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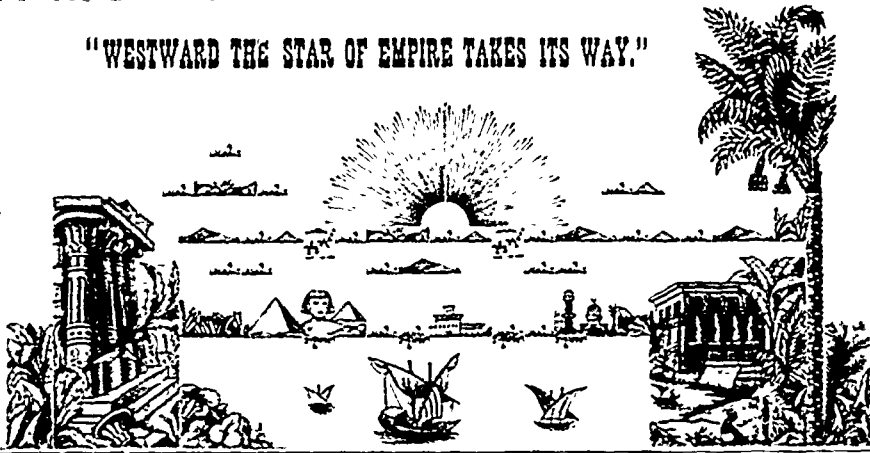
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"WESTWARD THE STAR OF EMPIRE TAKES ITS WAY."

Volume I,  
No. 2.

April,  
1883.



THE  
*RESOURCES*

OF

**BRITISH COLUMBIA**

ILLUSTRATED.

A Monthly Journal devoted exclusively to the Moral and Material  
Interests of British Columbia and the Dissemination of  
correct Information regarding its great  
and varied Resources.

For the Emigrant, the Tourist and the Resident.

Published at Victoria by A. J. McARTHUR, Editor and Proprietor.

Terms: One Copy one year, \$2. Single Copies, 25 Cts.



## FOR EMIGRANTS.

The Government of British Columbia having established an Immigration and Employment Bureau at Victoria, all persons desirous of obtaining authentic information about the country are hereby notified to apply, either personally or by letter, to the Agent. Pamphlets and hand-books descriptive of the country and its resources will be supplied on application, free of charge.

Employers of labor, (skilled and unskilled) in the province are hereby invited to place themselves in communication with the Bureau.

Office at Government Buildings, James Bay, Victoria, British Columbia.

All communications to be addressed to

JOHN JESSOP,  
*Immigration Agent.*

## A Few Facts About British Columbia.

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

### Labor is Much Wanted.

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

### Climate, Crops and Fruit.

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

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

### Mining.

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

### Fisheries.

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

### Timber.

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

### Schools and Churches.

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

### Political and Municipal Systems.

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

### Administration of Justice.

Law and order prevail in a high degree, and justice is firmly and fairly administered. Petit jurors are paid from \$1.50 to \$2 a day for every day they attend, and witnesses are well paid.

### Mail Communication.

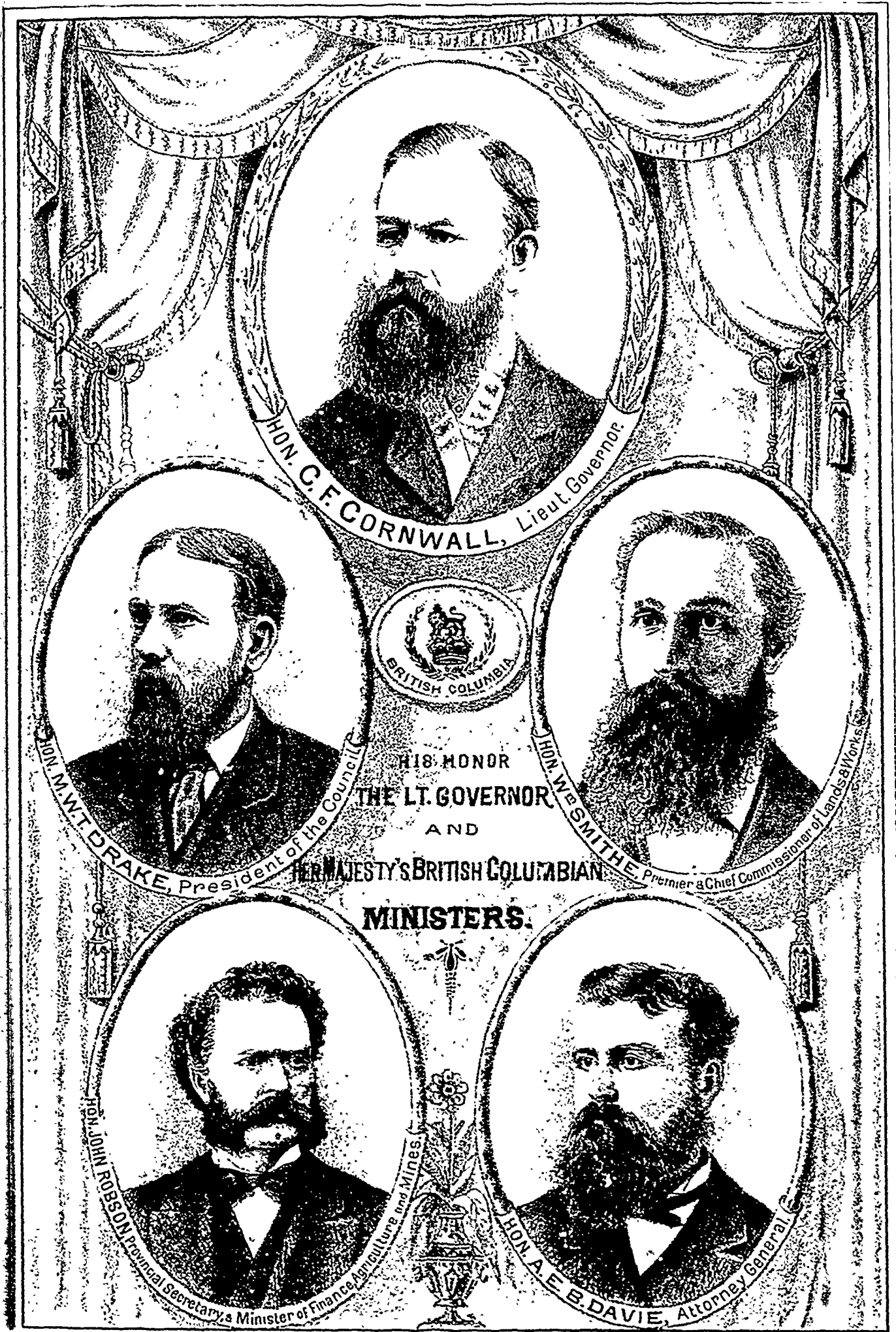
Three or four mails a week reach the province from abroad, and the interior mail service is for the most part liberal.

### The Land System.

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

### All are Welcome.

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



HON. C. F. CORNWALL, Lieut. Governor.

HON. M. W. DRAKE, President of the Council.

HON. W. B. SMITH, Premier & Chief Commissioner of Lands & Works.



HIS HONOR  
THE LT. GOVERNOR,  
AND  
HER MAJESTY'S BRITISH COLUMBIAN  
MINISTERS.

HON. JOHN ROBSON, Provincial Secretary & Minister of Finance, Agriculture and Mines.

HON. A. E. DAVIE, Attorney General.

# Resources of British Columbia

"WESTWARD THE STAR OF EMPIRE TAKES ITS WAY."

VOLUME I,  
No. 2

VICTORIA, B. C., APRIL 2, 1883.

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## THE DAIRY AND STOCK FARM.

### Permanent and Profitable Industries.

A great portion of British Columbia is particularly adapted to dairying and stock-farming. In the older provinces of the Dominion and in the neighboring States, a very lively competition is carried on among breeders of cattle with regard to economic values; the effects of different feeding stuffs are thoroughly tested and the cost of producing a pound of beef, mutton, cheese or butter is figured as closely as manufacturers of other articles are in the habit of computing the actual cost of the production of their wares. With them such careful calculations is a matter of vital necessity, because their pasturage is very limited and the demand for such products so great that the fields must be carefully cultivated, and that to their full productive capacity, in order to furnish food supplies for the herds. In this province, on the contrary, the natural pasture area is large, almost unbounded, requiring of course no cultivation; the grasses are rich and succulent, the climate well adapted to the operations of the dairy and the raising of healthy stock, and the demand for these products at higher prices than elsewhere, is one that can as certainly be relied upon as that for bread. The demand for one sort of produce is as permanent as for the other. There can be scarce a doubt that our verdant hills and fertile valleys are peculiarly adapted to what is known as mixed farming, a system best calculated to offset possible losses in one direction with certain gains in another, and, at the same time lending to industry that diversity which brings both wealth and independence. No other employment could here be so advantageously combined with the cultivation of the soil as dairying and stock raising. The work of the dairy interferes but little with that of the farm; while its returns may diminish, but never cease with all the changes of the seasons. Stock raising becomes an incidental part of the business, and contributes materially to swell its profits. And finally, the return is bounteous, comprising the value of the dairy products proper, the constant increase of stock and the addition to the soil of a natural fertilizer. It is a matter of regret that the business of dairying is, as yet, carried on in this province on a scale so limited as to be entirely inadequate to supply the home markets. Large quantities of these products are imported every year. The unhappy resident of the city is still compelled

to content himself with watered milk and to swallow through several months of the year with what grace he can, an imported commodity, sold for a round price under the name of butter, but which may not be butter after all. No addition to the industries of this country will be hailed with more satisfaction as contributing to the general prosperity than the extension of the dairy business and mixed farming.

### GRATEFUL ACKNOWLEDGMENTS.

Through no spirit of egotism do we now refer to the cordial manner in which the first number of the RESOURCES was received by the press and the public generally. On the contrary, we feel that the substantial patronage and hearty endorsement, so signally accorded to it, were largely due to the long felt need of some such publication rather than to the excellence of the manner in which we have measurably supplied that want. To say nothing of the gratitude which such encouragement naturally enkindles, we would, in this respect, be grossly wanting in the observance of one of the simplest requirements of ordinary etiquette, did we fail to make due acknowledgment of these valued favors, however unmerited on our part. Therefore, we hereby beg to tender to one and all the assurance of our high appreciation of, and sincere thanks for their liberal patronage and moral support, and, in an especial manner to the press of this province, which, with one trifling exception, has spoken only words of encouraging commendation in our behalf. In this connection we will say, once for all, that the RESOURCES is to respectable and its space too valuable to give more than a passing notice to the cur-like and unprovoked attacks of the snarling and churlish starveling referred to. Having adopted for the conduct of our magazine, no mediocre *Standard* and having started on our onward course from a correct *Post*, with our interests constantly guarded by a faithful and acute *Sentinel*, besides having the cordial endorsement of a *Free Press*, together with the potent assistance and good will of every enterprising and intelligent *Colonist* and every worthy and true *Columbian*, we cannot be expected to evince any other than a disdainful regard for the puerile wrath of an imbecile, self-constituted and jaundiced old *wardian*.

Subscribe for the RESOURCES OF BRITISH COLUMBIA, to which new and interesting features are now being added.

# Resources of British Columbia

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

A. A. McARTHUR, - Editor and Proprietor

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## THE FUTURE OF BRITISH COLUMBIA.

In ancient lore are found but few names either of witch or seer who did not predict evil and woe as sure to betide the future. Sad and gloomy were their forebodings, and even the little good fortune awaiting the few was, according to their morbid fancies, to be attained only through some direful calamity to befall the many. Nor have our modern soothsayers and prophets, the great Wiggins included, improved on the old style in their blood-curdling horoscopes of alleged coming events, unless, indeed, we except such amendment as was made by the old woman to the soap when she put more lie (lye) in it.

As our self-imposed task would be a very unpleasant one, were the prospect marred by any such sombre and rueful aspects, we are glad to be able to adopt a method affording more probable and agreeable conclusions than those presented by the so-called prophets referred to.

In attempting to briefly forecast the great future of British Columbia, and first disclaiming on our own part any knowledge of so-called occult science or any powers of divination not enjoyed by ordinary mortals, we will not, therefore, look to the starry heavens or invoke the aid of familiar spirits, preferring, like the philosophic poet to

"— Watch the wheels of Nature's mazy plan  
"And learn the future by the past of man."

And sharing his belief that the story of the veiled future, aptly termed a sealed book, can only be read, and that but very partially and imperfectly, by "the light of other days." Yes, the venerable past, the grave of every joy, the lethe of every woe, and upon which every star and every sun have set forever, contains nevertheless the most precious gems of wisdom and teaches the grandest lessons of life. If for the sustenance of man's physical frame the dead of animal and vegetable are of the first necessity, certainly not less requisite for his mental food are the chronicles of the ages, garnered from the great potter's-field of entombed time.

The careful student of history will not fail to observe that the progress of empire and the march of mind have been invariably in exact ratio with the co-existing physical conditions of the races. In other words the possession of a sound body is, as a rule,

necessary to the attainment and exercise of great mental ability. Cæsarian Rome with her citizen stalwarts and army of athletes was as grand in the senate and the forum as she was invincible in the field. But, unfortunately, the surpassing grandeur of Rome was achieved through the greater spoliation or destruction of surrounding nations. She laid waste more homes than she ever established, and levelled more walls than she ever built, bringing poverty and ruin to the many and wealth and prosperity only to the few. Under such circumstances the decline of the Roman empire was inevitable. Not a system of high-handed rapine, but the building up and fostering of wealth-creating industries, can alone insure national perpetuity. Her great wealth, wrung by the robber hand of conquest from her weaker neighbors did not fail to induce idleness and luxurious dissipation, conditions sure to be followed by such physical and mental degeneracy as marked the decline and final overthrow of that once mighty empire. Nor were the conquests of Tamerlane, who built a pyramid of 90,000 human heads on the ruins of Bagdad and boasted that grass never again grew where his horse once trod, of a more enduring character. On the contrary his career was like that of a rocket, its brilliancy being the signal of its own destruction. Even the noble animal, burdened by this rude barbarian, would have advanced but slowly and sorrowfully indeed if aware that the measure of his fleetness marked the destruction forever of each field of verdure through which he passed.

After the scepter of power passed from Rome, the chief seat of the world's empire seemed to partake of a rather migratory character, and, according to the fortunes of war, was moved about from place to place as if it were only some titular dignitary of the chess-board. National wealth and aggrandisement were sought and obtained only by the subjugation and spoliation of weaker communities, and were again lost as they were won by the varying fortunes of the field. Nor was it until the last of these heroes, "conquest mad," met his fate on famed Waterloo that the scepter of Roman greatness found what may, we think, be fairly regarded as a permanent abode, when the Anglo-Saxons, happily blended races of grand physique, became, as it were, the residuary legatees of Rome—her laws, literature and martial splendor. While it is true that Great Britain has always pursued a policy of territorial expansion and has not unfrequently added to the extent of her dominions by force of arms, yet in doing so, she has rarely failed to bring to each of her acquired possessions the blessings of better laws and wiser government, and to elevate its people to a much higher state of civilization by the introduction of capital and improved machinery and methods; adding to their numbers by immigration, teaching them the more advanced arts of peace and thereby causing their long-neglected wastes to blossom as the rose. Through this beneficent treatment of her different dependencies

has the British empire expanded, so that to-day the only map adequate to a representation of her vast and varied possessions is necessarily a map of the whole world. Reader, let us glance at it and note the extent of this mightiest of empires: Besides the original United Kingdom, consisting of England, Wales, Scotland and Ireland, we have the empire of India and Ceylon; then come the self-governing colonies and West Indies, embracing the Dominion of Canada, Newfoundland, New South Wales, Victoria, South Australia, West Australia, Tasmania, New Zealand, Queensland, Cape of Good Hope, Natal, Mauritius, Bahamas, Turk's Island, Jamaica, St. Lucia, St. Vincent, Barbadoes, Grenada, Tobago, Virgin Islands, St. Christopher, Nevis, Antigua, Montserrat, Dominica, Trinidad, British Guiana, and Honduras. To these must be added the British military stations and trading settlements, namely, Gibraltar, Malta, Bermuda, St. Helena, Logos, Gold Coast, Sierra Leone, Gambia, Falkland Island, Labuan, Hongkong, Fiji and the Straits Settlements, the whole forming a total area of more than 8,000,000 of square miles and containing a population of nearly 300,000,000 souls. More than half a century ago, and her career has since been one of uninterrupted progress, Daniel Webster, the Cicero of America, in one of his inimitable speeches, referred to the supremacy and territorial greatness of the British empire as then being a power that had dotted the surface of the whole globe with her military possessions and outposts, whose morning drum-beat, following the sun and keeping company with the hours, had encircled the earth with one continuous and unbroken strain of the martial airs of England. Although the military power of Great Britain was and still is an important factor in the preservation and extension of her dominions, yet to her manufacturing industries and commercial activities and the consequent up-building of the physical and mental condition of the people are mainly due the facts that to day her grand old flag floats triumphantly in the vanguard of the great nations of the earth and bids fair to hold that proud position for an indefinite period.

In every department of commerce and industry, agriculture alone excepted, the United Kingdom is far in advance of any other country on the globe. The volume of business is, in fact, so prodigious as to be beyond comparison with that of any other country; and it is still growing at a rate which shows that the business which a commercial and industrial people, though limited as to their home resources, can do, has in fact no limit. Capital and commercial enterprise, as employed in the United Kingdom, command the resources of the world. With the world's carrying trade in her hands Great Britain makes the commerce of every other country pay tribute to her; and to such extent has this been carried that she is virtually beyond the reach of all competition.

Last year the value of her imports was \$2,060,008,400, a sum largely in excess of the present debt

of the United States and more by several hundred millions than the amount of their imports and exports taken together. Of home products Great Britain exported a value of more than twelve hundred millions, and of her imports several hundred millions were re-exported. More and more every year the British islands are becoming a center for the distribution of the world's products. This is the natural and inevitable result of the overwhelming ascendancy of her shipping on the ocean.

Of exports from Great Britain cotton manufactures stand at the head, the total for last year footing up \$389,058,000. Next in importance came articles made wholly or in part of iron and steel, the total value of this class of export being \$222,914,000, an increase of upwards of \$25,000,000 over the corresponding exports of 1881. Woolen and worsted yarn and piece goods were shipped abroad in large quantities, their aggregate value being \$110,939,000, or \$4,000,000 more than the shipments of the same articles in the previous year. The exports of linen manufactures were valued at \$29,837,000. One of the greatest industries of the country is shipbuilding. Last year 782 vessels were built, valued at nearly one hundred million dollars.

It will thus be seen that the British empire is emphatically the empire of trade which rules the world, and since her wealth is fed by streams from every other country on the globe there would seem to be no limit to the possibility of its increasing magnitude and perpetuity; or, if there be such limit it will be found only in the development of such country, possibly one of her present possessions, as may bear the closest analogy to herself with regard to race, resources, and advantageous commercial and maritime position. This brings us to the more direct consideration of our subject, the future of British Columbia. Assuming from the premises stated that Great Britain will, at least for a very long period, control the lion's share of the commerce of the world, and as rapid transit over the shortest practical routes forms the greatest desideratum of modern traffic and the Pacific province being the connecting link on the shortest route for the commerce of two hemispheres, it requires not the gift of prophecy to predict for British Columbia a future at once brilliant and inevitable, because it is the necessary sequence of a cause, the corollary of a demonstrated theorem. It is universally conceded that like causes produce similar results, and if it be also true that history repeats itself, then this province will certainly become in point of population, wealth and commercial importance what it is now geographically—a second Britain. Not only do the physical features of the northwest coast of Europe and America bear a striking resemblance to each other, but the maritime position, climate and resources of the one are closely simulated by those of the other, with the single exception of their respective areas, that of British Columbia being much greater than its European counterpart. Bearing the



same relative position to North America as the United Kingdom does to Europe, peopled by the same races, living under the same laws, speaking the same language, forming a part of the greatest trading and manufacturing nation on the globe and at the same time possessing a genial climate and almost inexhaustible natural wealth together with the immensely important fact that here will be the western terminus of the greatest commercial highway of the world, there can be no reasonable doubt that this province is now about to enter upon a career of unexampled prosperity. The completion of the C. P. R. will afford a direct line of rapid transit from the United Kingdom to the terminus on our western shore, where it will be met by numerous lines of shipping converging from every port on the broad Pacific and laden with valuable products to be exchanged for return cargoes of textile fabrics and manufactured wares from the looms and workshops of the British Isles, and for the immense surplus of sea and river, forest, field and mineral products of British Columbia. All the fundamental elements necessary to a great and wealthy country exist here on a very extensive scale, and the necessary population and capital for their development will not fail to come in company with the commerce of this great western thoroughfare.

Just here we would state, there is not the slightest reason to suppose that the western terminus of the C. P. R. will be located in any other than British territory. To carry it to Puget Sound would be an act of folly that no management or syndicate would be at all likely to commit. Here the company has, already, all the requisite lands and timber, the advantage of safe and commodious harbors near which are extensive coal and iron mines, besides owning a belt of land twenty miles wide along the entire line of road, the prospective value of which would be greatly reduced by the adoption of any such suicidal policy. Apart from these economic considerations in favor of having the terminus on one of our own magnificent and excellent harbors is the important fact, that the location on the Sound of such extensive and valuable lines of docks, wharves, warehouses, offices, machine shops and all the other costly structures and appendages necessary to the maritime terminus of a great railway system, would be virtually placing them in hourly jeopardy, exposed as they would be to almost certain destruction by malevolent sand-lotters, communists and dynamite fiends who are now abusing the privileges of a free country by making it the base of their nefarious operations against everything British or monarchical. To all this may be added possible international complications which would render the terminus in American territory of this great British highway of commerce very undesirable to say the least of it. The winter terminus of the Grand Trunk Railway in Portland Maine, being a climatic and commercial necessity affords no parallel in this case. In view of these facts the statement that the terminus of

the C. P. R. will be located "beyond the border," presents this singular anomaly, that while it is unquestionably "Sound" enough, yet it has no foundation in truth. So much for termini.

History as well as geography has its parallels; and, inasmuch as the progress of empire in the old world has been northward and westward until it seems to have settled permanently in the British Isles, the enquiry as to the existence of any cause or causes tending to produce in America a counterpart of European experience could not fail to be deeply interesting. In this connection the question is a pertinent one, as to whether there is anything in the pathology of "American nervousness" that would seem to indicate rapid physical degeneration after the national physique ceases to be recuperated by the admixture of new blood from an inflowing tide of immigration: or, how far does the fact, that the United States is fast becoming a home and asylum for all manner of lawless vagabonds, nihilists, communists, sand-lotters and dynamite fiends, go to prove that she is thus fostering, perhaps unconsciously, and arming with the potency of a free ballot the most dangerous elements of anarchy and national disintegration? But as this article is already too lengthy for our space, we will defer the further consideration of the subject for the present. However we are happy to be able to say that in thus studying the various phases of our subject, we find only cumulative assurances of a prosperous and brilliant future for British Columbia. So mote it be.

#### ANSWERS TO CORRESPONDENTS.

We are now in daily receipt of numerous letters of enquiry from all quarters respecting the advantages which British Columbia affords as a field for immigration, and in reply are constantly sending off copies of the *Resources* containing the information required by each correspondent. We will from month to month publish articles embracing in their scope reliable information on the subjects of such enquiries. With this purpose in view we have prepared the matter contained in the present number, so that after having carefully read and noted the import of all the letters received during the past month we can therefore say in reply to one and all, "read as carefully the present number of this magazine as we did your respective letters, and in doing so you will not fail to find a full reply to your several enquiries."

But inasmuch as this publication is not subsidized by any government or corporation or in fact from any extraneous source whatever, all its attendant expenses being borne by the publisher whose private property it is, and as our regular "free list" already embraces more than 200 addresses, we would therefore suggest to those writing to this office for information, sample copies &c., the evident propriety and justice of enclosing at the same time, the sum of



25cts. covering the price of a copy of the magazine, the only medium through which we could possibly reply to the numerous letters received.

In conjunction with what is elsewhere given in these columns, in answer to correspondents and as information for intending emigrants, we subjoin a very well written and authentic editorial article published in a recent number of the *British Columbian* of New Westminster, the leading newspaper on the Mainland of this Province. While clear and concise in style, the article is no less remarkable for its brevity than for its extended scope, embracing as it does a great variety of subjects under one general head. It is indeed *multum in parvo*, and we therefore commend it to the careful perusal of our readers:

"Enquiries about the climate and resources of British Columbia are continually coming from Eastern Canada, Manitoba, the United States and Great Britain. In many cases correspondents state that there are large numbers of people in their several localities who are desirous of coming to this country, if they could be satisfied with respect to its advantages. At the risk of wearying our provincial readers with the matters with which they are already familiar, we propose to state briefly a few facts for the information of intending immigrants. The climate of British Columbia is undoubtedly the finest that can be found anywhere in British North America. This province, however, has a large area (nearly three times the size of Great Britain and Ireland), and its climate varies according to the elevation and distance from the coast. Along the coast and throughout a great part of the interior the thermometer rarely ever reaches zero, and the greatest summer heat is about 75 to 90 deg. We have no blizzards anywhere in the country, and no sudden changes from heat to cold. Storms of any kind are very rare, except on Vancouver Island, and there are nothing compared with those experienced on the other side of the continent. In the vicinity of this city the coldest days of winter are about 8 or 10 above zero, but such a low temperature does not usually occur more than a few days in the year. Some parts of the country are subject to extensive rainfalls, others, in the interior, are more than usually dry. The quantity of rain on the coast is from 45 to 75 inches, and from 10 to 20 inches in the interior. As an illustration of the character of the climate with reference to out-door labor, we are informed by one of the railway contractors that his entire force last season, working outside, averaged 23½ days per month, per man, for a consecutive period of six months. Every person from the East who visits this province is surprised and delighted at our climate. Our resources are very great and varied. Much of the country is mountainous, but there are thousands of acres of arable land, and most of it is exceedingly fertile. Hon. J. W. Trutch, Dominion Government Agent, has estimated the quantity of fertile land west of the Rocky Mountains at 140,000,000 acres. It is at least certain that there is plenty good land for all who wish

it. The pro luctiveness of our good lands is wonderful, and high prices are realized for all farm and dairy produce. Any person who engages intelligently in farming or stock-raising in this country should realize a competency in a few years. Every intending settler may pre-empt 160 acres of land, for which he pays the government \$1 per acre in four annual installments. In addition to our agricultural interests, we have an exhaustless supply of as fine timber as can be found in the world. There are a large number of mills engaged in manufacturing lumber and spars for export and local demand, and the industry is capable of indefinite expansion. The annual lumber production now amounts to nearly 30,000,000 feet.

Our coal fields are vast and rich. The Nanaimo coal area is nearly 100 square miles, and that of Co-mox about 300. Large quantities of coal are exported to San Francisco and elsewhere. Our fisheries are also vast in extent, and continually increasing. In 1882 the value of fish packed and cured in this province was \$1,842,675. The capital employed is \$631,670, and there are over 5,000 men engaged during fishing season. Mining is, of course, very largely carried on, for everybody has heard of the mines of British Columbia. Our gold fields are very extensive, covering an area estimated at about 100,000 square miles. There are also rich silver, copper, lead and iron mines scattered throughout the country. The annual yield of gold in Cariboo is now upwards of \$1,000,000. Vast regions of this country have never been explored, and it will doubtless be found that some of the richest mines have not yet been discovered. In this country there is a steady and pressing demand for labor. There is scarcely a single industry whose operations are not hampered because of the scarcity of labor. The farms, the mills, the fisheries, the logging camps, the public works, the railways—all demand more help than the present population can supply. Wages are higher, we believe, than in any other part of the continent. For common laborers the railway contractors are offering from \$2.50 to \$3 a day, and for skilled mechanics from \$3.50 to \$5 per day. Wages in other branches of industry are about equally high. The logging camps, which employ large numbers of men throughout the year, pay from \$60 to \$75 per month, and board. Farm laborers get from \$30 to \$40 per month, and common mill hands about \$60 per month, and board. Board for day laborers is from \$4 to \$5 per week. It will be seen from these figures how great are the profits of labor in this province. The towns and settlements are fairly well supplied with free public schools, churches and other institutions usually found in civilized countries. The general laws and municipal regulations are somewhat similar to those of Eastern Canada, and life and property are as safe as anywhere on the continent. We have the climate and natural resources to make a nation, and what we most need is population. Since the commencement of railway construction all branches of industry have been forced into unusual activity, and now is the time for immigrants to come. No person willing to work need be without employment at good wages in British Columbia.

## MEN OF THE TIME.

His Honor, the Lieutenant Governor,  
and Her Majesty's British Co-  
lumbian Ministers.

### Brief Biographical Sketches.

Some are born great, some achieve greatness,  
And some have greatness thrust upon them.  
SHAKESPEARE.

It is scarcely necessary to say that THE RESOURCES takes no part in partizan politics. In fact party lines do not seem to be very closely drawn in the politics of British Columbia. The "Ins" and the "Outs" appear to be striving for the same general purpose, the speedy advancement of the best interests of the country, but differing widely as to the means which ought to be employed for its attainment. The relative merits of their respective methods of dealing with public affairs, doubtless, can best be estimated by consequent results. Although the debates of the present session of our Legislative Assembly are occasionally spiced with rather pungent acerbity, yet it is gratifying to observe that no charges of official peculation, bribery or corruption are ever preferred against each other by the contending parties. The greatest specific gravity of the several allegations consisting in the alleged incompetency, stupidity or negligence of the respective opposing forces. While this fact may be accepted as evidencing the absence of any corruption or intentional mal-administration on the part of those who have recently had, or now have the direction of our public affairs, it may also be regarded as a most reassuring augury of the future prosperity of the province, and one that cannot fail to be highly gratifying to the intending immigrant and tax-paying settler.

As we intend to add several new and, we trust, interesting features to the general matter of this publication, embracing among other things, portraits and biographical sketches of distinguished self-made men of British Columbia, we have deemed it suitable to commence the series with those of our present Lieutenant Governor and Executive Council.

#### THE HON. CLEMENT FRANCIS CORNWALL,

Lieutenant Governor of British Columbia, is the third son of the late Rev. Alan Gardner Cornwall, Rector of Newington, Bagpath, Gloucestershire, England, and Chaplain in Ordinary to her Majesty. He was born in 1836, was educated at a private school and the University of Cambridge where he graduated B. A. He was called to the bar of the Honorable Society of the Inner Temple, England, and subsequently admitted to practice in British Columbian Courts. In 1862 he came to British Columbia and proceeding into the interior of the province, established himself at Ashcroft, on the Thompson River, where he has since resided and principally occupied himself as owner and breeder of stock. During the earlier years of the province,

Mr. Cornwall represented the Yale-Lytton District in the Legislative Council in several sessions, always preferring election at the hands of the people to a nomination from the government which was more than once pressed upon him, and at the date of Confederation he was summoned to the Senate of the Dominion of Canada. During the years in which he attended its sessions he supported generally the liberal-conservative party, recognizing in its leaders men who had at heart the interests of British Columbia and who were possessed of the requisite ability and statesmanlike qualities to enable them to discharge the onerous duties of governing Canada and of stimulating and fostering its settlement, its progress and its industries. In 1871 Mr. Cornwall married Charlotte, third daughter of the Rev. A. G. Pemberton, Rector of Kensal Green, London, England, and in 1881 he received his commission as Lieutenant Governor of British Columbia.

#### THE HON. WILLIAM SMITHE,

Premier of the Government and Chief Commissioner of Lands and Works, was born in Northumberland, England, in 1842; was educated at Whittington; and in 1859 commenced business as a merchant at Newcastle-Upon-Tyne, in which pursuit he continued for three years, when he emigrated to British Columbia. Arriving at Victoria in the summer of '62 he entered the service of the Hudson Bay Company, in which he remained until, in company with others, he went to Cowichan, and, locating on a farm, which he still owns and occupies, became one of the first settlers of that important district. These were the memorable days of gold—days that fired many an adventurous breast with luring hopes of fortune, speedy, sure and countless. It was scarcely to be expected of one whose ambition had carried him into the midst of busy, bustling commerce at the early age of seventeen, and caused him, ere he was yet twenty, to leave the cultivated society of a quiet English home for the then wild and almost unknown, far west shores of America, that he would, in such exciting times, be content to follow the rather tame and uneventful pursuits incident to the life of a country farmer. Accordingly, he soon after took his departure for the Leech River Mines and thence to the famous gold fields of Cariboo, where he again engaged in mining with varying success. Abandoning the gold quest, and having spent some time in surveying at Burrard Inlet, he next went to California in the spring of '69, and soon after accepted a position on the staff of the San Francisco *Daily Chronicle*. But the harsh winds for which that city is noted, seriously affected his health, so much so that in '71 he resolved to return to British Columbia, having great faith in the remedial efficacy of its genial and health-restoring climate. Nor was he disappointed, for soon after returning to his old farm in Cowichan, he regained his wonted health and vigor, and, with characteristic industry, again went whistling at the plow. In '71 he was chosen to represent the electoral district of Cowichan in the first par-

liament after confederation, and has since been successively returned for the same seat at every election, either by acclamation, or if contested, always at the head of the poll. In 1872 he was appointed a Justice of the Peace for the Province. In January, '76 he was unanimously chosen leader of the opposition by the party with which he affiliates, but on the defeat of the Walkem government in February, '76, he resigned the leadership of his party in favor of Hon. A. C. Elliott who then became premier, from whom, in July of the same year, he accepted the portfolio of Minister of Finance and Agriculture, and continued to administer the affairs of that important department until the defeat of the Elliott government at the general election of June, '78. When parliament reassembled he was again unanimously chosen as leader of the opposition, and on the defeat of the Beaven government in January, '83, he formed the present executive council at the request and with the approval of His Honor the Lieutenant-Governor, and thus became premier of the Government of British Columbia. Besides being endowed with unusual executive ability, his long public experience has made him an astute parliamentarian, ready and forcible in debate; and while possessing an intimate knowledge of the needs and resources of the province, he has an abiding faith in its great and inevitable future. Being only in his forty-first year, and in the enjoyment of vigorous health, the honorable gentleman has a fair promise of many years of life and usefulness before him.

#### THE ATTORNEY GENERAL.

The Hon. Alexander E. B. Davie is one of the sons of the late Dr. John C. Davie, who emigrated from England to this province in 1862 and whose memory is cherished by early colonists. The Attorney-General commenced the study of the law in the office of Mr. Robert Bishop, completing his term of service with Messrs. Drake & Jackson. He was admitted a solicitor in 1868 and called to the bar in 1873, since which period he has been engaged in the active exercise of his profession. He represented the electoral district of Cariboo during 1876 and 1877. In 1877 he was appointed Provincial Secretary, a position which he soon afterwards resigned having been defeated on his return for re-election. At the general election in 1882 he was returned for the adjoining constituency of Lilloet at the head of the polls and having accepted in January, 1883, his present office, was re-elected by acclamation. In his professional vocation and political career he has identified himself with the Mainland, throughout which portion of the province he has been long and favorably known. Mr. Davie is a native of Somersetshire, England, and received his education at Silcoates School, Wakefield, Yorkshire, England.

#### THE HON. JOHN ROISON.

Born at Perth, Ontario, of Scotch parents who emigrated to Canada in the beginning of the present century, was educated there; followed commercial pursuits at Perth, Montreal, Hamilton and Bayfield till 1859, when he came to British Columbia, attracted by the gold discoveries. A vigorous writer and forcible

speaker, he soon came to the front and took a leading part in the struggles of the then Crown Colony for representative government. Was editor and proprietor of the *British Columbian* (the pioneer and leading newspaper on the mainland), established at New Westminster in the beginning of 1861. Was elected Mayor of New Westminster in 1866. Is a Justice of the Peace for the Province and holds a lieutenant's commission in the militia. Represented the important district of New Westminster in the Legislative Council from 1867 to 1870 inclusive, and took a prominent part in bringing about confederation with Canada, the terms for which were formulated and adopted by the Legislature in 1870. Was elected to represent Nanaimo in the Legislative Assembly in 1871 and sat till the spring of 1875, when he accepted the appointment of Paymaster of the Canadian Pacific Railway surveys west of the Rocky Mountains, which position he continued to hold until its abolition in 1879. Resumed publication of the *British Columbian* in 1880, and at the general election of 1882 was returned for the District of New Westminster by the largest majority given by any constituency. Upon the defeat of the Beaven ministry, on the 26th January, 1883, and the formation of the Smith administration, he accepted the appointment of "Provincial Secretary and Minister of Mines, and Minister of Finance and Agriculture," and, on returning to his constituents, received their unanimous approval, having been re-elected by acclamation. His views on all public questions are liberal, progressive and statesmanlike and his name is prominently associated with the history of British Columbia and he enjoys the reputation of being the most vigorous newspaper writer in the Province and the most forcible speaker in the Legislature.

#### THE HON. MONTAGUE WILLIAM TYRWHITT DRAKE,

President of the Executive Council of British Columbia, was born at Kingswolden, Hertfordshire, England, and was educated at Charter House, after which he studied law, and, in 1851, was admitted as a solicitor in the Queen's Bench. Mr. Drake came to British Columbia in 1859, the period of the first gold discoveries in the province, and in 1869 entered public life, when he contested the city of Victoria and was returned as an opponent to confederation, which was then the great pivotal question of the politics of the day. During this time he also took a prominent and active part in the advancement of the educational interests of the country, having been a member of the Board of Education from 1872 until 1878. He was called to the Bar in 1873 and was again elected to a seat in the Legislature in 1882 as a representative of the Capital City, Victoria. At the formation of the present government in January, 1883, he was appointed President of the Executive Council and is also one of H. M. Justices of the Peace for this province. The honorable gentleman is the senior partner of the eminent law firm of Drake & Jackson, of Victoria. A man of recognized ability and social standing, coupled with considerable public experience, he is well qualified to discharge efficiently the very important duties of the high office to which he has so recently been called.

### A CHARMING RESORT.

As a summer resort Victoria has a peculiar combination of unequalled advantages and is to be especially recommended to health-seeking invalids—beautifully situated on the southeastern extremity of Vancouver Island, the largest of the group forming the North Pacific archipelago. The city's atmosphere is charged with ozone, peculiar to this place only. It originates in the snow-cooled breezes on the Olympian range, mixes with the salt sea air of the Pacific and has peculiar health-restoring and life-prolonging qualities, which need only to be known abroad to make Victoria the sanitarium of the Pacific.

Colboro Bay and the Arm offer fine, safe salt-water bathing. At the extreme head of the inlet the water often indicates a temperature of seventy degrees. A valuable spring of sulphur and iron has been discovered at Spring Park, four and one-half miles from the city, and adds no little to the attraction of the place. Pleasure boats and yachts can be rented at reasonable rates, and the mossy banks and shady bays of the Arm make the pleasures of boating bewitchingly attractive. The usual destination of boats is the "Gorge," a narrow rapid some three miles distant, and the course on moonlight nights, rendered lovely and picturesque by the overhanging banks of verdure, is

fairly alive with every description of small water craft.

Beacon Hill, which lies about a mile from the center of the city, is a natural park of unsurpassed loveliness, and in no part of the globe can the traveler find a place of resort, adjacent to an important business community, at once so charmingly rural and so easy of access to those who toil for their living in the heart of the city. Besides the rare beauty of the panoramic view obtainable from Beacon Hill, the park is very naturally a fashionable promenade, and being surrounded by a race-track it is often the scene of trotting and running matches, whilst the youth of the city enjoy its spacious levels with base-ball, foot-ball, cricket, La Crosse and other athletic exercises.

There are other charming spots to which allusion might well be made, but for the purposes of this article it must suffice to state that the whole neighborhood abounds in interesting features—sylvan groves, crystal lakes, mossy banks, flowery pathways, beautiful drives, etc., etc.

### BRITISH COLUMBIA IMMIGRATION BUREAU.

The large number of white emigrants seeking permanent homes, who will doubtless arrive in this province during the coming summer and those now *en route*, together with the installments already received, has rendered necessary the establishment by the government of an Immigration Bureau at Victoria and the appointment of a competent officer for its management.

Accordingly an office for this purpose has recently been opened in one of the government buildings on James Bay, convenient to the Land Office, and John Jessop, Esquire, (late city editor of the *Colonist*), a gentleman intimately acquainted with the geography, resources and industries of the province, has been duly gazetted as Immigration Agent. The office will be plentifully supplied with hand-books, pamphlets and maps containing reliable information for free distribution abroad to intending emigrants and incoming settlers and laborers. Employers of labor,



THE ARM BY MOONLIGHT.

skilled and ordinary, should at once place themselves in communication with the Bureau, in order that the wants of the laborer and employer may be promptly supplied in this respect, a mutual benefit to each as well as to the province at large. Every friend of British Columbia will heartily commend the establishment of a Bureau of Immigration as a wise and timely act, fraught with incalculable benefits to the best interests of the whole country—its settlement and the development of its great natural wealth. It may be unpleasant, but truth compels the admission that we have heretofore neglected to employ any adequate means to promote the settlement of the country. Although all earnestly desired increased immigration as the one thing also-

lutely necessary for the speedy development of its vast and varied resources, yet no proper effort in the direction of securing it was ever made; but with a shiftless patience worthy only of Dickens' Wilkins Macawber, we have always been content "to wait for something to turn up." In view of the rapid progress made in the settlement of less favored regions by the adoption of a liberal immigration policy it becomes more apparent that our do-nothing course has been a penny wise and pound foolish one. To this cause, rather than to our isolated position, (for we have always had a grand ocean highway leading to every port in the world), is mainly due the fact, that this most extensive province of the Dominion, although pregnant with wealth creating resources beyond all others, is, to-day, little more than a sealed book—a *terra incognita* to the outside world. Business men, and especially officials and journalists, are now constantly in receipt of numerous letters of enquiry from intending emigrants, regarding the climate and resources of this country. The increasing interest manifested abroad in this respect is largely due to a happy, and, to us, very fortunate circumstance, namely, the recent visit of H's Excellency, the Governor General and his Royal Consort, the Princess Louise, who have since written and spoken in unstinted praise of our country and its climate, and to whom, for so kindly a service, our people although truly grateful, must ever remain very much indebted. Heretofore this province has always been an unrequited waif of the British Empire, and like other waifs, it too has often sadly neglected many of the opportunities for self-advancement. To no friendly, helping hand or fostering care does it owe its present position. Often kicked but never caressed, the history of this long disregarded province is not unlike that of Mrs. Stowe's immortal "Topsy" as related by herself, "I had no fadder, no mudder, no miffin, I 'specks I growed."

### Summary of Land and Mining Laws.

Any person being the head of a family, a widow, or a single man over the age of 18 years and a British subject, or any other alien upon declaring his intention to become a British subject, may record any tract of unoccupied, unsurveyed and unreserved Crown Lands, not exceeding 320 acres, north and east of the Cascade or Coast Range of Mountains, and 160 acres in the rest of the Province, and "pre-empt" or "homestead" the same, and obtain a title therefor upon paying the sum of \$1 per acre in four equal annual instalments, the first one year from the date of record. Persons desiring to acquire land under this law must observe the following requirements:

1st. The land applied for must be staked off with posts at each corner not less than four inches square, and five feet above the ground, and marked in form as follows: (A B's ) Land, N. E. post. (A B's) Land, N. W. post, &c.

2nd. Applications must be made in writing to the Land Commissioner, giving a full description of the land, and also a sketch plan thereof, both in duplicate, and a declaration under oath, made and filed in duplicate, that the land in question is properly subject to settlement by the applicant, and that he or she is duly qualified to record the same, and a recording fee of \$2 paid.

3rd. Such homestead settler must within 30 days after record enter into actual occupation of the land so pre-empted, and continuously reside thereon personally or by his family or agents, and neither Indians or Chinamen can be agents for this purpose.

Absence from such land for a period of more than two months continuously or four months in the aggregate during the year, subjects it to forfeiture to the Government. Upon payment for the land as specified, and a survey thereof at the expense of the settler a Crown grant for the same will issue, provided that in the case of an alien he must first become a naturalized British subject before receiving title.

Homesteads upon surveyed lands may be acquired, of the same extent and in the same manner as upon the unsurveyed, except that the applicant is not required to stake off and file a plat of the tract desired.

There is a Homestead Law, by which under due registration, real and personal property is protected to the extent of not more than \$2,500 from seizure and sale in bankruptcy.

Unsurveyed, unoccupied, and unreserved Crown lands may be purchased in tracts of not less than 160 acres for \$1 per acre, cash in full at one payment before receiving title by complying with the following conditions:

1st. Two months' notice of intended application to purchase must be inserted at the expense of the applicant in the British Columbia Gazette and in any newspaper circulating in the district where the land desired lies, stating name of applicant, locality, boundaries and extent of land applied for, which notice must also be posted in a conspicuous place on the land sought to be acquired, and on the Government office, if any, in the district. The applicant must also stake off the said land as required in case of pre-emption, and also have the same surveyed at his own expense.

Surveyed lands, after having been offered for sale at public auction for one dollar per acre, may be purchased for cash at that price.

### THE MINING LAWS

Provide that every person over sixteen years of age may hold a mining claim, after first obtaining from the Gold Commissioner a Free Miner's Certificate or License, at a cost of five dollars for one year and fifteen dollars for three years. Every miner locating a claim must record the same in the office of the Gold Commissioner, for a period of one or more years, paying therefor at the rate of \$2 50 per year.

Every free miner may hold at the same time any

number of claims by purchase, but only two claims by pre-emption in the same locality, one mineral claim and one other claim, and sell, mortgage, or dispose of the same.

The size of claims are as follows:

The bar diggings, a strip of land 100 feet wide at highwater mark and thence extending into the river to the lowest water level.

For dry diggings, 100 feet square.

Creek claims shall be 100 feet long measured in the direction of the general course of the stream and shall extend in width from base to base of the hill, or bench on each side, but when the hills or benches are less than 100 feet apart, the claim shall be 100 feet square.

Bench claims shall be 100 feet square.

Mineral claims, that is claims containing, or supposed to contain minerals (other than coal) in lodes or veins, shall be 1,500 feet long by 600 feet wide.

Discoverers of new mines are allowed 300 feet in length for one discoverer, 600 feet for two, 800 feet for three, and 1000 in length for a party of four.

Creek discovery claims extend 1000 feet on each side of the center of the creek or as far as the summit.

Coal lands west of the Cascade Range in tracts not less than 160 acres, may be purchased at not less than ten dollars per acre, and similar lands east of the Cascade Range, at not less than five dollars per acre.

Good building sites in Victoria (60 by 120 feet) where vacant range from at \$250 to \$500, according to eligibility of position, at New Westminster (lots 132 x 66 feet) and at Port Moody, probably about the same; at Nanaimo, from \$150 to \$200. But, outside of business precincts, and in the limit of a short walk, such building sites, in a position privately more agreeable, can be obtained at cheaper rate.

House rent, generally, ranges as under: a four roomed house, with kitchen and surroundings on a town plot, (probably with a miniature garden), can be rented at from \$8 to 12 per month. Larger dwellings at proportionate rates.

Cordwood (the Douglas Fir, an excellent fuel) is delivered in town at from \$4 to \$4.50 per cord; coal at \$8 per ton. Water rates, when the public pipe-supply is used, from \$1 to \$2.50 per month, according to stipulated demand, otherwise there is no general water-rate.

There is a general head-tax of \$3 for educational purposes, levied by the Provincial Government upon all male residents over the age of 18 years.

Provincial assessed taxes, if paid on or before the 30th of June in each year, are collectable at the following rates, viz:

One-third of one per cent. on Real Property.

Five cents per acre on Wild Land.

One-fifth of one per cent. on Personal Property.

One-half of one per cent. on Income.

If paid after the 30th of June in each year:

One-half of one per cent. on Real Property.

Six cents per acre on Wild Land.

One-fourth of one per cent. on Personal Property.

Three-fourths of one per cent. on Income.

The Municipal assessed tax, in Victoria, is one per cent. on all property whether in house or land; but Real Property in Municipalities is exempt from Provincial assessment.

There is also, in Victoria, a Municipal head-tax of \$2 for road purposes, payment of which before the 1st of July in each year entitles the payer, if a British subject, to vote at the election of Mayor and Councilors for the ensuing year.

### The Wealth of the Canadian Pacific.

The Canadian Pacific Railway Company is one of the richest corporations in the world. It started out with a grant of 756 miles of road built and in operation, another grant of 25,000,000 acres of land said to be worth on the average \$5 per acre, and a Government guarantee of a clear gift of \$25,000,000, to be paid by installments, so much upon the completion of each section of seventy miles. Its charter exempts the road, equipments and capital stock from taxes forever, and it has free right of way with all the materials for construction and equipment free from duty. The whole mileage to be built by the company is less than 2,400 miles. The eastern half of it will not cost more than \$15,000 a mile, or \$18,000,000. The western half, including passage through two ranges of mountains, may cost an average of \$35,000 a mile, or \$42,000,000; a total possible cost of \$60,000,000, of which the government pays \$25,000,000, leaving for the company \$35,000,000, which 7,000,000 acres of their land grant from Winnipeg westward will pay. They will then have left their entire capital stock and 18,000,000 acres of land for the construction of connection and branches and equipment, and for the creation of connecting lines of steamships from Montreal to Europe at the East, and from Port Moody with Australia, China and San Francisco at the West. A company so rich in funds and exempt from all taxes forever, and having so large a surplus, together with the advantage of the shortest possible route across the continent, its road, when completed, will inevitably become the greatest commercial highway between the Atlantic and Pacific seaboard. Successful competition by any other trans-continental railway is simply impossible.

**KICKING HORSE PASS.**--The *Ottawa Free Press* of February 15th says:--It is stated that the Kicking Horse Pass, as a route for the Pacific Railway across the Rocky Mountains, has been abandoned, and the old line, via Yellow Head Pass, selected by Mr. McKenzie, again reverted to.

**SCARCITY OF BEEF.**--A Seattle dispatch says that beef has taken another advance there, and now retails at 25 cents a pound. For the first time in Seattle's history, importations are made from British Columbia.



### British Columbia.

All hail Columbia! not least, though last,  
Of treasures rare that nobly come to grace,  
A glorious diadem! of unions past  
Most welcome thine! cordial we give thee place,  
Thou, the most potent center, honored heart,  
Of Canada's Dominion! Thine the fate,  
An Empire to complete. Our destined part  
Unplayed as yet, thou comest a new born state!  
'Mid the twin oceans' foam, we're grandly set  
Like to a diamond pure of price untold,  
In primal brightness sparkling, ere as yet,  
By contact foul bedimmed, to kindred gold  
Wedded alone, refulgent it displays  
A common glory. Thus on thy fair brow,  
Fair Sister of the West, thy wealth portrays  
That spotless maiden crown, thou hast till now,  
Exclusive borne. In destined time thou'rt wed,  
Or like the priceless diamond, set in gold.  
Be thine the lot, in after years, when read  
Thy tale of wedded life, that aye be told,  
High honor's scroll, no conquest thine to boast  
That wades to glory through a sea of blood,  
Climbing to power and wealth at the sad cost  
Of orphans' tears and death in direst mood.  
The victories already thine shall tell,  
Full many an age to come, how sweetly won  
Thy famous battles, hardly fought and well,  
By honored toil and counsel sage all done  
Thy deeds of high renown. Thou mad'st a state,  
Will future ages say. The mainland thine,  
The Islands came, and thou at once wert great!  
In union strong, now earnest, all combine,  
Stretch out their arms of power the land of gold,  
Peaceful to hold, the foaming torrent span,  
Wild mountains pierce, the forrest hoar and old  
Strenuous subdue, and to the use of man,  
Vast fertile plains and valleys grand unfold!  
What strength in union's found, and what thy gain,  
In days to come, to latest hour of time,  
Let thine achievement tell, that casts thy chain  
Through continent and isle, o'er all the clime,  
On mountains' necks, like pearly necklace thrown,  
O'er lakes unfathomed, dashing torrents borne,  
Till oceans meet, and wedded are thine own.  
Thine own to dawning of the Atlantic morn!  
Extend'st thine arm of might where sets the sun,  
Thy magic wand out o'er the western sea,  
And lo! ere yet thy work is well begun,  
Vast continents and islands come to thee!  
Cashmere and Thibet welcome tribute pay,  
Her pent up treasures China willing pours;  
Japan, from rest of earth no more astray.  
And India come, their wealth changing with yours.  
How blest thy favored people in their store!  
Earth's richest theirs! Her pearls Arabia sends,  
Her diamonds rare Golconda! Thine, even more:  
With these shall vie each eager clime that blends  
Its lot with thine, and on thy ocean throne,  
When greater than thyself, bright land, are gone,  
Thou'lt reign, Columbia, o'er the sea,  
Hope, refuge, stronghold of the Free!

### PROGRESS OF THE C. P. R.

At the slide above the big tunnel, work is being carried on night and day. There are about 100 white men there, and it is expected that the slide will be all moved by the 20th inst. From there to Skuzzy, seven miles further up, the grading is all done, and bridges alone have to be built to complete the work.

At camp 19, Boston Bar, there are 70 whites, making bridging and building the trestle along Boston Bar bluff; from there to camp 21, four miles above, the grade is completed. There are at this camp 40 timbermen and 8 gangs of Chinese, who work from there up. Camp 22 is closed for the present.

At camp 23, opposite the 33 mile post there are 70 white men and 16 gangs of Chinese; four heavy structures are being put up. Near this point, at camp 24, a mile and a half beyond, there are forty white men, making timber and putting up trestling.

At the crossing where the iron bridge, built in England, will be placed, gangs of men, about 60 in all, are getting out stone for piers. The pier on the wagon road side will be commenced in a few days.

From the crossing to Lytton there are 250 Chinese grading, and a gang of 25 carpenters putting up trestling near Lytton. The company are running a sawmill at Hautier station.

Just above this point, the largest bridge so far built on the C. P. R. in B. C., has just been completed; it is 123 feet high, built in four stories, and is about 350 feet long.

At camp 25, Salmon river, there are 4 gangs of Chinese, 25 whites, and a number of Indians, taking out foundations and framing Salmon river bridge. At this point the company have a sawmill run by contract by D. Smith.

At camp 27, opposite the 42-mile post, there are 65 white men making timber, and 22 gangs of Chinese grading from Siwash creek to Lick flat, H. F. Rufers, sub-contractor. There are 800 Chinese grading and 40 whites working, between Cisco flat and Fraser crossing work is all done with the exception of a little finishing required on McBride's sub-contract.

There are 60 white men employed above Lytton; two gangs of Chinese are filling in behind cut. From this time on, as work gets finished on the lower portion of the road, the men will be put at work between Lytton and Spence's bridge. It is anticipated that if the season is favorable, the line will be completed to Fraser River crossing by the coming winter.

### Reasons Why Business Men Should Advertise in the Resources.

Inasmuch as our terms to advertisers are as reasonable as those of any other regular publication in the province, and as its circulation will be not only local but also world wide, THE RESOURCES cannot fail to be an excellent medium for business men through which to make their announcements. Besides assisting to render self-sustaining a publication so advantageous to the best interests of the country, and in promotion of which all will be mutually benefitted, the advertiser will, at the same time, secure that extended publicity of his business which the very large circulation of the magazine necessarily guarantees. In view of these facts, we hope that business men throughout the province will cheerfully give us a share of their advertising patronage. The reading matter of THE RESOURCES will not be materially decreased to make room for advertisements, as the paper, if necessary, will be enlarged for that purpose.



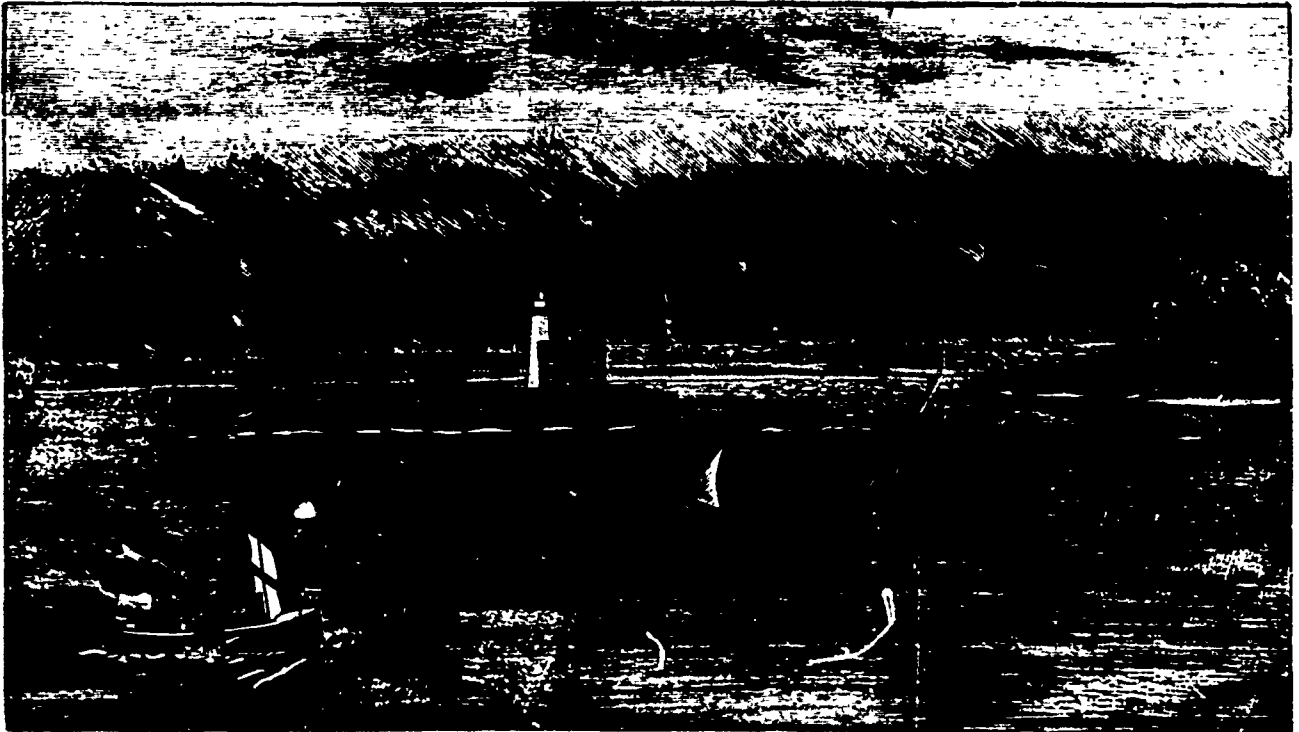
## ESQUIMALT.

The town of Esquimalt is situated on a small peninsula which separates the Royal Roads from Esquimalt harbor, and is distant about  $3\frac{1}{2}$  miles from Victoria, with which it is connected by a good macadamized road. The place is justly celebrated for its beautiful harbor, which is capacious, easy of access and well sheltered and is the first one on the coast for 700 miles north of San Francisco. Principally on account of the facilities this harbor affords, and the general healthiness of the locality, this place was selected by the British Admiralty, at an early date, as the chief naval stations for Her Majesty's ships on the Pacific, and consequently the Admiralty has established an arsenal here, in which are stored large quantities of naval ordnance supplies of all kinds. In addition to the dock yard and arsenal are the naval hospital and

Esquimalt and Victoria. Leaving Victoria at 9 a. m., 11:30 a. m., and 4:30 p. m.; and Esquimalt at 10 a. m., 1:30 p. m. and 5:15 p. m. The fare is 25 cents each way. The two places are connected by telephone.

Esquimalt district is studded with small farms and pretty country residences, some of those along the water being exceedingly picturesque. An Indian village and reserve lie on the northeast side of the harbor and a Roman Catholic mission has been established here. At some seasons of the year the waters of Esquimalt are visited by enormous quantities of herring, and the curing of these at that time is quite a local industry. During the summer months, whiting are found in large numbers in all parts of the harbor. Catching these delicious fish forms a favorite pastime for boating parties, at that season of the year.

Taxada Island, in the Gulf of Georgia, is one mass of minerals.



ENTRANCE TO ESQUIMALT HARBOR.

powder magazine, the latter being situated on Magazine Island, in the northern part of the harbor.

The dry dock, the second largest of the public works ever undertaken in the province, deserves special notice. Its length, is 400 feet on floor; entrance, 65 feet wide, depth, 26 feet. The material used in its construction being Portland cement: concrete, faced with sandstone. When finished this will be one of the largest docks on the coast, affording ample accommodation for the largest ships.

Esquimalt has two churches and two public schools. The former belonging to the English Episcopal and Roman Catholic churches; and of the latter one is situated in Esquimalt town and the other at Colwood.

A stage carrying passengers and H. M. mails makes three trips daily (Sundays excepted) between

## ONE AMONG THE MANY.

As an item of interest to intending settlers and emigrants we publish the following:

To persons desirous of obtaining and settling on unimproved or improved land, there are great inducements in the municipality of Surrey, New Westminster District. This municipality extends south from the Fraser river to the international line and east from the coast to Langley municipality, and contains one hundred and twenty square miles of territory, about one-half of which is unoccupied, and the land is first-class in quality. There are schools and churches, good roads, navigable rivers, and a railroad projected through this municipality. For further information apply to

HENRY T. THRIFT, C. M. C.

Clover Valley, Surrey, B. C.

## KOOTENAY DISTRICT.

In view of the great interest which the proposed opening up of this remote and little known portion of the Province by a company of American capitalists has created, it may be well to give at this time, a brief description of that country and its resources. This extensive district is situated in the extreme southeastern portion of the province, and its area and boundaries may be described as being those of a right angled triangle, or very nearly so, having 200 miles of the 49th parallel from the Rocky mountains westward as a base, a line extending northward from the western end of the base for 200 miles to the foot of Mount Brown in the Rocky Mountains, and thence southeasterly along the eastern boundary of the province to the international boundary line, the place of beginning; embracing a total area of 20,000 square miles or 12,800,000 acres. In other words, it is a triangular territory of which the international boundary is the base, the Gold Range, the perpendicular, and the Rocky Mountain chain, the hypotenuse. The Kootenay District covers a wide area of mineral lands, embracing gold, silver and galena, and in this respect alone, to say nothing of its timber and grazing and arable lands, possesses incalculable undeveloped wealth. The isolation of its position, the high price of provisions and difficulty in traveling over it, or of obtaining supplies for prospecting or mining, have hitherto retarded its development, and, in a great measure, rendered it an almost unknown waste. In the absence of any connecting line of transportation between the southern, and at the same time most important and extensive portion of this district and the C. P. R., it must long remain a sparsely settled and comparatively unproductive region. The portions best adapted for agricultural and pastoral purposes are the valley of the Kootenay River and that at the headwaters of the Columbia, known as the "Lake Country." In these two valleys there are many thousands of acres of land of the greatest fertility, and also a wide expanse of wild hay land, together with innumerable hill-sides and prairies, affording the choicest pasture for stock. In fact the few cattle that have roamed over its ample swards, have thriven in all seasons during the past twenty years. Still there are yet only a few small herds there, not even enough to supply the wants of its present population. Nothing but the gold quest will induce men to remain long in a country so isolated, however rich in natural resources. In this age of railways, steamboats, daily mails, newspapers and telegraphs, the average emigrant, who has doubtless been accustomed to live within reasonable reach of these advantages, can scarcely be expected to forego them all, and to settle permanently in a district affording no prospect of their speedy attainment. It is therefore apparent that every reasonable encouragement should be given to those proposing to construct lines of railway or other means of communication with such localities and thereby render them available

for settlement. We often hear a great deal said about enormous land grants to railway corporations, but it ought also to be borne in mind that from the time of Adam until the advent of the railway these lands never yielded a dollar to anyone, and farther, that for every acre so granted, at least a hundred, as worthless as the one granted had ever been, were made available for settlement, and from nothing thereby increased in value, not unfrequently to \$50 and \$100 per acre. We have no fear that any such enterprises will fail to receive merited support from the Legislature now in session. The experience of British Columbia in the lack of railway facilities, has been a sore and a life-long one, and she cannot now desire to perpetuate in the the future what has been her bane in the past. While unwilling to needlessly alienate any portion of the public domain, y. & every proper means will, we are confident, be employed to promote and foster such public enterprises as will enable the province to move on in harmony with the progressive spirit of the age.


## THE INCREASED DEMAND FOR LIVE STOCK.

### British Columbia's Opportunity.

So great is the demand for meat supplies in the neighboring states that even milch cows are being sold to the butchers at before unheard of prices and the Webfooters, especially, are threatened not only with a scarcity of beef, but they will also be compelled to be content with azure milk or water strait. This morning's *Standard* contains the following advisory and timely article on the subject of the meat supply of this coast:

But a few years ago it was considered throughout the entire length of the Pacific Coast that the stock-raising capacity of Oregon and Washington Territory was practically inexhaustible and that generations must elapse before beef cattle, especially, could b) otherwise than a drug in the market in those vast and well-stocked regions. Events of recent occurrence have proved the fallacy of this belief and demonstrated the extremely unsubstantial nature of the grounds on which it rested. An article in the *Portland Oregonian* of a few days ago gives some significant facts, which shows in the most pointed manner the utter collapse of the stock raising interest in Oregon. It says that owing to the great immigration that has recently set into that country and the consequent accupation and fencing in of the land, stock-raising can no longer be conducted on a large scale, and urges that farmers taking up land should each raise a few head of stock to supply the needs of the country. To support this recommendation it says that from this time forward beef cannot possibly be lower in price than it is at present, and that on the contrary there if every prospect of a steady advance in price. To illustrate the dearth of beef in Oregon it states that cattle for the butcher have recently been imported into Portland from San

Francisco. Nor is it Portland alone that the scarcity of this staple article of food is keenly felt. It is experienced in an equal degree on Puget Sound. Already several shipments of beef have been made to the Sound and it is said that there is every probability that this trade will become extensive in the future. This is the golden opportunity which British Columbia has long been waiting for. With hundreds of miles of the finest pasture land in the world still unoccupied, the facilities for raising stock presented by the Province are unequalled anywhere else, and, as we have seen, there is a profitable market waiting to take all that can be raised. The climate is of the character best calculated to bring beef to the greatest possible state of perfection and at the earliest time. The winters are not sufficiently severe to be detrimental and there is no fear that the growth of the animals will be checked by disastrous droughts in summer. Besides beef cattle, one of the staples of the country, horses, are in demand, and will continue so to be for many years to come, in the Northwest, and these might also be profitably raised by the stock-raiser in addition to meat cattle. Horses are always wanted for herding purposes and it is more easy to raise than to purchase them, and, as we have shown, the surplus stock can be readily disposed of on the other side of the mountains to the increasing population of the Northwest. To these may be added the most easily-managed and perhaps the most profitable of all stock, sheep. There is always a good demand for sheep for the butcher within the Province and now that communication with the interior of the Province will shortly be made easy and cheap, all the wool produced can be sent out for shipment at this port at such rates as will leave a profitable margin to the grower. These three classes of stock, cattle, horses and sheep, can be produced in any desired quantity and with less risk of loss than pertains to any other business that we are aware of in any country, and only a moderate capital is required to commence with. The man who begins with a hundred or a hundred and fifty head of stock will, in a few years find himself the possessor of large herds of the finest cattle in the world. And while they are increasing in number they will also increase in value for, as we have shown, the price must increase with the increase of the demand and consequent requirement of the market; we have instanced these three classes of stock as they are perhaps the most important and therefore the most desirable subjects for investment, but there are other profitable ways in which agriculturists and others could invest their time, labor and money, and to which we shall take occasion to refer in another article. In the meantime it is sufficiently evident that the cattle ranges of the neighboring territories are exhausted and that from British Columbia must come the chief beef supply of the future.

 Subscribe for the RESOURCES OF BRITISH COLUMBIA, to which new and interesting features are now being added.

## TEMPERATURE.

The following abstract is from observations taken on board H. M. S. Topaze, at Esquimalt, Vancouver Island, during the year 1860, and will serve to indicate nearly the ordinary conditions of the climate in Victoria and its environs:

| 1860.     |                  | Deg.                   |             |
|-----------|------------------|------------------------|-------------|
| Month     | Mean daily heat, | Deg.                   | Fahrenheit. |
| April     | 51.50            | 51.50                  |             |
| May       | 55.25            | 55.25                  |             |
| June      | 61.00            | 61.00                  |             |
| July      | 60.50            | 60.50                  |             |
| August    | 63.25            | 63.25                  |             |
| September | 57.25            | 57.25                  |             |
| October   | 53.00            | 53.00                  |             |
| November  | 50.50            | 50.50                  |             |
| December  | 42.00            | 42.00                  |             |
| 1861.     |                  | Deg.                   |             |
| January   | 38.00            | 38.00                  |             |
| February  | 44.50            | 44.50                  |             |
| March     | 46.00            | 46.00                  |             |
|           |                  | Mean heat of the year, | 51.81       |

The subjoined memoranda is taken from a recent issue of the *Colonist* newspaper of Victoria:

|   | 1882. | 1881.  |
|---|-------|--------|
| Victoria:—Mean temperature of month December, | 42.0  | 40.005 |
| Highest " " "                                 | 53.0  | 58.0   |
| Lowest " " "                                  | 22.0  | 24.0   |
| Rainfall in inches, " "                       | 5.37  | 6.13   |
| Rainfall total for 1882, inches.....          | 27.85 |        |
| " " " 1881, " " " " " "                       | 37.99 |        |

The following is supplied by Mr. A. Peele, of New Westminster, who has for some years been assiduously observant of the meteorology of that locality:

Mean temperature and rainfall at New Westminster, B. C., for six years, from 1874 to 1879.

|                                    |            |        |
|------------------------------------|------------|--------|
| Mean temperature.....              | Fahrenheit | 48.05  |
| Highest " " " " " "                | "          | 92.    |
| Lowest " " " " " "                 | "          | 7.     |
| Mean rain-fall, inches.....        |            | 58.95  |
| " height of Barometer, inches..... |            | 29.993 |

## NEW LINE OF OCEAN STEAMERS.

Information recently received conveys the intelligence that at Hongkong a steam service between that port and the northwestern ports of the Pacific coast has been arranged. A steamer of 2,000 tons is already on the way. The steamer C. T. Hook, which arrived here last fall from Hongkong with merchandise and Coolies and took back a cargo of coal, was the first steamer of the new service. On the return of that steamer to the home port the advisability of establishing a line of steamers was considered, and it was finally concluded to inaugurate a new route by the sailing of monthly steamers. The route has been considerably changed from that originally contemplated, with the object of securing available return freights. So much of the course as applied to the direct route from Hongkong to Victoria has been recently altered so as to embrace Portland on the return voyage, thence to San Francisco, where Chinese wishing to visit their country would be taken back, and those coming from China and having proper certificates would be landed at that port. The vessel would then visit the Sandwich Islands, making Honolulu her last outside stopping place, and then sailing for Hongkong. The steamers which will be engaged in this line belong to or are controlled by the firm of Howard & Co., Hongkong.

### THE TEMPTER.

There went a boy from the parent fold  
To learn the manner of earning gold.  
He held his tears, and the rising sigh  
When his mother's lips caught his warm "Goodbye."  
The world he met with ingenuous eyes  
As soft and clear as cerulean skies.  
His ruby lips and his cheeks—why these  
Were like the blossom of apple trees.  
His breath was sweet as the smell of morn,  
When zephyrs rustle the changing corn.  
With earnest heart and untainted soul  
The lists he entered for mammon's gaol.  
And at the "Mart" for many days  
He trod the city's devious ways.  
And tempters many, with smiles demure,  
Sought to disflower a bud so pure.  
They strove in vain, for the parent stem,  
Had grafted virtue too firm for them.  
But another tempter came, alas!  
And touched his lips with the ruby glass.  
Then shone his eyes with a wilder ray,  
And morning brought but the dread of day.  
This first wrong-doing he strove to check,  
But drank again at the tempter's beck.  
And time rolled on, but it found him still  
A captive bound at the tempter's will.  
And his ruddy lips soon lost their hue,  
And his fair young face all haggard grew.  
Yet close to the whisky fiend he kept,  
And his father prayed, his mother wept.  
And, when this Spirit from nether hell  
Had served his horrible purpose well,  
He held the glass at his parting breath,  
Then gave him up to his cronny, death.

### CLIMATE AND ITS INFLUENCES.

Nothing can be a more valuable boon to any country under the skies than the possession of an equable and genial climate which will ensure that the products of the earth by which men live will be brought to maturity and harvested in due season. In various parts of the earth during the past few years very unfortunate climatic conditions have been prevalent to the great detriment of the farming interests. A great part of the most fertile regions of the continent of Europe has suffered from floods. This year there is little prospect that the harvest in England and Ireland will pay expenses owing to persistent rains. In Australia and Cape Colony prolonged droughts have prevented vegetation and caused a failure in the crops of wheat and other cereals. At the present time of writing it is reported that the weather on the eastern shore of the continent of America and in England is excessively severe, as much so as to render the operations of the agriculturist impossible. Farming cannot be carried on and consequently the result will be that there will be little or no crop to reap. A very gratifying and satisfactory contrast is presented by the cli-

mate of this province. To-day the air is as balmy and mild as is usual in May. The ground is fit for cultivation and there neither has been excessive frost nor an overabundance of rain. This is by no means unusual in this province, the climate being uniformly genial and there being no such thing known as a failure of crops from inclement weather if ordinary care is used. But the present agreeable weather is worthy of remark in view of the very different condition of affairs prevalent elsewhere. Here genial spring is in full perfection, there it is still the depth of winter with all its accompanying disadvantages.—*Standard*, 16th ult., Victoria, B. C.

### THE MONETARY AND COMMERCIAL CAPITAL OF THE WORLD.

London is at present made up of an aggregation of cities having at least a score of governing bodies. The reform legislation which parliament is to enact will do away with all this and make one grand municipality, which will include the old city of London with a present population of 500,000, together with 23 civil parishes, 15 board of works districts, and a large number of other queer little districts which at present have separate existence. The new London will have a population of 4,764,312, equal to the combined population of the cities of New York, Boston, Philadelphia, Providence, Brooklyn, Chicago, New Orleans, Cincinnati, St. Louis and Baltimore, or, to put it by states, a population as great as the states of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut and Minnesota. The annual revenue of the new city will be almost equal to that of Belgium and twice as much as that of the Dominion of Canada a few years ago. It will start out with a debt only five times greater than that of the city of Boston, and but \$20,000,000 in excess of that of New York city. The debt per capita, of the new London will be about \$28, while it is nearly \$75 in Boston and not far from \$100 in New York. The new city of London will be, from every point of view, the chief municipality of the world, and it will be very many years before it will have a successful rival in the matter of population, wealth or influence.

### Bank of British Columbia.

The general meeting of the proprietors of this bank was held at the City Terminus Hotel, London, on the 6th March. The report shows that the net profits for the half year were \$25,000 in excess of the profits of the preceding half year. The paid up capital is \$1,730,000; reserve fund, \$220,000. A dividend at the rate of six per cent. per annum with one per cent. bonus added, clear of income tax, was declared. The report has created a most favorable impression; 20 shares fully paid up are quoted at £22 10s. to £23—a premium of about 11½ per cent.; £20 shares, £10 paid up, rule at from £11 to £12.

**FAMILY MARKET REPORT.**

OFFICE OF THE RESOURCES OF BRITISH COLUMBIA, }  
MONDAY, April 2, 1883. }

**RETAIL PRICES CURRENT.**

**BUTTER**—Choice Island, 50c per lb, Island Roll, 62c, New Grass, Cal, 75c per roll.  
**CHEESE** Canadian, 30c per lb, California, 25c, Eastern Cream, 30c, B. C., 25c, Stilton, 37c.  
**EGGS** Fresh Island, 37c per doz; Sound, 25c.  
**CORNMEAL**—50c per sack of 10 lbs  
**OATMEAL** 62c per sack of 10 lbs  
**FLOUR** Extra, \$7 50 per bbl, \$2 per sack, Superfine, \$5 75 per bbl  
**WHEAT**—24c per doz per lb.  
**BEANS**—Lima, 8c per lb, Small White and Bayou, 6c per lb  
**SPLIT PEAS**—12c per lb.  
**VEGETABLES** Potatoes, 1c per lb, Shalots, 5c, Onions, 3c per lb, Celery, 37c per doz, Carrots, 1c per lb, Rhubarb, c per lb, Lettuce, c per doz, Cauliflower, 50c or 25c per dozen, Radishes, c per doz bunches, Squash, c each, Turnips, 25c per doz bunches, Green Peas, c per lb, String Beans, c per lb, Cucumbers, c per doz, Cabbage, 2c per lb, Tomatoes, c per lb, Green Onions, c per lb, Chili Pepper, 25c per lb, Green Corn, c per doz, Vegetable Marrows, 75c per doz, Sweet Potatoes, c per lb.  
**HAMS**—Home Cured, 30c per lb, Chicago, 3c per lb, Oregon, 20c per lb, Shoulders, c per lb.  
**BACON** Breakfast, 22c per lb, Oregon, 24c per lb.  
**LARD**—25c per lb.  
**FISH**—Cod, 6c per lb; Salmon, 7c per lb; Boneless Cod, 16c per lb, Soles, 6c per lb, Halibut, 6c per lb, Yarmouth Mollers, 25c per doz, Salmon Bellies, 3 for 50c, Herring, 3c per lb, Flounder, 6c per lb, Smoked Golachans and Salmon, 12c per lb, Smelt, 6c per lb, Sturgeon, 6c per lb, Whiting, 6c per lb, Shrimp, 25c per lb, Salt Golachans, 6c per lb, Crabs, 50c per 75c per doz, Smoked Herring, 12c per lb, Simon Trout, 5c per lb.  
**CANNED SALMON**—1 lb tins, \$2 per doz.  
**FRUIT** Lemons, 50c per 75c per doz, Oranges, 25c per doz, Limes, 37c per doz, Apples, 5c per lb, Cranberries, 75c per gal, Quinces, 8c per lb, Pears, c per lb, Grapes, c per lb, Bananas, 50c per

doz, Cocoanuts, 12c each; Cherries, c per lb, Apricots, c per lb; Strawberries, c per lb, Gooseberries, c per lb, Plums, c per lb, Peaches, c per lb, Tahiti Oranges, c per doz, Pineapples, 75c per doz each; Watermelons, c each, Muskmelons, c each.  
**CANDIED FRUITS**—Lemon, 50c per lb, Mixed, 50c.  
**CURRENTS** Zante, 15c per 16c per lb.  
**RAISINS** English Layers, 33c per lb, California, 2c per lb, Sultanica, Valencia and Elena, 25c per lb.  
**FIGS** New, 50c per lb.  
**MIXED SPICES**—25c per tin.  
**STARCH** \$1 per box  
**TEA AND COFFEE**—Coffee, ground, 50c per lb, green, 28c per lb, Tea, from 37c to \$1 25 per lb.  
**SUGARS** Crushed or Cube, 6 lbs for \$1, Granulated, or No. 1, 7 lbs for \$1, D or No 2, 8 lbs for \$1.  
**NUTS** English Walnuts, 20c per lb, Almonds Paper Shell, 37c per lb, Jordan, 75c per lb, Brazil, 37c per lb; Chestnuts, 37c per lb.  
**ROLLED SPICED BEEF**—12c per lb, Ox Tongues, 75c each, Smoked Tongues, \$1 each  
**BEEF** Choice Cut, 12c per lb, of er cuts, 7c to 10c per lb, Soup Meat, 5c to 7c per lb.  
**MUTTON**—Choice Joints, 12c per lb, Stewing Meat, 6c to 8c per lb.  
**PORK**—12c per lb.  
**VEAL**—12c per lb.  
**LAMB**—Fore Quarters, \$1, Hind Quarters, \$1 25  
**SALSADES**—1 lb, 25c.  
**SI ET**—12c per lb.  
**STICKING PIGS** \$2 50 or \$3 each.  
**DUCKS**—Tame, 75c per lb each, Malard, 62c per pair, Teal, 37c each.  
**CHICKENS**—62c or 75c each, Spring, \$5 per doz.  
**TURKEYS**—25c per lb.  
**GEENSE** Tame, 25c per lb, Wild, 50c or 75c each.  
**COAL OIL**—\$2 per tin, \$ case, \$3 75.  
**OYSTERS**—75c per quart, Canned 37c.  
**HAY**—\$1 37c per cwt.  
**OATS**—2c per lb.  
**MIDLINGS**—2c per lb.  
**BRAN**—1c per lb.

**Druggists.**

**LANGLEY & CO.** Prescriptions accurately dispensed. Toilet Articles, &c. Yates St. & Langley Alley.  
**Furniture and Upholstery.**

**WEILER, JOHN.** Also, a magnificent stock of Crockery and Glassware. Fell's Block, Fort St.

**General Merchandise--Wholesale.**

**STROUSS, C. & CO.** Commercial Row, Wharf street Importers and Dealers in General Merchandise.

**Groceries--Wholesale and Retail.**

**FELL & CO.** Importers. Also, Wine and Spirit Merchants, Fell's Block, Fort Street.

**SAUNDERS, HENRY,** Johnson Street. Large stock. Fresh Goods, also fine Wines and Liquors.

**Groceries--Wholesale.**

**OPPENHEIMER BROS., IMPORTERS,** Finlayson's Block, Wharf Street. P. O. Box 239.

**Meat Markets.**

**QUEEN'S** by Goodacre & Dooley. Wholesale and Retail. Purveyors to H.M. Navy. Government St.

**Real Estate and Insurance Agents.**

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

**Saloons.**

**MARKET EXCHANGE,** Geo. Thomson, Proprietor. Fine Wines, Liquors and Cigars. Cor. Fort and Wilcox Streets.

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

**PROVINCIAL NEWSPAPERS.**

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

**COLONIST.** Daily and Weekly. Terms: Daily, by mail, \$10 per year; by carrier, \$1 per month. Weekly, \$3 per annum. D. W. Higgins, publisher, Victoria, B. C.

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

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

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

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

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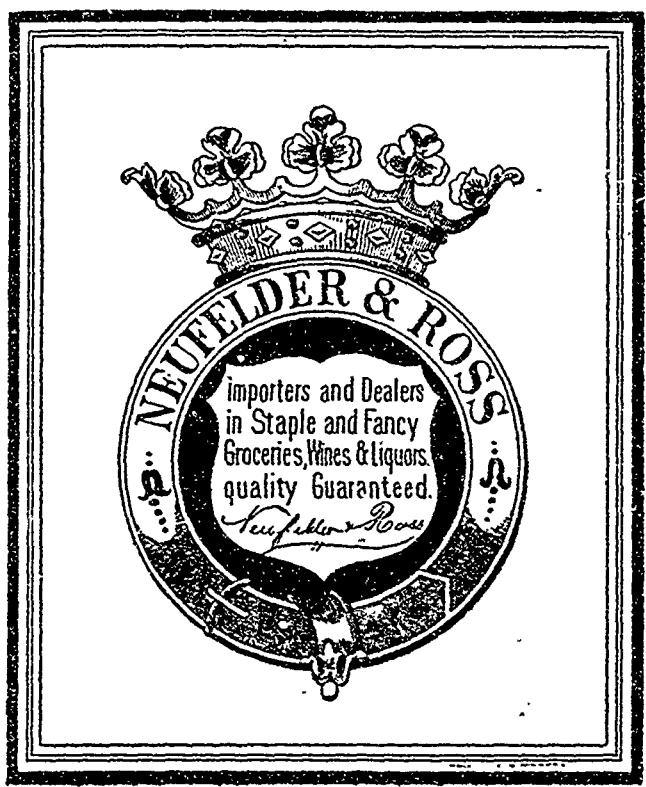
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