EXPORTS OF WOOL FROM BRITISH COLUMBIA.

	Pounds.	Value.
Year ending June 30th, 1878	78,662	\$12,586
Year ending June 30th, 1879	71,488	13,388
Year ending June 30th, 1880	127,206	17,351
Year ending June 30th, 1881	75,968	12,177
Year ending June 30th, 1882	116,201	21,522
Year ending June 30th, 1883	96,548	17,438

As is apparent from this very favorable showing, coupled with an increasing population, these circumstances undeniably afford a rare and wide open field for the prosecution of that important industry. British Columbia is peculiarly adapted for pastoral purposes; her hillsides, her mountain sides, her plateaus, rolling lands, glens, river sides and deltas clothed with eternal emerald bespeak the home and cheer the heart of the shepherd with his crook. Who will grasp the gem? Who will wear the honor, albeit enjoy the profit, making 10,000 spindles weave the wool, and reclothe the tattered millions. Were the above facts sufficiently advertised to the listening ears of the great public, many would be found willing to embark in so promising a pursuit. The Resources, ever alive to Columbia's best interests, points out briefly these important facts for the consideration of capitalists and manufacturers, hoping that the hum of busy industry will echo to the chimes of every waking hour, and that ere long, capital and skilled labor will take advantage of the alluring inducements which this Province affords for the successful carrying on of this particular business. The inducements, as above set forth, are ample—first come first served—time waits for no man.



## POULTRY.

The fact that hens are now selling at \$1 each should be sufficient inducement to go into the chicken business; but we propose to show that the business is capable of great extension, and can be made to pay handsomely for the trouble. We imported last year over \$7,000 worth of eggs, alone. This is a leak that should be stopped; and no doubt will be, as soon as our residents who have desirable locations, wake up to the importance of the "poultry business." Here are fowls selling at \$1 each, and eggs average 40 cents per dozen all the year round. A good hen will lay about 125 eggs per annum, or \$4 worth of eggs, reckoning at 40 cents. Her food will cost 75 cents; leaving \$3.25 profit on each fowl. Therefore, on 100 fowls, there would be, on eggs alone, the revenue of \$325 for the trouble of looking after 100 chickens, and tending them; and on 1,000, \$3,250. This looks a good deal like building "castles in the air," and it is, to a certain extent, so far as results are concerned; for the egg producing capacity of a flock seems to diminish rapidly with increase of numbers. To make a large number pay, they must be separated into small flocks of ten or twelve, having separate runs for each flock. With careful attention, they do better in yards than running at large, and produce more eggs; everything being supplied them. It will perhaps astonish our readers to know that the sum produced by the poultry business in the United States, by far exceeds any other single industry, being about \$1,000,000 more than the cotton crop, which is the next highest on the list (see Mitchell's Summitt Lawn Catalogue), and also, it is not generally known that France sends to England more food in the way of eggs and poultry than England produces herself. In fact the poultry business here is capable of almost indefinite extension, for as soon as eggs and capons are at a certain rate, their consumption increases in an astonishing ratio; and it would not be claiming too much to expect an intelligent public to take poultry in preference to the beef or mutton sold here at the same rate. Poultry can be raised to pay well at half the present rate, viz: at 50 cents each. We have so far only taken the hen as an egg producer; but if the eggs are properly hatched in an incubator, it can be shown by mathematical proof, that a single hen can be made to yield \$20 per year (Prof. Corbett, on Gallino Culture). This apparently insignificant business—a business that is generally alluded to in a most contemptuous manner—has establishments in the United States of America, having from \$60,000 to \$200,000 of capital invested. There is no better opening than for a few poultry yards here, and patriotism, pleasure and profit, all conspire to induce the investment of capital in this business—patriotism to stop the leak, and save the money to the Province—pleasure in tending to the poultry, as no other pets give a handsomer return of pleasure and of profit than the poultry.

We have citizens beginning the business, and we predict for them success, and a pleasant business. We have some good breeds already imported; Mr. McKinnon of North Park street having imported the Brown Leghorns from Binghamton, N. Y., and latterly birds from Byce, Petaluma, and Niles, of Los Angeles, Cal., making probably, as pure a strain as may be had on the Coast, and has all the eggs spoken for that he can well spare. We intend to revert to this fertile subject, but any one who wishes to gain information can be accommodated by the above named gentleman from whom we have derived many useful hints. With regard to which is the best breed, we append the laying capacities of the best. Leghorns lay in a year 160 eggs, weighing 18 pounds, nearly; Brahmas, 130 eggs, weighing 18½ pounds; Plymouth Rocks, 150 eggs, weighing 18½ pounds; Houdans, 150 eggs, weighing 18½ pounds; Black Spanish, 140 eggs, weighing 20 pounds; Hamburgs, 150 eggs, weighing 17 pounds, nearly; Bantams, 90 eggs, weighing 5½ pounds.

## THE EXPLORATION OF QUEEN CHARLOTTE ISLANDS.

Capt. Newton H. Clittenden, the well known traveller and author, leaves Victoria on the 10th inst. by the C. P. N. Co.'s steamer Otter for the exploration of these islands. They comprise the north-western lands of the Province of British Columbia lying in the Pacific Ocean between latitudes 51 deg. 55 min. and 54 deg. 15 min. north, and about 600 miles north of Victoria. Mariners and others have skirted their shores and traversed some of their water ways, but their interior is almost wholly an unknown region. Their waters abound with halibut, cod and other excellent fish and they are reported to contain extensive bodies of valuable timber, veins of coal and deposits of gold and other precious minerals. The climate of the islands is very humid but healthful and mild being directly in the pathway of the great warm Japan current which sweeps along the shores more fully described in this number. They are inhabited by the Hydahs, the finest specimens of the Indian race found on the north Pacific Coast. The expedition will go in light marching order, travelling in canoes and on foot assisted by Indian helpers. Capt. Clittenden is a veteran in such service, a man of remarkable energy, endurance and experience. He is accompanied by R. Maynard, the popular artist of the Province.

To merchants, both at home and abroad, we recommend THE RESOURCES as an advertising medium. We recommend it to those at home because we have a good circulation both on the island and mainland and are confident that our merchants and traders can, through it, come in contact with a large majority of the consumers. Our reason for recommending it to those abroad is this: We are large importers, and nearly all the business done with us is done through commercial travelers. As nearly every merchant in the Province receives our paper, we hold that is a good and cheap medium through which outside dealers may introduce their wares to our merchants.



## CURRENTS OF THE NORTH PACIFIC.

The following article by George Davidson, is taken from the *Alaska Coast Pilot*, 1869, published by the United States Coast Survey, and will explain to many of our eastern friends why our climate is not so rigorous as theirs.

The North Pacific presents a peculiarly striking analogy to the North Atlantic in the existence of a great warm current, which sweeps along the eastern coast of Asia to the northeastward, crosses the Pacific, washes the north-west coast of America, affects the climate of the whole coast, and gives a much higher temperature along the seaboard than would exist under normal circumstances.

The Japanese have long been well aware of this great current, which washes the southeastern shores of their empire, and have given to it the name *Kuro-Siwo*, or Black Stream, from its deep blue color when compared with the neighboring waters of the Pacific. It has been noticed by nearly all the old navigators and explorers, and a systematic series of observations was undertaken by the United States expedition to Japan under Commodore Perry.

This singular current, with the water at an average maximum temperature of 86 deg.—being that of equatorial waters—affords a solution to the fact of the Bonin Islands, in the latitude of 27½ deg. having an exclusively tropical vegetation, the cause of which was long a mystery to naturalists. It also accounts for the productiveness of the southern islands of the Japan group in sugar and other products, usually confined to intertropical regions and to the successful development of the silkworm as high as latitude 45 deg.

The results of observations, corroborated by the fact of the high temperature above stated, show very satisfactorily that the Japan stream has its origin in the great northern equatorial current.

This great northern equatorial current, leaving the coast of Lower California and the Gulf of California between the latitudes of 15 deg. and 25 deg. sweeps across the whole Pacific, with its axis two or three degrees south of the Sandwich Islands, and thence continuing on the parallel of 15 deg., and coming gradually northward until it passes the position of the Ladrone Islands, in latitude 17 deg. and longitude 214 deg. west, is gradually deflected to the north and north-east, along the Asiatic coast, but apparently with decreased velocity; although Beechey says that, when between the south end of Formosa and the island of Botel Tobago Sima, lying sixty miles eastward, he experienced a current which carried the vessel north 56 deg. west twenty-six miles in the night, or two and a-half miles per hour. He does not state the temperature of the water; and several leagues off the *Vele Rete* rocks, situated off the south end of Formosa, the weather being nearly calm, the vessel was drawn into a very strong current rip, and continued in it several hours, during which no bottom could be found with one hundred fathoms of line. Experiments with a buoy gave a current to the southeast of seven-eighths of a mile per hour, but he doubts the accuracy of the results. The water was much agitated and made a considerable noise, and had a vessel heard it or seen it in the night she must have taken it for breakers and put about. On Beechey's voyage from the Sandwich Islands to the Ladrone he kept outside the northern limit of the great equa-

torial stream, and experienced a counter-current to the eastward of nearly seven miles per day.

At one hundred and twenty leagues eastward of Formosa the monsoon current of the Caroline Islands runs northward and then northeast, to add its waters to those of the great Japan stream.

The combined waters of the Caroline and equatorial streams are thrown against the island of Formosa in latitude 22 deg. and longitude 239 deg. west, thence deflected to the northward and north-eastward, and in the parallel of 31 deg. strike the southern extremity of Japan, and pass close along the northeastern coasts of Nippon. Of the south and east point of Nippon, in latitude 35 deg. longitude 220 deg. west, the stream begins to spread, and by the time it reaches latitude 38 deg. and longitude 210 deg. it has been divided or split into two by the intrusion of the cold polar current. The contact of the cold and warm waters gives rise to the constant fogs that exist in this region. One branch of the stream, called the *Kamschatka* current, moves to the north-east nearly parallel with the coast of Japan, the Kurile Islands, and the coast of *Kamschatka*, its axis passing just east of Copper Island, in latitude 55 deg. longitude 191 deg., and running directly for Behring Strait. The other and greater branch follows the parallel of 35 deg. eastward, being deflected a degree or two toward the south in longitude 180 deg. by the impinging of the cold Behring Sea current, running southward through the Fox Islands; but in longitude 170 deg. it regains its latitude, and finally reaches the latitude of 45 deg. to 50 deg. in about longitude 148 deg. where it appears again to divide. The main body of the stream stretches directly towards the coast of America, is deflected to the southward and eastward, runs down the east coast of Oregon and California, and finally sweeps back into the great northern equatorial current. The existence of this current is well demonstrated by the wrecks of Japanese junks upon the coast of Washington Territory and Oregon. Many years ago, upon the beach south of Point Adams, at the entrance to the Columbia River, there was cast away a Chinese or a Japanese junk, with many hands and a cargo of beeswax. The ship was totally lost, but the crew saved. In support of this Indian tradition pieces of this wax, coated with sand and bleached nearly white, are occasionally thrown upon the beach after great storms. Formerly a great deal was found but now it is rarely met with. In 1851 we saw many pieces of it. In 1833 a Japanese junk was wrecked near Cape Flattery, of which accounts can be found in Belcher's narrative and in that of the United States exploring expedition.

Kotzebue mentions the following remarkable case in his "Voyage of discovery into the South Sea and Behring Straits" in 1815-'18.

"Looking over Adams' journal I found the following notice: 'Brig Forester, the 24th March, 1815, at sea near the coast of California, in latitude 32 deg. 45 min. north, and longitude 126 deg. 57 min. west; (this is three hundred and fifty miles south, 73 deg. west from Point Concepcion.) During a strong wind from west-northwest, and rainy weather, we desisted this morning at six o'clock a ship at a small distance, the disorder of whose sails convinced us that it stood in need of assistance. We immediately directed our course to it, and recognized the vessel in distress to be a Japanese, which had lost her mast and rudder. I was sent by the captain on board,

and found in the ship only three dying Japanese, the captain and two sailors. I instantly had the unfortunate men carried to our brig, where they were perfectly recovered after four months' careful attendance. We learned from these people that they came from the port of Osaca, in Japan, bound to another commercial town, but had been surprised immediately after their departure by a storm and had lost their mast and rudder. They had been, up to this day, a sport of the waves for seventeen months; and of their crew of five and thirty men only three had survived, who would have died of hunger. This note is so far remarkable as it proves that the currents in these seas, *i. e.*, north of the tropics, always keep their "reaction from west to east."

Supposing the junk to have kept on the south side of the axis of the great current, and to have been carried directly down the American coast on the western part of this current, it must have traversed five thousand three hundred miles in five hundred and sixteen days, or a trifle over ten miles per day for that whole period.

Within the last four years a Japanese junk was found in mid-ocean by the bark Aukland, and the crew brought to San Francisco. These wrecks are abundant evidence of the force and direction of this great current, in conjunction with the prevailing summer winds.

Of the northern branch of this great stream, flowing towards Alaska, we will speak hereafter.

The Kamtschatka current, after passing through Behring Strait, inclines towards the coast of America, as is fully proved by the existence of drift-wood along the shores and in the waters of the current, while little or none is found on the Asiatic coast or in the waters adjacent. We have this season conversed with whaling captains who left the Arctic as late as October 12th, and their experience of years confirms the above statement.\*

This current passes through the Behring Strait with a velocity ranging from one to three knots per hour. It is hardly probable that it can run with much greater velocity, as the whalers can generally work against it with a head wind. The ice that sometimes moves southward through the Strait is not fairly attributable to a change in the current, but to the fact that the warmer water of the Kamtschatka current striking the American coast permits the ice to form on the shores northwest of East Cape, and even to overlap the Cape. A heavy northwest wind arising will break up this point of ice and force it southward against the current. This winter ice cape has been seen thus formed by the Russian navigators.

Among the tangible proofs of the origin and existence of the Kamtschatka current are the following: In September 1862, a Japanese vessel was wrecked on the island of Atou. She had been driven off the coast of Japan two or three months before with a crew of twelve men, of which she had lost nine before going ashore, and had thus been drifted eighteen hundred miles in this current, at an average velocity of over twenty miles per day. "Among the floating

bodies which the sea drives upon the shores of Copper Island, the true right camphor wood, and another sort of wood, very white, soft, and sweet-scented, are occasionally found." Kotzebue found Asiatic woods among the Aleutes of Unalaska.

But the whole of the waters of the Kamtschatka current do not pass through Behring Strait. Striking against the south shore of the large island of St. Lawrence, part of the waters are deflected to the eastward, southward, and finally westward of south, casting their floating wood on the American coast and the north shores of the Aleutian Islands. Beechey experienced a current to the west, *w. en* north of Unimak, equal to three miles per hour, doubtless influenced in part by the tidal current through the straits. Russian navigators assure us that when passing south of the Aleutians, between 175 deg. and 185 deg. of longitude, they encounter a cold current from the northward, bringing with it masses of seaweed, doubtless torn from the shores of the islands. In the vicinity of the island of St. Lawrence the temperature of this return stream is 47 deg.; north of the Aleutians it is also 47 deg.; near those islands and south of them it is 49 deg., southeast of them 51 degrees.

Between the Kamtschatka current and the Asiatic coast and islands is a cold polar counter-current, coming from the Behring Sea. It follows the coast of Kamtschatka, the trend of the Kurile Islands, gives rise to the currents flowing west into the south part of the Ochotsk Sea, and strikes the northern and eastern part of the coast of Japan.

A small amount of the water of this current passes into the Japan Sea through the Tsugar Strait, but the greater part keeps along the east coast inside, and probably under-running the great Japan stream, the northwestern edge of which is strongly marked by a sudden depression in the temperature of the water, amounting to 16 deg. and 20 deg., while the borders of the stream where it chafes are marked by strong current rips, often resembling heavy breakers on reefs and shoals. This difference of the thermal condition of these two streams causes harassing prevalence of fogs.

Near the origin of the great Japan current the stream is usually confined between the islands of Formosa and Majicio-Sima, with a width of one hundred miles, but to the northward of the latter it rapidly expands on its southern limits and reaches the Loo Choo and Bonin groups, attaining a width to the northward of the latter of five hundred miles. Its southern and eastern limit is not distinctly defined, there being a gradual thermal approximation to that of the air and water. The velocity of the stream varies much, and we have no reliable data whatever of its velocity towards the coast of America.\* The United States Japan expedition determined its velocity between the south end of Formosa and the straits of Tsugar, a distance of nine hundred miles, at thirty-five to forty miles per day; and upon one occasion, off the Gulf of Yedo, in latitude 34 deg., its maximum strength was recorded as high as eighty miles per day. In the latitude of 35 deg., at seventy leagues from the coast, its direction is east north-east, and its rate forty-eight miles per day, while at twenty-five leagues from the coast in the same latitude it is seventy-two miles per day, corroborating the above maximum velocity. King also assures us that in

\* Moreover, the interesting fact may here be stated that there has rarely been such an open season in the Arctic as that just passed. Captain Williams went as far westward as 188 degrees, and had then nothing but open sea before him. Captain Thomas went as far north as 72 deg. 55 min. From both we have many facts of importance in regard to the connection of Plover Island with Wrangell Land by a low, flat plain stretching north-west and west-southwest from Plover Island. This plain was covered with grass in August and September 1867. This same season Captain Long coasted the south shore of Wrangell Land, marked by mountains, and a volcano, over two thousand four hundred feet elevation.

\* In the vicinity of Sanak Island and reef, there is a current (Sept. 15, 1865) of a knot and a half an hour to the north and east. Surface temperature 36 degrees.—W. H. DALL.

these latitudes he found it running at the rate of five miles per hour. The rate and direction vary with the season as well as the distance from the coast. In November its course becomes more northerly, and in July more easterly.

The western body of the Behring Sea current from the north strikes this stream in about latitude 39 deg. and longitude 200 deg. west, and splits it, but being too feeble to overcome it, passes beneath it, and is gradually brought to the surface upon reaching shallower water; while the Behring current combined with the returning Gulf of Alaska current presses against the northern edge of the great stream from longitude in 165 deg. to 200 deg., and passes beneath it. We have thermal observations in proof of the existence of a cold sub-stream between Florida and the Bahamas, and we also know clearly the existence of "cold walls" working, as it were, against and through the stream of the Atlantic. The whirls and eddies observed in the middle of the great Japan stream, off the coast of Japan, indicate the existence of a similar cold sub-current; and walls of cold water are indicated by the observations of the United States expedition. Beechey's thermal observations on the southern edge of the great stream, in latitude 35 deg. and longitude 194 deg. west, corroborate these indications, for he found the temperature of the water at seven hundred and sixty fathoms twenty eight degrees colder than at the surface; and two days later, when on his course north-northwest to Petropaulski, in the fork between the Kamtschatka and Japan streams, "the temperature at one hundred and eighty fathoms was as cold as at five hundred fathoms in the above position; and also that it was twenty degrees colder at three hundred and eighty fathoms in this position than it was at seven hundred and sixty fathoms in the above." Thus, at three hundred and eighty fathoms he found the temperature forty-eight degrees colder than the surface water of the great stream, which had already left the coast of Japan twelve hundred miles. Of course, under such thermal conditions, Beechey found himself enveloped in dense and continuous fogs and drizzling rains all the way to Petropaulski, with the exception of one day in latitude 50 deg.

On the southern edge of the great stream, almost identically in the position of Beechey, Kotzebue was remarkably influenced by the cold current which had under-run the warm stream and risen to the surface. In latitude 34 deg. 3 min., longitude 194 deg. 8 min., a violent current carried the ship, on the 1st of April, 1817, thirty-six miles south 20 deg. west; and on the 2nd, thirty-six and three quarter miles south 18 deg. east. This current was accompanied with a high sea from the south, and the temperature of the air fell from 83 deg. 8 to 54 deg. 5, and to us very cold. On the 3rd of April, in latitude 34 deg. 27 min., longitude 193 deg. 47 min., the current set the vessel south 81 deg. west thirty-four miles. There was a faint wind and he noticed the water ripple on the surface of the sea, caused by the currents. In this position the temperature of the air was 60 deg.; of the surface water 58 deg. 5, and at a depth of two hundred and fifty fathoms 48 deg. 5. On the 5th April, in latitude 35 deg. 35 min., longitude 191 deg. 49 min., by good observations, the current had carried the vessel in two days fifty-two and three-quarters miles south 34 deg. west.

In the first positions Beechey and Kotzebue were fourteen hundred miles east of the Japan coast, and

ten hundred and fifty miles broad off the coast of the Kurile Islands.

While there is no doubt whatever that the greater body of water of the great Japan stream flows to the eastward after dividing off the coast of Japan, the fact is also evident from the decreased velocity of the Kamtschatka current off the coast of that peninsula, where Tessam found it, in the latitude of Petropaulski, running at a rate of only seven to ten miles per day in an east-northeast and northeast direction. The observations upon the western limit of the cold Behring Sea current indicate, also, the contracted width of this current. On the contrary, the eastern and main branch has, in the longitude of 165 deg. west, a maximum breadth of 20 deg. of latitude from 22 deg. to 43 deg. On the southern limit the temperature is 78 deg., or four degrees above that of the great equatorial current returning from the California coast; and its northern limit of 64 deg., or 11 deg. to 13 deg. greater than the variable currents to the northward.

In the vicinity of the great northern curve of this current, about longitude 150 deg. and latitude 44 deg., all navigators have found drift-wood, seal, sea-otter, land birds, and many indications of land. We have collected many notices of this character, and will submit them to you in a separate report. Between this great bend and the Sandwich Islands lies what is called Fleurens whirlpool or eddy.

Neither the great stream or any part of it is laid down as passing as far north as latitude 50 degrees, and hence is not supposed to pass into the Gulf of Alaska; but while the great body of the stream sweeps round and follows the direction of the western coast of America to the Gulf of California, a branch continues direct towards the Alexander Archipelago, and striking the southern part of that coast, is deflected to the northward and westward, and follows the trend of the coast around the Gulf of Alaska to the westward, and, finally, to the south-westward. It is this warm Alaska branch which causes the high isothermal line that exists directly upon this coast. The current to the northward, westward and southwestward, along the coast of the Gulf of Alaska, is well known to navigators, and is generally conceded to have a velocity of ten to twenty miles per day. One of the Russian navigators informs us that he has found it running at least thirty-six miles per day. Upon our trip from Sitka to the Pamplona Rocks, on a straight course, we found but little current in our favor, but between the Shumagin Islands and the Sannak Island and reef it was very strong to the southward along the coast. If the position of the reef is correctly laid down, we experienced a current of not less than four or five knots per hour, between eight o'clock a. m. and half-past twelve p. m. on the 4th of September, 1867. Others have experienced the same velocity, which is, doubtless, in great part due to tidal currents passing through the straits into the Behring Sea.

Off the east shore of the Kadiak group, on the Portlock bank, we experienced a set towards the southwest, parallel to the coast of Kadiak. Tebenkoff lays down a current in the same direction. It is this returning current which adds its weight to the current from the Behring Sea to press against the northern edge of the great stream, and to under-run it.

An exploration of the region of the ocean where the divide takes place may develop causes for the division of the great stream and deflection of each part.

There is doubtless an eddy between the southern edge of the Alaska branch when sweeping westward and the northern edge of the main stream running eastward; for Lisiansky, on his voyage from Kadiak to Sitka, in June, 1805, which he made in six days, to within a few miles of Mount Edgecumbe, with fair winds, had an "easterly current which had pushed him forward during the last five days, and still flowed in the same direction."

We have been thus extended in our investigations upon this great Japanese stream and its branches that its effects upon the climate of Alaska may be properly understood, and also its effect upon the question of the great circle route from San Francisco to China.

### THE INDIAN NATIONS OF B. C.

It is estimated that the Indians resident in this Province number about thirty-five thousand, or rather more than one-third of the whole of the aboriginal inhabitants of British North America.

They are divided into various nations speaking different languages and inhabiting different territories, the "scientific frontiers" of which are very accurately known among themselves.

The country claimed by, and the names of the various Indian nations may be described in general terms as follows:

Commencing at the south-eastern corner of the Province we find

#### *The Kootenay Nation*

inhabiting the tract of country, limited on the east by the Rocky Mountains, and extending southerly from the head waters of the Columbia River beyond the boundary line into Montana. These Indians occasionally cross the Rocky Mountains and hunt and trade with the Blackfeet. On the west between the 117th and 118th meridians of west longitude they are joined by the

#### *Shushwap Nation,*

which claims an immense district, extending from below the 49th to the 52nd parallel of north latitude, and including the well-known tribes of the Semilkameen, Okanagan, Nicola, Kamloops, Bonaparte, the various tribes of the Thompson and Fraser Valleys from Yale to Lake la Hache, the few Indians on the Columbia River from Fort Shepherd to a point 100 miles above the Great Encampment, and also those between Harrison Lake and Lillooet.

Of the interior Indians it is among some of the above tribes that civilization has made its greatest strides. North of the Shushwap

#### *The Takally or Takali Nation*

is paramount over a tract of country stretching southerly to the Taela and Melcol lakes near the fifty-fifth parallel, bounded on the east by the Rocky Mountains, and extending westward nearly to the Coast Range. This nation includes the Williams Lake, Quesnelle, Fort George, Babine, Carrier, Neelaco and Telikotin Indians,

the last being the tribe guilty of the Bute Inlet massacre in 1863.

#### *The Tsie-kahnie or Sickness Nation*

inhabit the Omineca and Peace River country, and on their west and between them and Alaska, dwells

#### *The Nah-hah-nie Nation*

on the Stickeen River and head waters of the Skeena.

To the south of Alaska, and bounded on the east by the Tahcullies,

#### *The Tsimpshcean Nation*

claim the coast from Alaska to Millbank Sound. As with the Shushwaps in the interior, so with the Tsimpshceans on the coast the greatest advance has been made in the arts of peace, and the remarkable results to be witnessed at Metlakahla are due almost entirely to the unflinching energy and patience of Mr. Duncan, the founder of the settlement.

Some twenty or thirty miles from the mainland

#### *The Hydah Nation,*

physically a fine athletic race, inhabit the Queen Charlotte Islands. They bear the character of being brave, but cruel and treacherous, and a few years ago the course of a powerful fleet of Hydah canoes might be traced along the coast by the ruin which surely attended their journey; for their hand was against every man, and every man's hand against them.

Between Millbank Sound and Rivers' Inlet, the extreme shore is claimed by the

#### *Hilestuck Nation,*

while the country between the Tahcullies and the Hilestucks is occupied by the

#### *Bella Coola Nation*

scattered between Gardner's Channel and the Bentinck Arms, and in the valleys of the Bella Coola and Salmon Rivers. Proceeding southward to Johnstone Straits we find

#### *The Kwah-kewlth Nation*

occupying the north-eastern portion of Vancouver Island and the coast of the Mainland between Rivers' and Bute Inlets.

It was at Newwity, north of Fort Rupert, in 1811, that Mr Astor's trading vessel, the "Tonquin," was blown up with more than one hundred Indians on board, by Mr. Lewis, the supercargo, who, himself fatally wounded, having seen his comrades murdered before his eyes, exacted a terrible retribution from the merciless savages in his last moments.

On the East shore of Vancouver Island and to the south of the Kwah-kewlths dwell the

#### *Panlatch or Comar*

who though very few in number are yet entirely distinct from the surrounding nationalities. They inhabit the valley of the river of the same name.

Next in order comes the powerful

#### *Corickian Nation,*

which occupies the whole of the south-eastern portion of Vancouver Island, the mainland from Bute Inlet across the boundary and the whole valley of the

Lower Fraser. This nation includes all the tribes from Yale to the mouth of the Fraser, the Skwawmish, Seshelt, Nanaimo, Chemainis, Cowichan, Saanich, Songhees and Sooke.

Lastly we find on the west coast of Vancouver Island

*The All Nation,*

which includes all the Indians resident from Port St. Juan near the entrance of the Straits of Fuca to Cape Cook near Quatsino Sound.

Such is the geographical position of the various nationalities inhabiting British Columbia. Before speaking of the present condition of the Indians it will be well to remember that the great change for the better which has taken place in their habits and customs may be attributed to the policy which has been pursued towards them in the past. The speedy and impartial justice meted out by the late governor, Sir James Douglas, during his long and admirable career, latterly as governor, and formerly as Chief Factor of the Hudson's Bay Company, has its influence to the present day upon the native population who still speak of "Mr. Douglas" as their friend and protector.

To the firm but beneficent rule, inaugurated by Sir James and continued by his successors, may be ascribed the fact that there has been no organized rising of Indians for the destruction of the white inhabitants of this Province, for sad as was the fate of the party exterminated by the Indians at Bate Inlet in 1805, it was not a general uprising, but an outrage conceived and carried out by a few. In 1877 when the Okanagan Indians south of the boundary line were carrying fire and sword through the American settlements, and were entreating the British Indians, their relatives by the ties of blood and marriage, to join them and carry the war through the interior of the Province, our natives rejected their overtures, for, as they said, having no wrongs to avenge, they had nothing to gain and much to lose by revolt.

The Indian, of the coast are more numerous, but with less natural aptitude for civilization than those of the interior, the former, however, and more especially the Northern Indians, excel the latter in manual dexterity.

The staple articles of diet among all the tribes are dried fish, generally salmon or halibut, potatoes and berries, but they are also large consumers of flour and sugar, and indeed, are again proving the oft-proven fact that the advance of civilization creates wants unknown in their primitive condition.

The present generation have almost invariably adopted the European dress, though even now in the more unsettled parts, one may frequently meet a native boy gracefully wrapped in a blanket, whose nature charms are enhanced by large shell earrings, and a lip ornament ingeniously contrived to cause the lower lip to project a full inch in front of the teeth.

Both on the coast and in the interior many have taken to agriculture and are fairly successful. Of the native farmers in the interior several have considerable herds of horses and cattle.

At the date of Confederation, 1st July, 1871, under the Terms of Union, the Dominion Government

assumed the entire responsibility involved in the control of Indian affairs in British Columbia; the Provincial Government undertaking to provide the land required for reservations. Since that date the former government have organized an Indian Department.

The duties of the Department are manifold; the assignment and survey of reserves, residential, agricultural, pastoral, or as fisheries; the encouragement of agricultural and other industries, medical aid and assistance to the sick and indigent; and the distribution of grants in aid of education.

The results of this policy are encouraging; a great advance in industrial habits may be noted; and the following schools, devoted to Indian education, are liberally aided by free grants from the Dominion Government.

Lackaiaap, Nass.....	Wesleyan
Kincolith, Nass.....	Anglican
Fort Simpson.....	Wesleyan
Metlakatla.....	Anglican
Hazelton, Skeena River.....	Anglican
Masset, Queen Charlotte Islands.....	Anglican
Alert Bay, Johnstone's Straits.....	Anglican
St. Mary's Mission, Fraser River.....	Roman Catholic

In addition to the above which receive aid from the Dominion Government, there are several other schools scattered throughout the Province, which are supported by subscriptions and various religious associations.

On Kuper Island opposite Chemainis an attempt is being made to carry on an Industrial Indian School. The good effects, which may be hoped for as the result of the training acquired in such an institution, can hardly be over estimated. The success which has justly rewarded Mr. Duncan's efforts at Metlakatla, shows of what Indians are capable when properly led and taught.

At Metlakatla saw, grist, and wooden mills, a salmon cannery, and other industries are worked and owned by cleanly and intelligent Indians, who reside in the neat dwellings which form the town of that name.

During the past few years large numbers have found remunerative employment in the canneries, seal fishing, etc. In the latter occupation alone, it is stated, that upwards of \$70,000 are annually paid to them during the fishing season lasting about three months.

The north-west coast Indians, a few years ago the pirates of British Columbia, are now orderly and well disposed; they have found by experience that the law is equally ready to punish and protect; and could the demoralizing liquor traffic be entirely suppressed, it cannot be doubted that still greater improvements in their welfare and habits would be brought about; for in British Columbia as in most countries a large percentage of crime may be traced to drunkenness.

The Coast Indians appear to have a considerable talent for the use of tools of various kinds. Their canoes are models of marine architecture; and when it is remembered that each is formed from a single cedar tree, (*Thuja occidentalis* or *Gigantea*) with but few and rude implements, one cannot fail to be impressed with admiration for the patient industry,

which, with apparently such inadequate means, has constructed a vessel capable of transporting in safety over a stormy sea, a crew varying in number from two or three to perhaps one hundred men. It is probably unnecessary to remark that, from their earliest years, these Indians display great skill in navigating their buoyant craft.

The Hydahs and Tsimpsheerans carve in wood and slate, and are the principal manufacturers of the silver bracelets and other Indian curios which find so ready a sale among the visitors to the Province. It is, however, stated that with the spread of civilization, an increased proportion of alloy, derived from brass candlesticks and pewter spoons, has found its way into the curios which are apparently manufactured from the precious metals.

Few industries could be made remunerative in British Columbia, owing to the scarcity of white labor, without the aid of the Indians. By farmers they are employed as herdsmen, shepherds, and field laborers; on the steamers and sailing vessels they fill the places of deck hands; in the canneries while the men catch their women clean and cut up the fish; in the saw-mills they may be seen handling lumber; in the coal mines they are also, to a limited extent, employed, and in short there is hardly an occupation, in which unskilled labor is required, in which the Indian may not be seen competing with the Chinaman. To visitors for the purposes of sport the Indian and his canoe are indispensable when travelling on the coast, affording not only a means of transport for the camp equipage, but the only practicable conveyance up the shallow rapid rivers, most of which are plentifully supplied with trout, and afford excellent sport to such as care to seek it.

It is hardly within the limits of this paper to attempt to describe the heraldic carvings for which the Northern Indians are celebrated—indeed the task would be worthy of the pen of Garter King at Arms—neither will space permit their grotesque masks, their dances and festivals, to be enlarged upon in an article intended to be descriptive of the local habitations and the names of the different Indian Nationalities of British Columbia.

#### BILLS PASSED DURING THE FOURTH SESSION OF THE PROVINCIAL PARLIAMENT.

An Act to amend the "Notaries Public Appointment Act, 1872."

An Act to amend the "Qualification and Registration of Voters Acts."

An Act relating to the Legal Professions.

An Act to amend the "New Westminster and Port Moody Railway Company Act, 1882."

An Act to consolidate and amend the laws relating to gold and other minerals, excepting coal.

An Act to amend the "Sleigh Regulation Act, 1883."

An Act to amend the "Columbia and Kootenay Railway and Transportation Company Act, 1883."

An Act to amend the "Public School Act, 1879."

An Act to amend the "Coroners Amendment Act, 1883."

An Act to amend an Act respecting dogs.

An Act to regulate the Chinese population of British Columbia.

An Act to prevent the immigration of Chinese.

An Act to incorporate the New Westminster and Port Moody Telephone Company, Limited.

An Act to amend the "Local Administration of Justice Act, 1881," so as to provide for the more frequent sittings of the Court of Appeal.

An Act respecting the storage of gunpowder and other explosive substances.

An Act to authorize the city of New Westminster to sell certain lands.

An Act relating to the Law of Evidence.

An Act to amend and consolidate the laws affecting Crown Lands in British Columbia.

An Act relating to the cutting of timber upon the Provincial Lands, and for the purpose of deriving a revenue therefrom.

An Act to amend the "Cariboo Waggon Road Tolls Act, 1876."

An Act respecting the union of certain Methodist Churches in Canada.

An Act respecting the prevention of fires in unincorporated towns and villages.

An Act to amend the "Land Registry Ordinance, 1870."

An Act to prevent Chinese from acquiring Crown lands.

An Act to prevent the desecration of grave yards.

An Act respecting the transfer of pending business in the County Court of British Columbia.

An Act to amend the "Jurors Act, 1883."

An Act to amend the "Municipality Act, 1881."

An Act to amend the "Statutes and Journals Act, 1879."

An Act to authorize the borrowing of \$250,000 upon the general credit of the Province.

An Act relating to the indemnity to members of the Legislative Assembly.

An Act to encourage the manufacture of woolen goods in British Columbia.

An Act for granting certain sums of money for the public service.

#### TREPANG.

Judge Swan is preparing a series of articles on the fish and fisheries of Puget Sound and the waters north of here, that will soon appear in the *Argus*. Inquiries from the East in regard to black cod are multiplying, and a market is already opened for those edible food fishes that abound in our waters. The method of taking them by means of deep sea gill nets, and of salting and curing them, will be fully discussed so that local fishermen may be put in the way of engaging at once in the business of taking these fish and preparing them for market. Another important product of these northern waters, found wherever the warm Japan current impinges on our shores, is the trepang, a kind of sea worm that is largely used in China and commands there several hundred dollars per ton when dried and fitted for market. The Northern Pacific railroad is now carrying freight across the continent, and can supply the eastern markets with Puget Sound black cod or any other food fishes that may be taken and prepared here, and the line of steamers contemplated by that company to connect Puget Sound with China could carry to the flowery kingdom as many tons every month of the trepang as our almond-eyed neighbors might wish. The gold of China would be just as acceptable to our people as that from Boston or Philadelphia. We have in the vast and undeveloped re-



sources in the way of food fishes in these northwestern waters the elements of wealth, which, if properly managed, will add greatly to the money in local circulation in our trade channels in the near future. Everybody should take an interest in these matters, because the way can thus be opened up for immense development for the country.—*Daily Post Townsend Argus.*

### REAL ESTATE.

The crisis just past (the delayed passage of the Settlement Bill), undoubtedly acted as a damper to investors, and held back many who were ready, but afraid, for the nearer the time came for legislation upon the Bill in question, the more prominently loomed up British Columbia's former disappointments, and dictated extreme caution. Notwithstanding this, we have had 120 sales against 50 for last year, amounting to \$119,495, whilst the sum paid in same month last year was but \$66,191, so that the advance is quite satisfactory. There were no large sales recorded during the month, the largest being \$9,000, the majority being about \$100 thus indicating that many are purchasing lots for homes, and if this is the case, and the lots are not being gobbled up by the speculators, we think the country is to be congratulated. Should the latter be the case, however, recollections of San Francisco and Seattle with their inflated markets are so vividly before us, that we fail to rejoice at the prospect. Since the passage of the Settlement Bill, sales at advanced rates have been made of both city and suburban property, the largest sale being the triangular plot at the intersection of Government and Douglas Sts. just beyond the Finlayson estate. Sales of town lots in the Work estate have been many, and at higher prices; in fact the northern suburbs, along the Gorge and Burnside roads, and Douglas Street are showing much activity in the building line and are eagerly sought for residence sites, in this direction. The largest and possibly the most promising property now offering in subdivisions of five-acre plots, is the Lake Hill Estate sold on the instalment plan. In the Eastern suburbs acre plots are being sold at \$1000, bought principally for residences; the establishment of the outer wharf as a customs landing dock, has influenced the value of real estate in James Bay, and the many residences now being erected in that vicinity shows the great favor our people have for that peninsula. With the commencement of the construction of the Island Rail Road, prices are almost certain to increase and with the era of prosperity now dawning upon us, the advance seems to be justified.

Messrs. Robert Ward & Co., as agents for A. Ouderkonk, Esq., have commenced engaging and forwarding men to work on the Canadian Pacific Railway.

### MUSIC HATH CHARMS.

"The man that hath not music in himself,  
Nor is not moved with concord of sweet sounds,  
Is fit for treasons, stratagems and spoils;  
The motions of his spirit are dull as night  
And his affections dark as Erebus:  
Let no such man be trusted. Mark the music."

So sang the illustrious bard of Avon, and never was exclamation more true. It is the only universal language. The Englishman, who may not be able to understand a single German word, is as appreciative of the written music of Strauss, Mozart, Mendelssohn, Waldteufel, or that of any other nationality, as he might be of the musical composition of his own countrymen. It is verily "a silent language, roving far and near." Eight notes constitute its alphabet; their combinations and subdivisions, like other A B C's, make written music as these do words. But no language, proper, will ever become universal, while it is equally certain that do and do will be the alpha and omega of every musical scale. Our space will not permit us to enlarge upon the refining and elevating influence of what has been aptly termed the "divine art," and will only subscribe to the beautiful expression just quoted, as we are told that it is one of the highest joys of even heaven itself, that they have music there.

*A propos* of this subject, we are glad to say that Victoria can boast of a rising composer, not only of great promise but of very meritorious performance. We refer to Willie M. Cross, a young gentleman scarcely out of his "teens," who has recently made his *debut* in the composition of "Zephyr Waltz," followed by "Lax Ondellas," (Little Waves) and has in press the "Ashcroft Waltz," dedicated to that much esteemed lady, the wife of Lieut.-Governor Cornwall, and the "Olympian Quickstep," for a full military band, will be published at an early date. The latter, by competent judges, who have heard the composition performed, pronounce it even superior to his previous efforts. We understand that the young gentleman, whose musical talents have brought him, at so early an age into so great prominence, will eventually go to Leipzig to finish his studies. We could give complimentary notices of his musical efforts from the entire northwestern press, but space is limited.

Mr. W. J. Armstrong, M. P. P. for New Westminster, has resigned his seat and accepted the appointment of Sheriff for that district, in place of Mr. James Morrison. In consequence of this resignation a new election will be held for that city. A requisition was to have been circulated asking Mr. James Cunningham to stand for the seat. The *Columbian* thinks that if Mr. Cunningham consents, he will be returned by acclamation.



# LAKE HILL PROPERTY

## VICTORIA AND LAKE DISTRICTS.

We have received Instructions to Offer the Valuable  
Estate known as

# McKENZIE'S FARM,

Subdivided into 110 Lots of 5 Acres Each, More or Less, at \$110 per Acre.

\*\*\*\*\*

### TERMS

\$50 to be paid as first Monthly Instalment; balance in Monthly Instalments of \$25. NO INTEREST ON DEFERRED PAYMENTS UNLESS OVERDUE. NO TAXES FOR 1884-1885.

Purchasers will share equally in the Profits realized on the 110 Lots above \$110 per acre.

### DISTRIBUTION,

When the land is ready for distribution, the Lots will be offered at Auction to those holding interests, and the highest bidder above the upset price shall have such Lot assigned to him.

Lots upon which no advance can be obtained will be drawn for, as per agreement to be signed.

### ALL PREMIUMS

Bid. less one per cent. for expenses, will be divided among those holding interests.

### TIMBER.

About 300 Acres of Timber, the nearest, most accessible and valuable Timber tract to the City of Victoria, goes with the property.

### SOIL.

Mostly a Rich, Black Loam of from one to two feet deep.

### WATER.

The City Water Mains run through the Property, besides there being many fine springs on it.

### ROADS AND STREETS.

Two Government Roads run through the Property and new streets of from 40 to 66 feet wide will be laid and cleared by the present owner.

### DOUGLAS EXTENSION.

Arrangements have been made with Dr. W. F. Tolmie, to extend Douglas Street 66 feet wide towards Beaver Lake, commencing at the junction of Saanich and New Government Roads, running through Cloverdale Estate, thence continuing through Lake Hill Estate along the Corporation Water Mains, making one of the most level and finest drives of the many excellent thoroughfares to and from Victoria.

—O—

Maps showing provisional subdivision are now ready and will be delivered upon application.

To persons desirous of purchasing Suburban Residence Property, with near City advantages, with Charming Scenery, Good Soil, Delightful Climate, and on unusually Easy Terms of Payment, this opportunity will be found the most favorable.

TITLE GUARANTEED PERFECT. DEEDS will be Delivered at Three Dollars Each.

APPLICATIONS for LOTS will be received on and after MONDAY, March 31st, 1884 at the office of

**J. P. DAVIES & CO., Auctioneers.**

AT THE

**"GOLDEN RULE"**

**CLOTHING STORE,**

**Yates Street - - Victoria, B. C.,**

---

You can Get the Best Value in Gentlemen's Clothing  
and Furnishing Goods to be had in  
the Province.

---

**LARGE STOCK,**

**NEW GOODS,**

**LOW PRICES**

**In all Departments.**

---

A Large Stock of Trunks, Valises, Rugs, Etc.,  
Suitable for Tavelers.

**W. J. JEFFREE.**

RETAIL FAMILY MARKET.

(COMPILED BY NEUFELDER & ROSS, GROCERS.)

Apples—Sliced, per lb \$0 12½	Jams, Cutting's asstd. 50
Quartered, 10	C & B asstd. 37
Evaporated, 21	Jellies, C & B asstd. 37
Ammonia, washing, qts. 75	Cutting's asstd. 50
Anchovies, in oil, 75	Orge marmalade K 50
Christiana, 50	Lard, Fairbank's 3 lb tins, 75
Axle Grease, H & L, per tin, 37½	Fairbks 5 lb tins, 1 25
Asparagus, per tin, 50	Fairbks 10 lb tins, 2 25
Arrowroot, per tin, 50	10 lb wood, 4 00
Barley, patent, per tin, 37½	20 lb wood, 4 00
Pearl, per lb, 10	Lemon sugar, P & M, 50
Bacon, choice breakfast, per lb, 25	Lime juice, half bottle, 25
Beef, compressed, 2 lb tins, 50	Cordial, 25
Johnson's Fluid, 50	Lobsters, 1 lb tins, 50
Johnson's Fluid, 75	2 lb tins, 50
Johnson's Fluid, 1 00	Lentils, 12½
Liebig's Extract, 50	Meals, corn, 10 lb sks, 50
Butter, California grass Roll, 87½	Corn 25 lbs sks, 1 00
Island Roll, 50	Oatmeal 10 lb sks, 62½
Pat, 50	S. F 10 lb sks, 75
White Clover, 62½	Scotch, 25 lb tins, 3 00
Beans, Bayo, per lb, 6	Crkl wheat 10 lbs sks, 62
Butter, 6	Farina, 10 lbs sks, 1 50
Lima, 6	Rice flour, 1 25
Small White, 6	Buckwheat flr 10 lbs sks, 1 25
String, per tin, 37½	Middlings, per lb, 50
Lima, per tin, 37½	Bran, 1 25
Haricots Verts, 37½	Oleake ground, 25
Blue, 1/2 lb, per box, 37½	Chop feed, 25
Liquid, bottle, 37½	Matches, 3 packages for, 25
Blacking, Mason's, 3 tins, 50	Safety 3 pks for, 25
Bloxy, 2 bottles, 12½	Macearoni, per lb, 25
Brick, Bath, each, 12½	Milk, condensed, 1 00
Bloaters, Yarmouth, per tin, 50	Mango, stuffed, per lb, 1 00
Brushes, 25 to 62½	Mustard, D. S. F. per tin, 25
Brushes, stove, 25 to 62½	French, 25
Scrub, 25 to 62½	Mushrooms, 25
Bannister, 50 to 1 00	Nuts, Barcelona, per lb, 50
Bearth, 50 to 1 00	Brazilis, 50
Buckets, zinc, 50 to 1 00	Almonds S. S., 50
Wood, 25	Walnuts, 50
Brooms, 25 to 62½	Pecan, 1 00
Catsup, Tomato pot, 25	Jordan almonds, 1 00
Mushroom, bottle, 25	Oats, per lb, 25
Walnut, bottle, 25	Peas, per lb, 25
Candles, Prices, per lb, 1 25	Potatoes, p. lb, 25
Canary Seed, 6 lb, 1 25	Pails, Wood, 25
Caraway Seed, per lb, 1 25	Galvanized, 30 to 50
Celery, Salt, per bottle, 25	Peas, Split, per lb, 25
Chocolate, per lb, 50	Sugar, 2 lb tins, 25
Cocoa, Fry's and Zipp's, per lb, 1 25	Petit Pois, 25
Van Houghton's, 1 25	Peel Lemon, Citron, per lb, 25
Clammy Sauce, per bottle, 25	Orange, per lb, 25
Mango, 25	Pate de Foies, per tin, 1 25
Major Green, qts, 1 25	Prunes, S. F. per lb, 25
Cheese, Canadian, per lb, 25	French, per lb, 25
Calt, 25	Pickles, Regs, 2 gal, 12
Domestic, 25	C & B, 12 bottles, 12
Swiss, 25	Capt. White, 12
Eggs, 25	Nabob, 12
Nap Sago, 25	Raisins, Choice, qts, Selected, 50
Limborg, 25	Muscatelles, per lb, 50
Rougefort, 1 00	Muscatelles, per box, 5 00
Clams, per tin, 25	per lb, 50
Cream Tartar, per lb, 25	Cals, London layers, 25
Coconut, desiccated, per lb, 62½	per lb, 25
Corn, Winslow's, per tin, 25	per box, 25
Collations, per doz, 25	per 1/2 box, 25
Currants, per lb, 25	Valencia, per lb, 25
Curry Powder, per bottle, 25	Sultanas, per lb, 25
Coffee, green, C. Rica, per lb, 25	Rice, Sandwich Island, 25
Green, Java, 25	China, per mat, 50 lb, 25
Roasted, Mocha, 25	Saleratus, per lb, 25
Ground, 25	Soda lb Carbonate, per lb, 25
Crackers, Soda, extra, per lb, 10	Sal, per lb, 25
Coconut tines, 10	Salmon, 2 tins, 25
Palace, mixed, 10	Sago, per lb, 25
Picnic, 10	Sardines, 1/2 box, in tins, 25
La Grade, 10	1/2 box, 25
Lemon, 10	Marine, 25
Ginger, 10	Russett, bottle, 25
Huntly and Palmer, 25	Salt, bottles, 25
Decided Underwood Ham, 25	E. L., per lb, 25
Chicken, 25	Sauces, I. & P. Large per bott, 25
Game, 25	I. & P. Small, 25
Tongue, 25	Mellors, per bott, 25
Eggs, strictly fresh, 25	Nabob, 25
Farm, 25	Yorkshire Polish, 25
Foreign, 25	Mont-serrat, 25
Flavoring Extracts, 2 oz bots, 25	Taluosa, 25
Commercial, 2 lbots, 25	Seeds, Caraway, per lb, 25
Triple, 25	Canary, 6 lb, 1 00
Fruits, asstd table, 2 lb tins, 25	Herry, 6 lb, 1 00
San Jose, ex 11 syr qts, 1 00	Rape, 6 lb, 1 00
San Jose, ex 11 syr pts, 1 00	Soaps, Asst, per tin, 25
G & H Special, 1 00	Common yellow 20 lb, 1 25
Floor, Baker's Extra, per 1/2 lb, 25	50 lb box, 2 50
Graham, 10 lbs sks, 25	Blue Mottled, 25 lb, 2 50
Rye, 25	White Mottled, 25 lb, 2 50
Hams, Baper, 25	Eng Tall's Crown per box, 1 50
Compressed, 2 lb tins, 25	Toilet Soap, 1 doz, 1 00
Whole, cooked, per lb, 25	Toilet Glycerine, 1 doz, 1 50
Herrings, Holland, per keg, 25	Soap, Ivory, 1 bar, 25
Smoked, 25	Spices, whole Allspice, per lb, 1 00
Marionet, 25	Cloves, per lb, 1 00
Honey, 1 gal, tin, 25	Cinnamon, per lb, 1 00
Half gal, tin, 1 00	Mace, per lb, 1 00
King Jars, 25	Nutmeg, per lb, 1 00
Syrap Jars, 25	Pepper, per lb, 1 00
Hops, packed, 25	Spices, Ground, reputed 1/2 lb, 50
Herbs, dried asstd per bot, 25	tins, 2 for, 50

Spices—2 tins, 37½	Tongue, Lunch, No 1, 50
Allspice, 37½	Tens, English Breakfast, 50
Cloves, 37½	Choice, per lb, 62
Sage, 37½	Choice, per lb, 62
Thyme, 37½	Ext Choice, per lb 75 to 1 00
Marjoram, 37½	Japans per lb, 50 to 1 00
Mace, 37½	Basket Fired Garden, 1 00
Mixed, 37½	Assam, per lb, 75
Starch, 6 lb box, Kingsford's, 1 00	Blended, Our brand, 75
12 lb box Kingsford's, 1 50	Tobacco, T & B cut plug, 1 00
Corn Starch, 5 lb box, 1 00	T & B, per lb, 75
Syrup, Sugar House Drops, 1 25	Paces, per lb, 1 00
per gal, 1 25	Chick, per lb, 1 00
Sugar House tins, 1 25	Sailor's Delight per lb, 1 00
Sugar House, 5 gal keg, 5 00	Lorillards, per lb, 1 00
Canadian, 5 gal keg, 4 50	Vermacelli per lb, 25
Canadian, per gal, 1 G, 1 00	Vinegar, No 22 Malt, per gal, 1 00
Maple, 1/2 gal, 1 25	Wine, per gal, 1 00
Central Amer, 10 lb, 1 00	Washboards, 25
Powdered, per lb, 25	Wash-powder, 3 pks, 50
Sugar of Lemon, per tin, 50	Wheat, per lb, 25
Tapioca, per lb, 25	per doz, 2 25
Tongue, Compressed 2 lb, 25	Golden Gate, 1/2 pkg, 2 00
Lunch, 2 lb No 2, 75	per doz, 2 00
	Golden Gate, 1 lb pkg, 75

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.

KAMLOOIS.—Geo. C. Timstall.

BARKERVILLE.—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. 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. & 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.

MUNROE MILLER,  
BOOK AND JOB PRINTER,  
JOHNSON STREET, VICTORIA, B. C.

# Steamer Movements--For Month of April.

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 Ste. Otter or Princess Louise leave for Skeena River, Alert Bay, Rivers' Inlet, Fort Simpson, Metlakatla and Wrangell, twice every month, about the 1st and 15th, carrying freight and passengers.

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

## MONDAY.

**7**

For Puget Sound—Str. Olympian leaves wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
From San Francisco—Str. Geo. W. Elder due.

## TUESDAY.

**8**

For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Olympian due at 1 p. m.  
For New Westminster and Port Hammond, calling at Ladner's Landing—Str. Princess Louise leaves H. B. C. wharf at 7 a. m. making connections for Yale and all interior points.  
For Nanaimo and East Coast bays—Str. R. P. Rithet leaves H. B. C. Wharf at 7 a. m.

## WEDNESDAY

**9**

For Puget Sound—Str. Olympian 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. R. P. Rithet due.

## THURSDAY.

**10**

For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Olympian due.

## FRIDAY.

**11**

For Puget Sound—Str. Olympian leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
For New Westminster and Port Hammond, calling at Ladner's Landing—Str. Princess Louise leaves H. B. C. wharf at 7 a. m.  
For Nanaimo and East Coast Bays—Str. R. P. Rithet leaves H. B. C. wharf at 7 a. m.  
From Nanaimo, Comox and Burrard Inlet—Str. Enterprise due.

## SATURDAY.

**12**

For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Olympian due at 1 p. m.  
From Nanaimo and way ports—Str. R. P. Rithet due.  
From New Westminster—Str. Princess Louise due.  
Str. Mexico, Capt. Capt. Huntington, leaves San Francisco for Victoria and Puget Sound Ports.  
For San Francisco, Str. Geo. W. Elder, leaves wharf at outer harbor at noon. Mail closes at 11:30; Express at 11:45.

## MONDAY.

**14**

For Puget Sound—Str. Olympian leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.

## TUESDAY.

**15**

For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Olympian due at 1 p. m.  
For New Westminster and Port Hammond, calling at Ladner's Landing—Str. Princess Louise leaves H. B. C. wharf at 7 a. m.  
For Nanaimo and East Coast Bays—Str. R. P. Rithet leaves H. B. C. wharf at 7 a. m.  
Str. Mexico due from San Francisco.

**ESQUIMALT STAGE.**—Leave Victoria 7:45 a. m., 8 a. m., 10:45 a. m., 11 a. m., 1:45 p. m., 2 p. m., 4:45 p. m., 5 p. m. Leave Esquimalt—8:45 a. m., 9 a. m., 1 a. m., 12 m., 2:45 p. m., 3 p. m., 6 p. m.

## WEDNESDAY.

**16**

For Puget Sound—Str. Olympian 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. R. P. Rithet due.  
From New Westminster—Str. Princess Louise due.

## THURSDAY.

**17**

For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Olympian due at 1 p. m.

## FRIDAY.

**18**

For Puget Sound—Str. Olympian leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
For New Westminster and Port Hammond, calling at Ladner's Landing—Str. Princess Louise leaves H. B. C. wharf at 7 a. m.  
For Nanaimo and East Coast Bays—Str. R. P. Rithet leaves H. B. C. wharf at 7 a. m.

## SATURDAY.

**19**

For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Olympian due at 1 p. m.  
From New Westminster—Str. Princess Louise due.  
From Nanaimo and way ports—Str. R. P. Rithet due.  
Str. Geo. W. Elder leaves San Francisco for Victoria, and Puget Sound Ports.

## MONDAY.

**21**

For Puget Sound—Str. Olympian leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
For San Francisco—Str. Mexico, leaves wharf at outer harbor at noon. Mail closes 11:30; Express 11:45.

## TUESDAY.

**22**

For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Olympian due at 1 p. m.  
For New Westminster and Port Hammond—Str. Princess Louise leaves H. B. C. wharf at 7 a. m.  
For Nanaimo and East Coast Bays—Str. R. P. Rithet leaves H. B. C. wharf at 7 a. m.

## WEDNESDAY.

**23**

From Puget Sound—Str. North Pacific due.  
For Puget Sound—Str. Olympian leaves H. B. C. wharf at 5 a. m.  
From New Westminster—Str. Princess Louise due.  
From Nanaimo and way ports—Str. R. P. Rithet due.

## THURSDAY.

**24**

For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Olympian due at 1 p. m.

## FRIDAY.

**25**

For New Westminster and Port Hammond, calling at Ladner's Landing—Str. Princess Louise leaves H. B. C. wharf at 7 a. m.  
For Puget Sound—Str. Olympian leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. North Pacific due at 1 p. m.  
For Nanaimo and East Coast Bays—Str. R. P. Rithet leaves H. B. C. wharf at 7 a. m.

## SATURDAY.

**26**

For Puget Sound—Str. North Pacific leaves H. B. C. wharf at 5 a. m.  
From Puget Sound—Str. Olympian due at 1 p. m.  
From New Westminster—Str. Princess Louise due.  
From Nanaimo and way ports—Str. R. P. Rithet due.

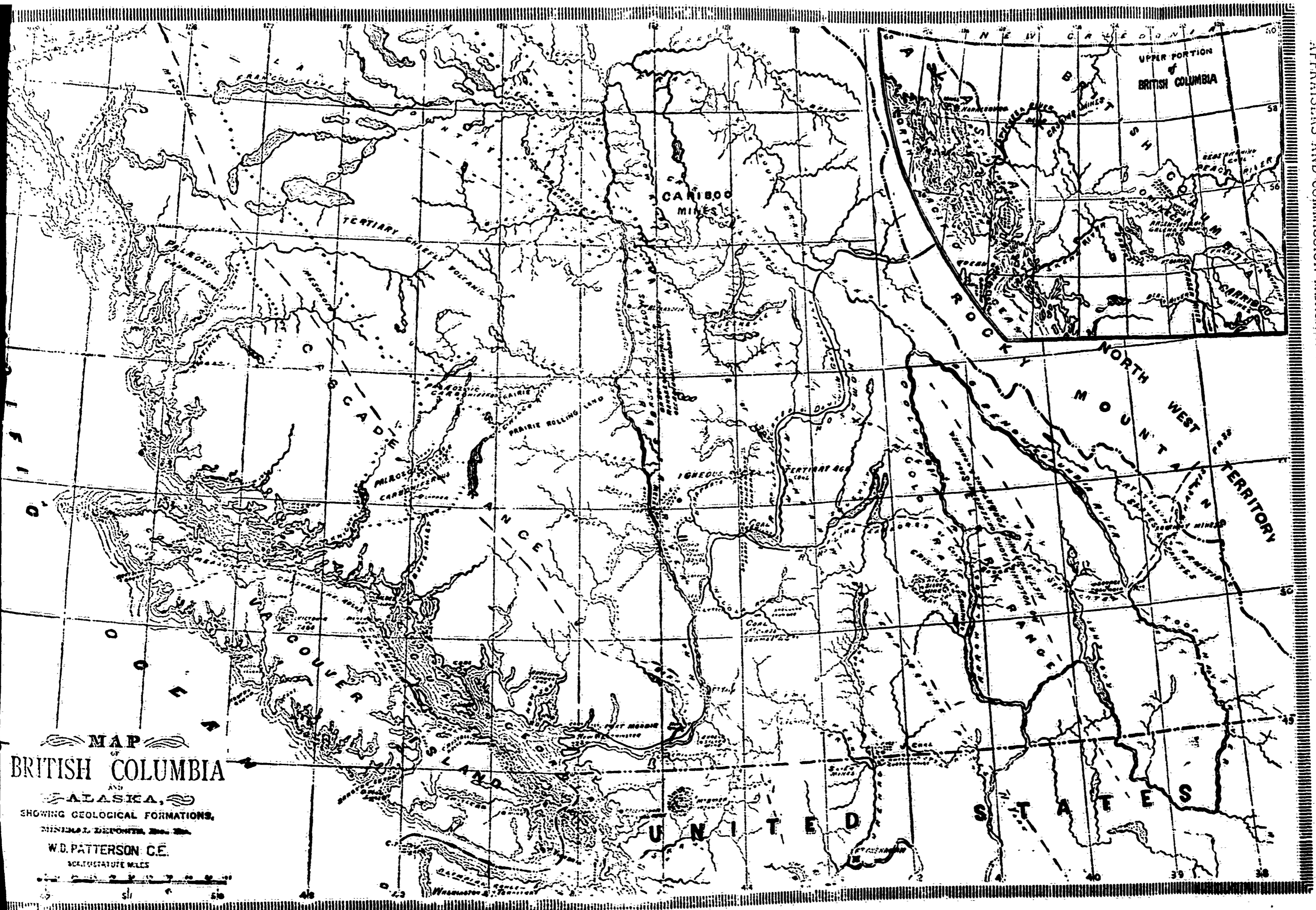
**NAANICH STAGE.**—Leave Victoria on Tuesdays at noon. Leave Nanich on Mondays, arriving at Victoria at 9 a. m.

**PENDRAY'S**

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

J. P. DAVIES & CO.,  
AUCTIONEERS.

APPRAISERS AND COMMISSION MERCHANTS. VALUATIONS OF REAL ESTATE A SPECIALTY.  
ESTABLISHED FEBRUARY, 1863.



MAP  
OF  
BRITISH COLUMBIA  
AND  
ALASKA,  
SHOWING GEOLOGICAL FORMATIONS,  
MINERAL DEPOSITS, &c.  
W.D. PATTERSON C.E.  
SCALE STATUTE MILES

# KURTZ & CO.

PIONEER

**WHITE LABOR CIGAR**

MANUFACTURERS

Government Street, - VICTORIA, B. C.

B. C. A. A.

1883

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**

Made from the best Veulta Havana Tobacco.

**ALL OUR GOODS ARE WARRANTED FIRST-CLASS.**

WE MAKE NO COMMON CIGARS.

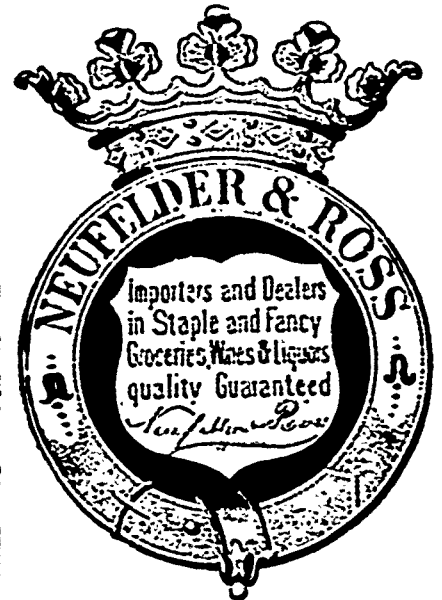




# VICTORIA POST OFFICE

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

CLASS.	PLACES.	DUE.
Monday and Thursday at 7 p.m.	N. WESTMINSTER, Burrard Inlet, Granville, Lyville and Yale.	Wed. and Sat. at 4 p. m. Monday and Friday afternoon.
Wednesday and Saturday at 12:30 p. m.	A. 15th inst., in addition to Monday and Thursday.	Wednesday and Saturday at 3 p. m.
Monday and Thursday at 7 p. m.	LAUREN'S LANDING, Port Moody, Maple Bridge (Port Haney), Langley, Matsqui, Riverside, Chilliwack, Sumas, Hope, and Emory.	Monday and Friday afternoon. Friday afternoon.
Monday and Thursday at 7 p. m.	LATTON, Drynock and Spences' Bridge.	Friday afternoon.
Thursdays at 7 p. m.	MUD BAY, North Arm.	Friday afternoon.
Tuesdays at 7 p. m.	ASHCROFT, Cache Creek, Saxona Ferry, Clinton, Lac la Pêche, Sula Creek, Alexandria, Quesnelle, Van Winkle and Barkerville.	Friday afternoon.
Thursdays at 7 p. m.	LALLOUET, Pavilion, Alkali Lake, Big Bar Creek, and Dog Creek.	Friday afternoon.
4th April and 2nd May.	KADLORE, Duck & Pringle, Stolumheen, Okanagan Okanagan Mission.	within 3 weeks after date of departure. 9 a and 2d at 3 p. m.
7th and 21st at 7 p. m.	OSBORN, Ponticton, Semilkameen, and Rock Creek.	Every Friday afternoon.
Monday at 7 p. m.	PLUMMER PASS.	Uncertain.
1st and 26th at 7 p. m.	NICOLA LAKE and Kamloops.	Wednesday and Saturday at 3 p. m.
Thursday, 25th Mar., at 7 p.m.	FORT WAGNELL, Sitka, Harrisburg and Juneau City, via Port Townsend, W. T.	12th and 26th at 4 p.m.
7th and 21st at 7 p. m.	NANAIMO, Wellington, Cowichan, Maple Bay, Somers, Salt Spring Island, Chemainus and Broughton Bay.	Tuesday, Thursday & Saturday, 12:30 p. m. Every 8 days. Uncertain. Uncertain.
Tuesday, Thursday and Sunday at 7 p. m.	COFOK and Quadra (Haynes Sound).	9:20 a. m., 12:30 p. m., 3:30 p. m. & 6:30 p. m. Mondays at 3 p. m.
Tuesday 29th, 6th and 20th at 7 p. m. 13th and 27th at 7 p. m.	EASTERN PROVINCES, Manitoba, United States, Brit. Britain and Europe, via Port Townsend, W. T. via San Francisco, Cal.	Tuesdays at 9 a. m.
8 a. m., 11 a. m., 2 p. m. and 5 p. m.	ALBERTA, New Zealand and Sandwich Islands. SOUTH AND CENTRAL AMERICA, Mexico and Panama. CHINA AND JAPAN, British India and Straits Settlements.	Within 15 days from date of departure.
Tuesday at 9 a. m.	EQUICULT - four times daily.	
Tuesday at 12 m.	SMOK, Metcalwin and Colwood.	
4th May	SVANICH.	
	ROBINSON, Joseph's Prairie, and St. Eugene Mission.	



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.

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

Over \$ 4	20	Over \$20 not exceeding \$50	25
50	30	50	35
100	40	100	45
200	50	200	55
500	60	500	65
1000	70	1000	75

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

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

Over \$20	25	Over \$20 not exceeding \$50	30
50	35	50	40
100	45	100	50
200	55	200	60
500	65	500	70
1000	75	1000	80

Money Orders on the United Kingdom, New Zealand, the United States and British India, are drawn in Canada Currency, and may be paid for any sum not in excess of \$5, but postmasters are at liberty to issue several orders of \$5 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, Jamaica, West India, Victoria (Australia), New South Wales, Australia and Tasmania, France, New Zealand, Belgium and Barbadoes.

### Registration.

Every letter and parcel intended for registration must be handed in at the window, 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 fee on letters to places in Canada and New Zealand is 2 cents; to Great Britain and the United States, 3 cents.

The sender of a registered letter addressed to any Postal Union Country may enclose himself in a certificate as to the disposal of said letter by the Postmaster at the office addressed, on payment of an additional fee of 2c. 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 and neatly 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 3 oz., or fraction of 3 oz.; limit of weight, 5 lbs., within the Province. To the Eastern Provinces of the Dominion, the limit of weight is 2 lbs. 3 oz. Parcels may be registered - fee 2c. The Parcel Post to Kentucky has been discontinued.

### Table of Distances

From Victoria to various points on the Mainland and Island. The star (\*) stands for Money Order Post Office; double (\*\*) for Telegraph Office; section mark (\$) for H. C. Express office:

Victoria (*) \$	0	Maple Bay	25
Burrard Inlet	42	Matsqui	25
Bridge Creek	24	Mission	25
Barkerville (*) \$	200	Maple Ridge	25
Cache Creek \$	200	Nanaimo	25
Cowichan	200	New Westminster (*) \$	25
Cowichan (*)	200	Nicola Valley	25
Comox	200	Okanagan	25
Chilliwack (*) \$	200	Okanagan Mission	25
Clinton (*) \$	200	Quesnelle (*) \$	25
Deerhurst Bay	200	Riverside	25
Granville (*)	200	Sula Creek (*) \$	25
Grand Prairie	200	Somers (*)	25
Hope	200	Spences' Bridge (*) \$	25
Hope (*)	200	Sumas	25
Harrison Hot Springs	200	Sumas (*)	25
Kamloops (*) \$	200	Saxona Ferry	25
Kodjony	200	Stolumheen	25
Langley	200	Vernon Bay	25
Lalouet (*) \$	200	Wellington	25
Lillooet	200	Yale (*) \$	25
Laurel's Landing (*)	200		

### Licensed Stamp Vendors in Victoria.

T. N. HIBBEN & Co., Government of N. W. WAITE & Co., Government of H. GIBBLE, Government of.

## T. N. HIBBEN & CO.

### Booksellers, Stationers, News Agents,

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

VICTORIA, B. C.

THE RESOURCES OF BRITISH COLUMBIA.

ADVERTISING DIRECTORY.

AGRICULTURAL IMPLEMENTS.

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

AUCTIONEERS AND COMMISSION MERCHANTS.

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

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

BOOKSELLERS AND STATIONERS.

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

BOOT AND SHOE MANUFACTORIES.

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

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

BARRISTERS AND ATTORNEYS-AT-LAW.

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

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

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

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

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

**WALLIS, JOHN PATMORE**, Langley Street. Barrister-at-law, etc., etc.

BOARD AND HACK STABLES.

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

BRICK-MAKERS.

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

CARRIAGE MAKERS AND BLACKSMITHS.

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

CIGAR MANUFACTORIES.

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

**THIEBEN & LEVY**, Fort St. near Douglas, Manufacturers of fine Havana Cigars. None but first-class Havana used, and only white labor employed.

CANDY MANUFACTORIES.

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

COMMISSION AND BROKERAGE.

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

CUTLERY.

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

DRY GOODS AND MILLINERY.

**SHEARS & PARTRIDGE**, "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.)

DRUGGISTS.

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

**LANGLEY & CO.**, Pharmaceutical Chemists, Wholesale and Retail Druggists, corner Yates and Langley Sts. (Established 1859.)

FURNITURE, UPHOLSTERY, ETC.

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

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

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

GROCERIES—WHOLESALE AND RETAIL.

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

**NEUFELDER & ROSS**, Government St. Importers and Dealers in Groceries, Provisions, Island Produce, Wines and Liquors.

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

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

HOTELS.

**DRIFORD HOUSE**, Redon & Hartnagel, Proprietors. The only first-class house in the city. View Street, between Broad & Douglas.

**OCCIDENTAL HOTEL**, Luke Pither, & Thomas A. Barry, Proprietors. Corner Johnson and Wharf Sts. The largest and most convenient hotel in the city.

THE RESOURCES OF BRITISH COLUMBIA.

GENERAL MERCHANDISE—WHOLESALE.

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

**GRAY, A. B. & CO.**, Wharf St., corner of Bastion. Importers, Commission Agents, and General Merchants.

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

**STROUSS, C. & Co.**, Commercial Row, Wharf St. Importers and dealers in general merchandise.

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

**WELCH, RITHEP & CO.**, No. 5 Commercial Row Importers and Commission Merchants. Agts. Imperial Fire Insurance Co., of London.

GROCERIES—WHOLESALE.

**OPPENHEIMER BROS.**, Importers. Fulayson's Block, Wharf Street. P. O. box 239.

HAIR-DRESSING, BATHS, ETC.

**COHEN, JAMES**, Yates St. Hair-Dressing Salon and Columbian Baths. A full line of hair goods constantly on hand.

MEAT MARKETS.

**QUEEN'S**, by Goodacre & Dooley. Wholesale and retail. Purveyors to H. M. Navy. Gov't St.

MUSIC STORE.

**BAGNALL, J. & CO.** The only exclusive Music House in B. C. Instruments sold on easy terms. Send to Bagnall's for anything in the Music line

NURSERYMEN, SEEDSMEN AND FLORISTS.

**JOHNSTON, P. T. & CO.** Store, Occidental Building, Fort St. Nursery, Cadboro Bay Road.

PAINTERS.

**LISSETT & LINERER**, Government St. Painting, Glazing, Graining, Kalsomining, and Paper Hanging.

UNDERTAKERS.

**HAYWARD, CHAS.** Fort and Govt. Sts., Funeral director and embalmer. Agt. for patent metallic burial caskets. The trade supplied.

REAL ESTATE AND INSURANCE AGENTS.

**ALLSOP & MASON**, Real Estate Agents and Conveyancers, Fire and Accident Insurance agents. Town and country property for sale Government St.

**AUSTIN, JOHN J.** Office—Govt. St., 3 doors south of Fort St. Real Estate Agt., Notary Public, Conveyancer, Custom House Broker, Etc. Money to loan.

**HEISTERMAN, H. F. & Co.** Agents Phenix (fire), Fireman's Fund (marine), Equitable (life) and Lloyds (marine). Langley Street.

SALOONS.

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

**LONDON HOTEL**, Charles Philipps, proprietor. Best of Wines, Liquors and Cigars.

**MARKET EXCHANGE**, Geo. Thompson, Propr. Fine wines, liquors and cigars Corner Fort and Wilcox Streets.

**UNCLE FRANK'S**, Langley Alley. Wines and Liquors, Cigars and Tobacco.

STOVES, TINSMITHS, ETC.

**WILSON, A. & W.** Fort Street opposite Broad. Established 1864. Best cooking and heating stoves. Plumbing, gas-fitting and tin-smithing.

STAIR BUILDERS AND CONTRACTORS.

**GRAY, SAMUEL**, Corner Govt. and Broughton Sts. All kinds of stairs, hand rails, newell posts, balusters, etc. made on short notice.

WATCHMAKERS AND JEWELERS.

**REDFERN, C. E.**, Government St. Chronometers, Watches and Jewelry, repaired and guaranteed. Optical goods in great variety.

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.

THOROUGH-BRED

CATTLE, HOGS, and POULTRY

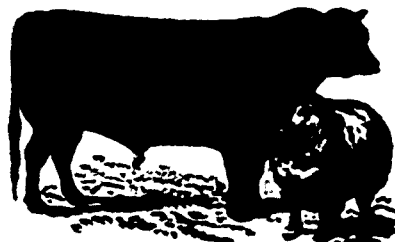
CHOICE YOUNG STOCK FOR SALE AT REASONABLE PRICES.

Send 50 cents for copy of "Pacific Coast Poultry and Stock Book," over 125 pages, illustrated, or write for circular and price list. Correspondence solicited.

WILLIAM NILES,

IMPORTER AND BREEDER,

LOS ANGELES, CAL.



**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 Cases and Grain-edged Flooring a speciality.

VICTORIA AGENCY AND LUMBER YARD:  
J. M. COWPER, Agent, Constance Street.

**CHAS. G. MAJOR,  
GENERAL DEALER**

COLUMBIA 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 H. 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. HART, Proprietor.

First-Class Hotel Accommodation.

Telegraph, Post Office and General Store

**Boston Bar, B. C.**

**EMORY HOTEL,**

F. W. CEISLER, 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.

**KURTZ & CO.,  
MANUFACTURERS OF CIGARS,**

Tobacco Imported Direct from Havana and only White Labor Employed.

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

**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

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

Plumbing, Gas-fitting and Tinsmithing executed under our own supervision with neatness and despatch  
Fort Street, opp. Broad, Victoria, B. C.

**J. A. Mara,**

**DEALER IN GENERAL MERCHANDISE**

**Kamloops, B. C.**

**M. W. WAITT & CO.**

**Booksellers & Stationers**

DEALERS IN

STAPLE FANCY GOODS.

British Columbia Agents for L. Prang & Co.'s Art Publications.  
" " " J. A. J. Taylor, Toronto Safe and Lock Works  
" " " Henne & Lang Pianosfortes.  
" " " Mason & Risch Pianosfortes.  
" " " H. Shoeninger Organ Company.  
" " " W. Bell & Co. Organ Co.

**SMILOW & ADAMS.**

General Scavengers. Yards & cesspools cleaned, contracts made for removing earth, etc. (All orders left at Mr. Saml. Whitley, Fort St. Promptly attended to.)

WELLS DUG AND CLEANED.

**J. ISAACS & CO.**

DEALERS IN

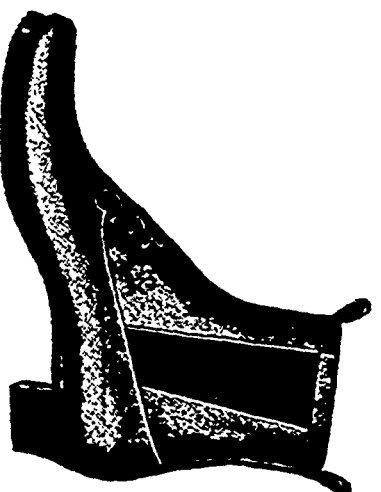
FURS, ROBES, INDIAN CURIOS,

And Sporting Goods,

Corner Johnson & Oriental Streets,

VICTORIA, B. C.

**NEW**



**STYLES**

AT THE

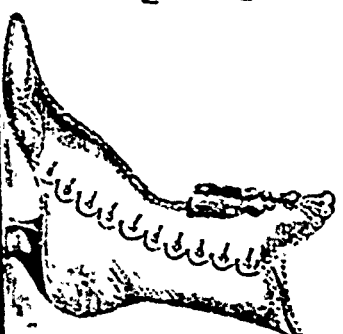
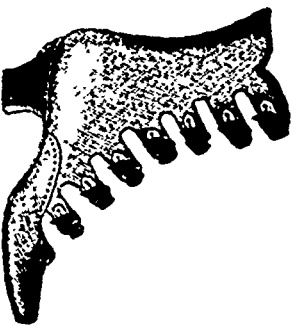
**GITY BOOT AND SHOE STORE**

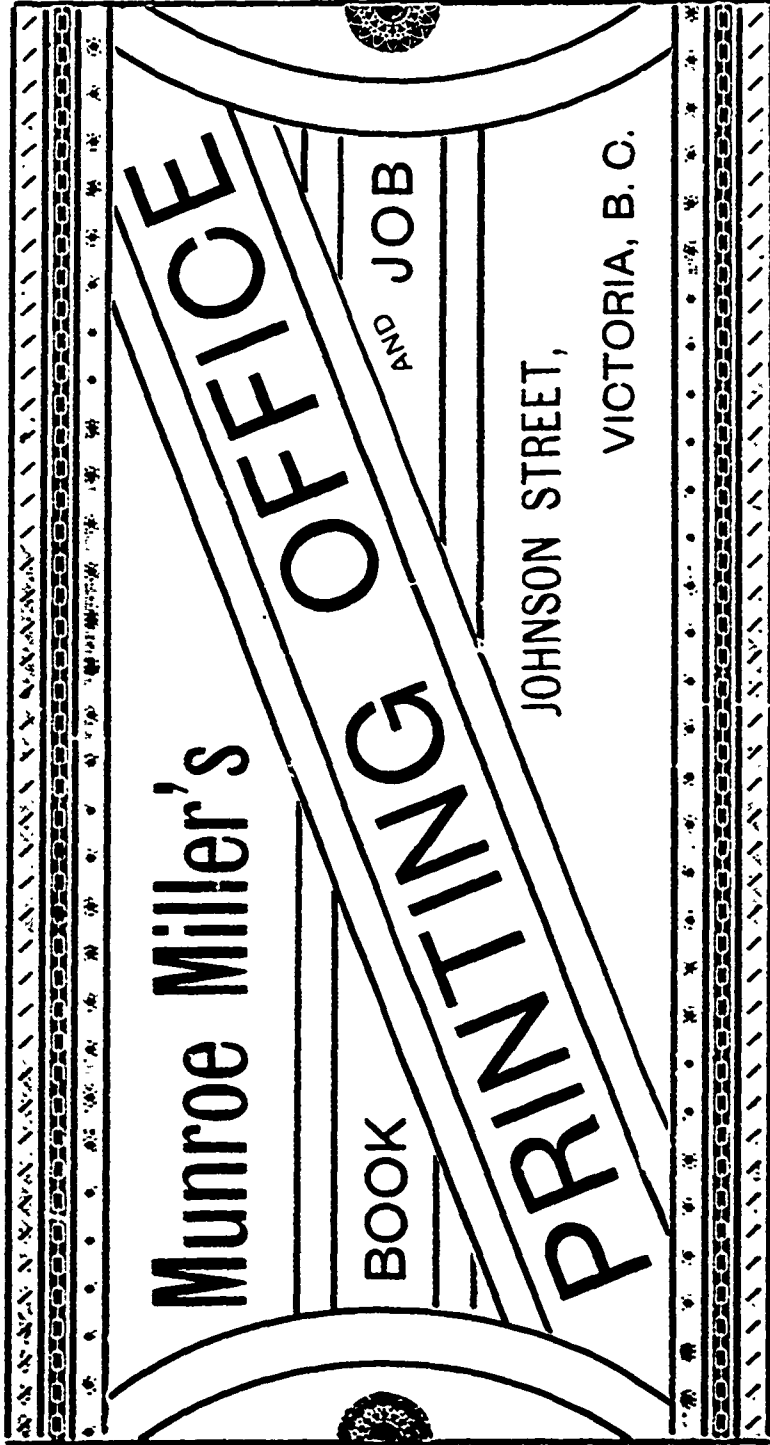
From all the Principal Houses in the World.

**GEORGE H. MAYERD,**

SOLE AGENT FOR BURTT'S BOOTS AND SHOES,  
AND LEVY CATSMAN'S FINE SLIPPERS,

Has just returned from San Francisco, where  
a Large Stock was selected suitable for  
the Spring and Summer Trade.





**Munroe Miller's**

**BOOK**

**PRINTING OFFICE**

**AND JOB**

**JOHNSON STREET,**  
**VICTORIA, B. C.**

## JOHN WEILER,

Importer and Wholesale Dealer in

**Furniture, Carpets, Glassware, Etc.**

Upholstery in all its Branches.

Carpets Sewed and Laid. Wall Paper Hung. Lounges and Mattrasses Made to Order and Repaired.

Post Office Box 218.

FELL'S BLOCK, FORT ST.

VICTORIA, B. C.

## SPENCER & HASTINGS,

**PORTRAIT & LANDSCAPE PHOTOGRAPHERS.**

Dealers in Photographic Material. Enlargements a Specialty.

FORT STREET,

VICTORIA, B. C.

## DAVID HEAL,

Manufacturer of Tin, Sheet Iron & Copper Ware

CONTRACTOR AND JOBBER.

Johnson St., bet. Fort and Douglas, Victoria, B. C.

## ROBERT WARD & Co.

WHARF ST. VICTORIA, B. C.

COMMISSION MERCHANTS, SHIPPING & INSURANCE AGENTS  
ROYAL SWEDISH & NORWEGIAN CONSULATE.

Agents, Royal, London & Lancashire Fire Insurance Companies, Standard Life Insurance Co., Marine Insurance Co., Limited, & Union Ins., Co.

Agents for Messrs. Curtis's & Harvey, London.

## WM. CRAFT,

Importer of Staple and Fancy Dry Goods.

## VANCOUVER HOUSE,

Corner of Yates and Broad Streets, Victoria, B. C.

## SAN FRANCISCO BATHS,

HAIR DRESSING AND SHAVING SALOON.

GOVERNMENT ST., OPPOSITE POST OFFICE.

**CEIGER & BECKER, Proprietors.**

Victoria, British Columbia.

## Sewing Machine Depot,

THOMAS FLETCHER,

Sells all the Latest Improved Sewing Machines at the most Moderate Prices.

FORT STREET, . . . VICTORIA, B. C.

## J. & J. FLETT,

**FAMILY GROCERS,**

Farm Produce Always in Stock.

Southwest Corner of Fort and Douglas Sts., Victoria, British Columbia

GOODS DELIVERED FREE OF CHARGE.

## VICTORIA BAZAAR,

Government Street, Victoria, B. C. Post Office Box 94.

## HENRY GRIBBLE,

Importer and Dealer in

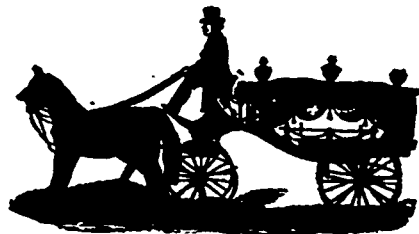
British and Foreign Toys, Fancy Goods, Lamps, Stationery, Etc., Etc.

## Mrs. R. Maynard,

*Photographic Artist and Dealer in all Kinds of Photographic Materials.*

VIEWS OF VICTORIA AND BRITISH COLUMBIA FOR SALE.

DOUGLAS ST., VICTORIA, B. C.



## CHAS. HAYWARD,

**Funeral Director and Embalmer.**

Cor. Fort and Government Sts., Victoria, B. C.

The Largest and Best Appointed Undertaking Establishment north of San Francisco. Agent for Patent Metallic Burial Caskets. The Trade Supplied.

## THOMAS SHOTBOLT,

Wholesale and Retail Chemist and Druggist.

JOHNSON STREET, VICTORIA, B. C.

Orders from the Mainland will receive Prompt Attention.

Try Tippins' Infallible Cough Drops.

Colt's Foot Rock for Coughs and Colds, for Children nothing equals it

**W. J. Tippins,**

VICTORIA CANDY FACTORY.

Fort Street, - Above Fell's Block, - Victoria.

# QUEEN'S MARKET.

Government Street,

Victoria, British Columbia.

## Goodacre & Dooley,

### WHOLESALE AND RETAIL BUTCHERS.

Contractors to Her Majesty's Royal Navy.

Shipping Supplied at the Lowest Rates.



# W. & J. WILSON,

Opposite Post Office, Victoria, B. C.

HAVE THE LARGEST AND BEST SELECTED STOCK IN  
BRITISH COLUMBIA, OF  
**CLOTHING, HATS, UMBRELLAS**  
**AND GENT FURNISHING GOODS**

W. & J. W. will be happy to give information concerning British Columbia to visitors and intending settlers.  
(Established 20 years. Recommended for best value on the Coast.)

## OCCIDENTAL HOTEL

Corner Wharf and Johnson Streets,

**VICTORIA.**

The Largest and most Convenient Hotel in the  
City. Board and Room from \$1 to \$1.50 per day.

## J. FINLAYSON,

Family Grocer, Tea and Coffee Dealer

*Government St., Victoria, B. C.*

Ships supplied with Stores. Goods delivered to any  
part of the City.

## Allsop & Mason, REAL ESTATE AGENTS

(ESTABLISHED 1863)

*VICTORIA, B. C.*

Town Lots and Farming Lands for sale on reasonable  
Terms.

## S. C. BURRIS,

## ARCHITECT

Plans and Specifications furnished and the general business  
of an architect attended to.

Office: *Moody's Building, Cor. Yates and Broad Sts.,*  
**VICTORIA, B. C.**

## THE WHITE HOUSE

Government Street, Victoria.



HUTCHESON, YOUNG & CO.,

IMPORTERS OF

STAPLE AND FANCY DRY GOODS

## THE CITY OF LONDON FIRE INSURANCE CO.

OF LONDON, ENGLAND.  
Capital, \$10,000,000. Losses paid without reference to Home Office.  
Chairman—Henry E. Knight, Lord Mayor. L. C. Phillips,  
General Manager.

## SOUTH BRITISH & NATIONAL FIRE & MARINE INSURANCE COMPANY.

## ÆTNA LIFE INS. CO., OF HARTFORD, CONN.

Assets, \$27,000,000.  
JOHN NICHOLLES, Agent for British Columbia.  
Office—Wells, Fargo & Co.'s Express.

## A. OFNER,

Wholesale and Retail Dealer in

## Groceries, Tobaccos and Cigarettes

Corner Government and Fort Sts., Victoria.

Special attention paid to orders from the Country.

## ALBION HOUSE,

Government St. Victoria.

## Brown & White, - Props.

The cheapest place for Dry Goods of every descrip-  
tion, Staple and Fancy. Country orders  
promptly attended to.

## HALL & GOEPEL,

## REAL ESTATE & LAND AGENTS

Fire, Life and Marine Agents.

AGENTS NORTHERN PACIFIC EXPRESS.

## T. N. HIBBEN & CO.,

Importing Booksellers & Stationers

*And News Agents.*

Old Masonic Building, Government Street, Victoria, B. C.

## MECHANICS' STORE,

W. C. CAMERON,

Johnson Street, - - - VICTORIA, B. C.

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