BRITISH COLUMBIA EDITION.

SAN FRANCISCO
WEEKLY
Journal of Commerce.
AND
PRICE CURRENT.
—DEVOTED TO—
Finance, Commerce, Manufactures and Mining, on the Pacific Coast.
TERMS OF SUBSCRIPTION:
ONE YEAR Weekly Edition (in advance).......$4 00
SIX MONTHS..$2 50
Postage in the United States, Canada, British Columbia, prepaid by the Publishers. Postage to all Foreign Countries must be prepaid.
Sample Copies Free to any Address.

San Francisco Journal of Commerce

Devoted to the Commercial, Financial, Manufacturing and Produce Interests of the Pacific Coast.

VOLUME XXII. SAN FRANCISCO, THURSDAY, DECEMBER 4, 1884. 47.

Established 1872. Incorporated 1883.
S. F. Journal of Commerce
PUBLISHING COMPANY.
....PUBLISHERS OF....
Daily San Francisco Journal of Commerce, Shipping Gazette (Tri-Weekly), Weekly San Francisco Journal of Commerce and Price Current, El Jornal del Comercio for Mexico and Central America, Daily Call List, Official Record of the San Francisco Produce Exchange, Official Journal of the U. S. Navy and War Departments.
W. H. MURRAY, Business Manager.
Office: 536 Clay St., S. F.
Entered at the post-office as second-class matter.

VICTORIA, B.C.

The Capital of a Country Larger than Great Britain,

And One of the Richest and Most Fertile in the World,

Its Lands, Mines, Minerals, Fisheries, Lumber Industries, etc., Described.

The Canadian Pacific and the Magnificent Country Opened Up by It.

THE GROWTH OF VICTORIA.

Its History and what It Is To-Day.

ITS GREAT FUTURE PROSPECTS.

Its Representative Merchants and Business Men.

Undoubtedly one of the future great cities of the world will be found in Victoria, the capitol of British Columbia. The great transcontinental railroad of the North, the Canadian Pacific, will have its practical terminus there, and it will be one of the shortest lines from ocean to ocean that connects the commerce of the Orient to the Occident. It will be the great Pacific outlet for the wheat lands of the great Northwest that stretch from the United States border to the base of the Rocky Mountains, and along the banks of the Valley of the Saskatchewan where almost half a million square miles of the most fertile land in the world invite the plow. And it will be the commercial center and seat of the whole of the Northwest coast from the border of Washington Territory to the confines of Alaska. The province of itself has 350,000 square miles of surface, or three fold that of England, Ireland and Scotland, which supports more than 30,000,000 of people and which has the greatest commerce in the world. Victoria itself has at present a population of 10,000, which is steadily increasing and which is rich and prosperous, and her future prospects are of the very brightest. We expect after the advent of the railroad, which will open up to her all the rich agricultural and mineral lands of the interior, to see her population double inside of five years and quadruple inside of ten years. In fact, her position will make her a sort of second New York, with Vancouver Island as a larger and greater Manhattan. In a recent interview, Sir John A. MacDonald, Prime Minister of the Dominion of Canada, said that a line of Japanese steamers had been subsidized by the English Government to ply between Victoria and Yokohama, thus making the former a sort of New York of the Pacific for the whole Dominion of Canada. Sir John's statements are a fair warning to American lines of railway that they are to have formidable competition by the Canadian Pacific for the control of the Oriental commerce. It is a specific notification to the Northern Pacific Road that it is not to have a monopoly of the Puget Sound trade even after it has gone to the enormous expense of building the Cascade Division of its road.

A Portland paper says if the Union Pacific and Northern Pacific Railroads antagonize each other they may build up a formidable competitor to Portland on Puget Sound, but it will not be Tacoma, nor yet will it be Seattle. The British Government and the managers of the Canadian Pacific are too far-sighted for this. It may be said that this cannot be prevented. But it can. The Canadian Pacific may do for some town near the Straits of Fuca all that the Northern Pacific has done for Tacoma, and more too. The Grand Trunk Railroad of Canada is largely sustained by American commerce to-day, with numerous American roads competing for the same business, and what has been done in the eastern portion of the great dominion may also be done in the western.

With proper enterprise Victoria may be made the shipping port of the wheat fields of the great northwest of British America. The lands from the American border to the Rocky Mountains and in the valley of the Saskatchewan, can produce, at 20 bushels to the acre, the immence total of six thousand millions of bushels of wheat, or three times the total product of the earth to-day. Victoria is the nearest sea shipping point, and with a Panama or Nicaragua canal the voyage to Great Britain need not exceed 40 days. From this it may be seen what mighty possibilities this young city has.

City of Victoria—Historical Sketch.

In the early years of Queen Victoria's reign,

HUDSON'S BAY FORT,

bounded by Government, Fort, Wharf and Bastion streets, was founded and named after the young Queen. Around this as a nucleus a few employés' dwellings soon clustered, but little or no permanent progress was made till the summer of 1858, when the then near State of California and the territories of Oregon and Washington were electrified with the report that astounding discoveries of gold had taken place on Fraser river. Six or seven large steamers and a number of sailing vessels brought up several thousand miners and adventurers during the months of June, July and August, and a city of tents immediately sprung up around the company's fort. Many of those tents soon gave place to temporary wooden structures, most of which, having outlived their usefulness, have been superseded by permanent brick and stone edifices within the past few years. The outcome of the '58 rush gave Victoria a permanent population of probably 2,000, almost exclusively males, in addition to the Hudson Bay Company's servants and civil officers of the Government of Vancouver Island.

In 1862-3 the extraordinary richness of the Cariboo gold fields produced a repetition of the rush of '58. Although Fort, Yates and Johnson streets, together with Wharf, Government, Broad, Douglas and a few other streets had then been pretty well opened up and built upon, yet the city of those days was entirely inadequate to accommodate this influx of people, a majority of whom were from the mother country. As a matter of course the place grew amazingly in every direction for a year or two. This wave of immigration passed on chiefly to the mountains of Cariboo, and the impetus given to Victoria was only of a temporary character.

In 1866 Victoria was constituted the capital of the united colonies of Vancouver Island and British Columbia. This political change destroyed the free port, for which was substituted the old B. C. tariff. From 1866 to the date of confederation with Eastern Canada Victoria made but little progress. The loss of the free port, combined with a large falling off in the produce of the gold fields in different parts of the mainland and Leech river on the Island, caused a general shrinkage in real estate values and almost put an end to building operations.

With confederation in July, 1871, and immediate preparations on a large scale for explorations for the Canadian Pacific Railroad route and surveying, came a revival of every branch of business, and great hopefulness in the future of the province generally and this city particularly. It is scarcely necessary to state that those hopes were only realized in part, or that various untoward circumstances retarded rapid progress during the next ten years. In this decade, however, a liberal non-sectarian school system was inaugurated for the whole province, the benefits of which were largely participated in by this city. Good municipal government, extensive city improvements, the enterprise of merchants and property holders, together with the visits of Earl and Countess Dufferin, and particularly the Marquis of Lorne and Princess Louise, and settlement of former differences with Canada, have all tended to bring about the prosperons era in which every one is now rejoicing, and which has increased the population from less than 6,000 in '81 to over 10,000 in '84.

Victoria.

Is situated on the southeastern extremity of Vancouver Island, in latitude 48 deg., 25 min., 20 sec. north, and west longitude 123 deg., 22 min., 24 sec., occupying, with the adjacent harbor of Esquimalt, a position of prominent importance, as for present local needs as for the requirements of the future commerce of the Pacific. It is distant about 750 geographical miles from San Francisco, and about thirty from Port Townsend, Washington Territory. Its home ports are on all sides accessible as far as the Alaskan boundary, in latitude 54 deg., 40 min. New Westminster, situated on Frazer river (and which is also a port of entry), is distant only about 70 miles, or six hours passage of steamer. Nanaimo, another port of entry, is nearly equidistant; while there are other stations of delivery along the coast within varying distances. The fact of its being the first available seaport north of San Francisco, upon the northwest coast, confers necessarily upon Victoria, and its allied harbor of Esquimault, an importance that cannot be easily over-rated.

THE HARBOR OF VICTORIA

Itself is not capable, at present, of accommodating vessels drawing more than eighteen feet of water, but dredging operations are in progress, which will increase the present capacity; while the adjacent and supplementary harbor of Esquimalt is constantly available, where ships of any burden can at all times freely enter and discharge. An excellent macadamized road, upon which stages run regularly, connect Victoria with Esquimalt; there is also telephonic communication. Westward to Sooke, and northward to Saanich, are excellent roads, graded throughout, and a drive in either direction, through charming scenery, can readily be undertaken with the certainty of enjoyment. Most of

THE BUSINESS PORTION OF THE CITY

Is well built of stone and brick, many of the buildings displaying considerable taste and architectural skill. The private dwellings are nearly all wooden structures, many of which are surrounded by thrifty orchards, containing the apple, pear, plum, cherry, currant, raspberry and gooseberry, growing to perfection; and inland may be found the apricot and peach; while the gardens, adorned with luxuriant shrubbery, and prolific with many well known flowers, attest the generally diffused taste for horticulture in its most attractive form.

Contiguous to the city boundary, on the southeastern side, is the Public Park, a spacious tract of great natural beauty. The view from here, looking towards the American side, cannot be surpassed. The placid waters of the Strait, on which swift steamers may be seen passing on their way to New Westminster, Yale and other ports of the Province, viewed together with the snow-capped scenery of the Olympian range, is charming in the extreme. In the center rises, with a gentle slope, the knoll known as "Beacon Hill," from the circumstance of its having, in the early days, been surmounted by a signal post which served to indicate the entrance to the harbor. Around this eminence a race-course is laid out. Here also is the cricket ground, upon which assemble the players of cricket and baseball, and the members of the Athletic Club, who indulge in the pleasures of football and the Canadian game of La Crosse.

Within a distance of about two miles from the city is an attractive and beautiful spot called the "Gorge," an inlet from the harbor. Visitors to Victoria, and Victorians themselves, thoroughly enjoy the boating and other charming attractions which the Arm and the Gorge afford, and no one can visit this beautiful spot with other than feelings of rapture. This, however, is but one among the number of attractive scenes which invite the tourist's attention; and, as excursions are extended in various directions, fresh beauties present themselves to gratify the visitor who, bent on recreation or in quest of health, may sojourn for a while in Victoria and its neighborhood.

From various eminences, notably in the vicinity of the residen ce of the Lieut. Governor, Blanchard Avenue, Hospital Hill, Head of Pandora Avenue, Church Hill, and from Mt. Tolmie (a delightful walk of about a couple of miles), the eye is enchanted with the picturesqueness of the landscape, and the pretty houses embowered in ivy, honey-suckle, and other lovely creeping plants, and neatly trimmed lawns.

The Government buildings, five in number, built of red brick, and of Swiss style of architecture, are located upon a neck of land accessible by a substantial bridge across James Bay, and, viewed from Government street, have a decidedly pretty effect, with their well kept lawn and choice evergreen trees. Here are the Provincial Offices. At the foot of the lawn is a grey granite obelisk, erected by the people to the memory of Sir James Douglas, K. C. B., the first Governor and Commander-in-Chief, from 1851 to 1864.

The Dominion Buildings are well and solidly constructed, containing accommodation for the various federal offices. Among these are comprised the Custom House, the Post Office, and Marine Hospital.

A stock company has subscribed $50,000 for the erection of an imposing Opera House.

Victoria has direct mail communication with San Francisco three times a month by subsidized mail steamers. An overland communication is also established, via Puget Sound, with Portland, in Oregon, at intervals daily, by which the Eastern mails also reach here. There is constant communication with ports in Oregon and California, by means of steamers engaged in the coasting trade. The "Sardonyx," a fine steamer, was brought from England by an enterprising local firm, and was placed on the route between Victoria and San Francisco, for the conveyance of freight and passengers, but has since been superseded.

A very efficient fire brigade is maintained in Victoria, composed of several companies, whose members serve gratuitously.

A submarine telegraphic cable, crossing the Gulf of Georgia at Nanaimo, connects Victoria with the mainland, the line extending far into the interior of British Columbia. A branch from New Westminster joins the Western Union Line in Washington Territory, and so with New York and other parts of the world. Within the city a useful telephonic system is in operation.

An abundant supply of water is obtained from Elk Lake, a distance of seven miles, the works costing $200,000. Gas was introduced several years ago, and is in general domestic use, the electric light is used for public lighting. The climate is very equable, the thermometer seldom falling to zero in winter, and rarely exceeding 85 deg. in summer, ranging generally between 55 and 70 deg. Fahrenheit.

Victoria possesses a large and well appointed Public School, under the general supervision of a Board of Trustees, and a most efficient staff of teachers. The scholars are taught free of all expense to the parents. The building is of brick, two stories high, with well appointed class rooms, play ground, &c., and commands a beautiful view of Victoria and the harbor.

A large and handsome brick structure has just been completed for the accommodation of the pupils of the High School, where all the advanced grades of education are taught. A great incentive is offered to the scholars, from the fact that when sufficiently advanced they can be appointed teachers at a liberal salary.

There are private seminaries affording elementary and progressive education, and funds are now being raised for the erection of a commodious building, and to establish a college with a large staff of able teachers under the auspices of the Anglican Church.

An excellent institution for the education of females already exists, conducted by the re- [illegible] of St. Ann. It is much appreciated and well patronized. The capacious and sightly edifice which is occupied by the good sisters and their pupils, is located in the Southern outskirt of the city, in a spacious enclosure containing a thrifty orchard and neat gardens.

There are in Victoria ten Christian Churches, besides a Jewish Synagogue, viz.: Two Anglican, one Reformed Episcopalian, two Roman Catholic, two Presbyterian, two Methodist and one Baptist.

The Mechanics' Institute has a complete and valuable library of choice works of the best authors, a spacious reading room, which is largely availed of; and upon its tables may be found the latest newspapers and magazines from all parts of the globe. Strangers introduced by a member are given free access.

There are four daily newspapers, the *Colonist*, *Standard*, *Evening Post* and *Daily Times*, with weekly editions, all of which are ably conducted.

As mercantile institutions, there is a Pilotage Board, and also a Board of Trade.

There are four banks, viz.: The Bank of British Columbia, the Bank of British North America, the Dominion Savings Bank, and Garesche, Green & Co., the last being also agents for Wells, Fargo & Co's Express.

Several Benevolent Societies, such as the B. C. Benevolent, B. C. Pioneer, French Benevolent, Rifle Association, Law Society, St. Andrews, Caledonian, Agricultural and Horticultural, Victoria Orchestral, Temperance, Ladies' Church Society, and three bands of music, and also a private club, known as the Union Club, have long been in existence. Masonic Lodges, Independent Order of Odd Fellows, Foresters and Ancient Order of United Workmen, are strongly represented. Besides the Royal Hospital, an institution supported by public grants, aided by private contributions, there are two other excellent foundations for the care of the sick, viz.: the Hospital of St. Joseph and the French Hospital.

There are many thriving industries, among which may be mentioned iron and brass works, planing mills, soap works, boot and shoe, match, cigar, glove factories, and other industries.

VICTORIA CITY—GENERAL PROGRESS.

There has been marked progress during the past few years. This is seen in the increased telegraphic and telephonic communication, and great improvements in the streets. The seal, fur trade, salmon canning, fish, fish oil, and lumber trades have been vastly developed, and are now assuming gigantic proportions. The harbors of Victoria and Esquimalt are thronged with shipping, to an extent unknown before. The salubrity of the climate, the manifold beauties of Victoria and its surroundings, together with the excellence and cheapness of its hotels, are attracting a large and increasing number of visitors. Signs of substantial progress are everywhere observable in stores, warehouses and dwelling-houses, which have lately been completed, whilst many others are approaching completion.

THE BEAUTIES OF THE COUNTRY

Adjacent to Victoria are almost without compeer. Earl Dufferin, the Governor-General of Canada, in a speech delivered in 1876, said:

"Such a spectacle as its coast line presents is not to be paralleled by any country in the world. Day after day, for a whole week, in a vessel of nearly 2000 tons, we treaded an interminable labyrinth of watery lanes and reaches that wound endlessly in and out of a network of islands, promotories and peninsulas for thousands of miles, unruffled by the slightest swell from the adjoining ocean, and presenting at every turn an ever-shifting combination of rock, verdure, forest, glacier and snow-capped mountain of unrivaled grandeur and beauty. When it is remembered that this wonderful system of navigation, equally well adapted to the largest line of battle-ship and the frailest canoe, fringes the entire seaboard of your Province and communicates at points, sometimes more than a hundred miles from the coast, with a multitude of valleys stretching eastward into the interior, while at the same time it is furnished with innumerable harbors on either hand, one is lost in admiration at the facilities for inter-communication which are thus provided for the future inhabitants of this wonderful region."

THE ISLAND OF VANCOUVER

Is separated from the extreme northwestern portion of Washington Territory by the historical Straits of Juan de Fuca, through the center of which runs the International line. It is oblong in shape, extending northwesterly parallel with the mainland, from which it is separated by the narrow and island-dotted channel of the Gulf of Georgia, a distance of nearly 300 miles, and has a width varying from thirty to fifty miles. Its area of 12,000 square miles is heavily timbered and generally mountaineous, the highest peaks attaining an altitude of from 6000 to 9000 feet. The area of low and level land is comparatively limited, though in the aggregate amounting to 389,000 acres. The chief arable tracts are found in the extreme southeastern portion, where a margin of low and tillable land, varying from two to ten miles in width, lies between the mountains and the water. This extends for some distance along the eastern coast line; the extreme northern end also possesses an extensive area of comparatively level land. Along the western, or ocean coast, there is but little arable land in comparison with the total area, though here and there are considerable tracts. The coast line, especially on the ocean side, is much broken by bays and inlets which indent it, often penetrating many miles into the interior, and offering numerous safe harbors.

The soil generally is very fertile. When properly cultivated the average yield per acre of cereals is 25 bushels of wheat, 50 of oats, 40 of Chevalier barley and 50 of rough barley. Rye, buckwheat, corn, hops (in certain places), beans, peas, potatoes, melons and garden vegetables produce abundantly. All fruits of the temperate zone thrive and bear prolifically. Cattle in small bands do well and support themselves the year round by grazing upon the edible plants and grass of the more thinly wooded districts, and browsing on the tender brush and the nutritious lichens which hang from the tree branches.

The town of Esquimalt is distant three and one-half miles from Victoria, and lies on a peninsula separating Esquimalt Harbor from the Royal Roads. The superiority of its harbor facilities caused the British Admiralty to select it for a naval station many years ago. Here are an arsenal building, where large quantities of naval and ordinance supplies are stored, a naval hospital, a dockyard and a powder magazine, the latter on an island in the northern portion of the harbor. The Dominion Government is building an immense dry dock, the second largest of the public works undertaken in the Province. Its dimensions are: Length, 400 feet; depth, 26 feet; width of entrance, 90 feet. It is being substantially built of concrete, faced with sandstone. Three hundred and fifty thousand dollars have already been expended, and its completion is confidently expected within three years. Esquimalt has two churches, a public school and a number of business buildings and residences.

Nanaimo is situated on the east coast, seventy miles above Victoria. The city has for its background a dense and continuous forest, beneath which lie vast deposits of bituminous coal, the mining and shipping of which is the chief business of the settlement. The town lies along the bay, its streets being quite irregular and conforming to the sinuosities of the indented shore line. It was founded by the Hudson Bay Company in 1852, as a mining village and trading post; but with the growth of the mining industry, which has increased ten fold in the past few years, a town has sprung up possessing considerable commercial importance. The adjacent harbor of Departure Bay has accommodations for a vast amount of shipping, and a number of vessels may always be seen there, loading with coal or waiting for cargoes. This is connected with the Nanaimo harbor by a long, deep channel, which offers no obstacle to the passage of the largest vessels.

The Island Railway is projected to run up the east side of the island from Esquimalt as far as Discovery Pass, though at present it is located only as far as Nanaimo, the road beyond that point being left for future consideration. A substantial grant of land has been made to further the enterprise by the Provincial Government, and for several years all land along the route, both granted and crown, have been withdrawn from sale. The project, for various reasons, remained dormant for several years, but recently a company was organized by Mr. Robert Dunsmuir, the well-known capitalist, and Mr. Charles Crocker of San Francisco, which will at once begin the construction of the road and complete it to Nanaimo as speedily as possible. This will result in throwing the lands, greatly enhanced in value by the railway, open to occupation, and the rapid settlement of the agricultural districts along the route will follow, as well as the springing up of many new industries. The advantages of such a road to Victoria, Nanaimo, and, in fact, the whole island cannot be overestimated.

We have spoken of the vast area of fertile country which would be connected with Victoria as a shipping port of the market. Besides this, which is outside the boundaries of the province, British Columbia is estimated to contain 10,000 square miles of arable land. Out of its great area, however, it is certain that there must be rich mines, which will be discovered according as the country is settled and railroads reach the remote sections. But this 10,000 square miles is double the area of the land tilled to wheat in England or California; so that its prospective value may be readily seen. An exhaustive article on this subject will be found in another column.

There are many good locations yet to be found where salmon are abundant, and these will no doubt be occupied as soon as the rapidly increasing demand for the product assures it a reliable market. In 1876 there were but three canneries, with a total pack of 8,247 cases, which had increased in 1883 to thirty-one canneries and 196,292 cases, about 60,000 less than were packed the year before. In this branch of the fishing industry about 5000 hands are employed. This year the canning will be large.

A most important fish is the oolachan, or candle fish. This is a small fish, about the size of a sardine, and is so oily that, when dried, it will burn like a candle, especially those caught in Nass River. They enter the Fraser in millions about the 1st of May. They are delicious when fresh, smoked or salted, and their oil is considered superior to cod liver oil or any other fish oil known.

Herrings swarm in the waters of the bays and inlets during the spawning season in the spring. They are not at that time of as good quality as when taken in nets from their permanent banks and feeding grounds. They are somewhat smaller than the herring of Europe, though fully equal in quality when taken in their prime. There is a factory on Burrard Inlet where herring oil is pressed out and fertilizers made from the dried scraps.

The Skidegate Oil Company is engaged in extracting oil from the livers of dog-fish. The works are located at Skidegate, at the southern end of Graham Island, and give employment to ten white men and a large number of Indians. In 1883 there were 400,000 fish caught, which yielded a total of 40,000 gallons, or an average of one gallon of refined oil from the livers of ten fish. This oil is admitted to be superior to any other kind as a lubricant, and is chiefly shipped to the United States, where it pays a duty of 25 per cent.

Whale oil is another product, though whale fishing is not carried on extensively. Whales of the largest description are found on the outer coast; in the waters of the archipelago the humpback whale is quite numerous, and yield from thirty to fifty barrels of oil each. Porpoise, also, yield a large amount of oil.

Seals and sea otters are annually caught in great numbers off the Straits of Fuca and the west coast of Vancouver Island. In 1883 there were ten schooners engaged in sealing, employing forty sailors and 296 hunters, the latter chiefly Indians, who used 148 cedar canoes. Over 9,000 fur seals and about 3,000 hairy seals were captured, valued at $93,000. The former are valued at $10 and the latter at 50 cents.

THE LUMBER RESOURCES

Of British Columbia are probably the greatest in the known world. These immense woodlands, following the Pacific for hundreds of miles, can supply the whole earth.

Here are two large mills manufacturing for foreign exportation. The Hastings Saw Mill Company cuts about 15,000,000 feet annually, frequently filling orders for special timber of an enormous size. Some have been cut twenty-eight inches square and 110 feet long. The Moodyville Saw Mill Company cuts nearly 20,000,000 feet annually and employs about 100 men, having numerous electric lights for night work. Timber has been brought to this mill measuring seven feet six inches in diameter at the butt and five feet 130 feet from the base. This is the Douglas pine, or fir, and both companies own large tracts of that valuable timber. The Hastings Mill Company own a forest close at hand which, it is estimated, will yield upwards of 400,000,000 feet, and constitutes a property of enormous value. Cargoes of lumber are sent to China, Australia, Sandwich Islands and all Pacific Coast ports, and spars to England. Another mill is located at Port Moody.

The Rock Bay Sawmill, at Victoria, has a daily capacity of 30,000 feet, and has good shipping facilities. At New Westminster are located the Dominion Sawmills, which have a daily capacity of 40,000 feet of lumber, 12,000 laths and 20,000 shingles. Adjoining this are the Royal City Planing Mills, which cut 35,000 feet of lumber, 8000 laths and 25,000 shingles daily. These two companies make sash, doors, furniture, etc., in great quantities. At Nanaimo the Royal City Planing Mills have a sawmill, which cuts 20,000 feet per day.

GOLD MINING

It was which first brought the province into prominence and made it known generally to the outside world.

Gold is known to be almost universally distributed in the Province of British Columbia. There is scarcely a stream of any size in any part of the Province that one cannot wash a few 'colors,' as they say, out of, at the very least, and in 105 localities, which I catalogued in 1877, actual mining had been carried on for gold. The main auriferous belt of British Columbia runs from southeast to northwest, just inside the Rocky Mountains, and includes the mining localities which have been called Kootenay, Big Bend, Cariboo, Omineca and Cassair. From south to north, from 1858 to 1882, the gold produced in British Columbia amounted to $46,685,334, (about £9,337,000 sterling) which is a great return, considering that the average population of the Province, taking the period altogether, would not exceed about 10,000 whites. The average number of miners employed in these placer diggings has been 2940, and the average yield per man employed, obtained by dividing the total by the number of miners, $683 per man per annum. The greatest yield of any one year was in 1864, when $3,735,850 was sent out of the country. Last year the total yield was only $1,013,827.

The decline in the yield of gold shown by statistics will be offset in future years, when quartz mining will become a settled industry.

To the outside world, British Columbia is known chiefly by her gold, lumber and

COAL.

All authorities agree as to the extent and value of the coal beds of British Columbia. The deposits are widely spread. In quality, the Vancouver Island bituminous coals are found to be superior for all practical purposes to any coals on the Pacific Coast. Nature has given this advantage exclusively to Canada on the Pacific sea-board. These coals are in large demand in the San Francisco market. They rank there with the West Hartley coals. On an average, nearly two-thirds of the sea-borne Pacific Coast coal received annually at San Francisco are from Vancouver Island. Coal formations of tertiary age, furnishing very good coal of its kind, cover great tracts also of the mainland of British Columbia. Anthracite coal exists in Queen Charlotte Island and on the mainland, and indications of its presence have been observed in Vancouver Island.

The exports of British Columbia coal to San Francisco since 1860 have been as follows:

	Tons		Tons
1860	6,600	1873	31,400
1861	6,500	1874	51,000
1862	8,900	1875	61,100
1863	5,700	1876	101,000
1864	19,800	1877	102,400
1865	18,200	1878	140,300
1866	10,900	1879	150,100
1867	14,800	1880	169,200
1868	23,300	1881	158,600
1869	14,900	1882	153,800
1870	12,600	1883	125,100
1871	15,600		
1872	26,000	Total	1,420,800

It is only within the past few years that this trade has assumed large proportions. In the twelve years ending with 1873, the imports were 150,000 tons, or 12,500 tons per annum. In the last ten years these imports have been 1,280,000 tons, or 107,000 tons per annum. In the last five years they have averaged 153,000 tons per annum, or as much in one year as was received at San Francisco in the first twelve years of the above period.

The present indications point to a large increase of the coal trade of the province. Several cargoes have been sent to Wilmington; also to Mexico and the Hawaiian Islands. The near approach of the completion of the Canadian Pacific Railway, and the great extent and high value of the coal on the sea-board of the province, have already caused several wealthy steamship companies, which desire to command the trans-Pacific trade, to consider practically the desirableness of making the British Columbian sea-board a place of supply and call.

A test by the War Department of the United States, undertaken some years ago, to find the best steam-raising coal on the Pacific Coast, showed that to produce a given quantity of steam it took 1800 lbs of Vancouver coal to 2400 lbs of Seattle coal, 2600 lbs of Coos Bay (Or.) coal, and 2600 lbs of Mount Diablo (Cal.) coal. This proved that, as far as the Pacific Coast is concerned, the coal of Vancouver Island has a marked superiority over all the others.

THE CANADIAN PACIFIC RAILWAY

Is one of the mammoth enterprises of the world.

In 1871 surveying parties were sent out to explore the comparatively unknown region through which, if possible, it should pass, and report upon the most favorable route. Over $3,500,000 have been expended upon these preliminary surveys. The location of the road east of the Rocky Mountains being much the less difficult, the work of construction was commenced on the Eastern Section in 1874, with 264 miles completed and in operation in 1880; but from the Rocky Mountains to the Pacific Coast no less than eleven lines were surveyed before determining the best terminal point and route thereto. Port Moody, at the head of Burrard Inlet, was finally selected as the mainland terminus, and Kicking Horse Pass as the route across the Rocky Mountains. Recently, however, Vancouver, a new town to be built on Coal Harbor, near the entrance to Burrard Inlet, has been chosen for the terminal point in place of Port Moody.

In 1880 a contract and agreement was made between the Dominion of Canada and an incorporated company, known as the "Syndicate," for the construction, operation and ownership of the Canadian Pacific Railway. By the terms of this agreement, that portion of the railway to be constructed was divided into three sections; the first, extending from Callander Station, near the east end of Lake Nipissing, to a junction with the Lake Superior section then being built by the Government, was called the Eastern Section; the second, extending from Selkirk, on the Red River, to Kamloops, at the Forks of the Thompson River, was called the Central Section, and the third, extending from Kamloops to Port Moody, at Burrard Inlet, the Western Section. The company agreed to lay out, construct and equip in running order, the Eastern and Central Sections by the 1st day of May, 1891.

The Government agreed to complete that portion of the Western Section between Kamloops and Yale by June 30, 1885, and also between Yale and Port Moody on or before the 1st day of May, 1891, and the Lake Superior Section according to contract.

The Government agreed to grant the company a subsidy in money of $25,000,000, and in land of 25,000,000 acres. The Government also granted to the company the lands required for the roadbed of the railway, and for its stations, station grounds, workshops, etc.

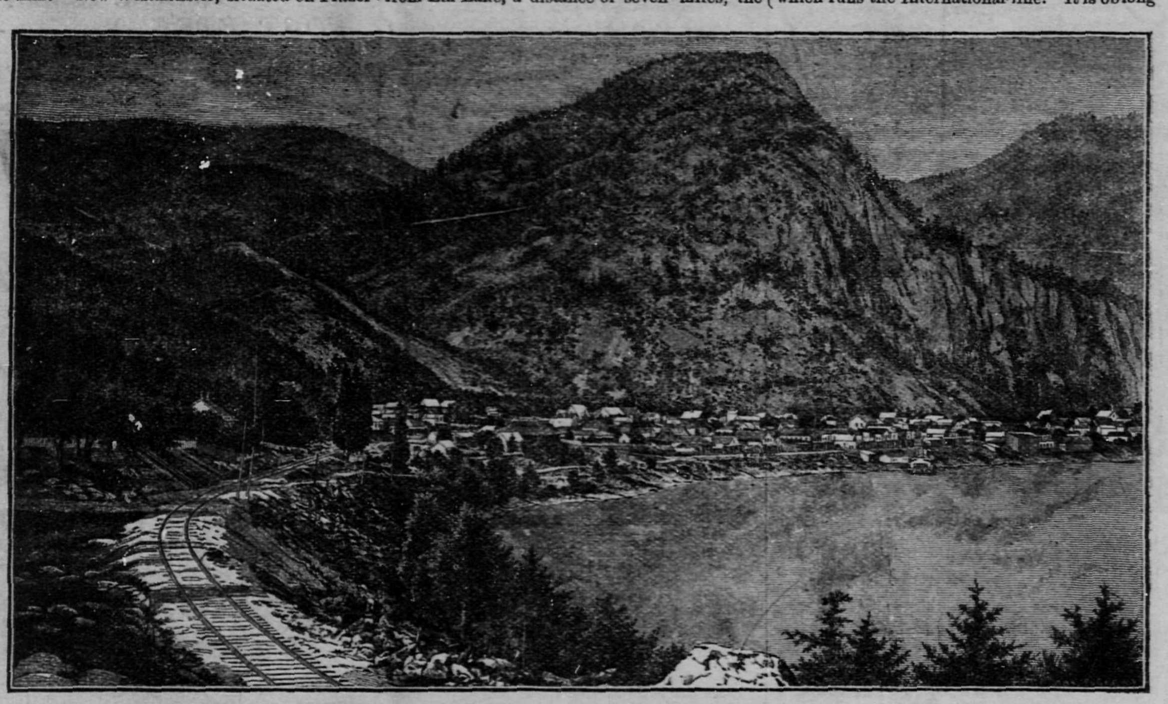
Soon after the consummation of the agreement Mr. A. Onderdonk, an experienced railroad builder, became managing contractor for the construction of that portion of the Western Division extending from Port Moody to Savona Ferry, a distance of 212 miles. It presented greater difficulties than have ever been overcome in railway building.

For nearly sixty miles, from Yale to Lyton, the river has cut through the lofty range of the Cascades thousands of feet below the summits.

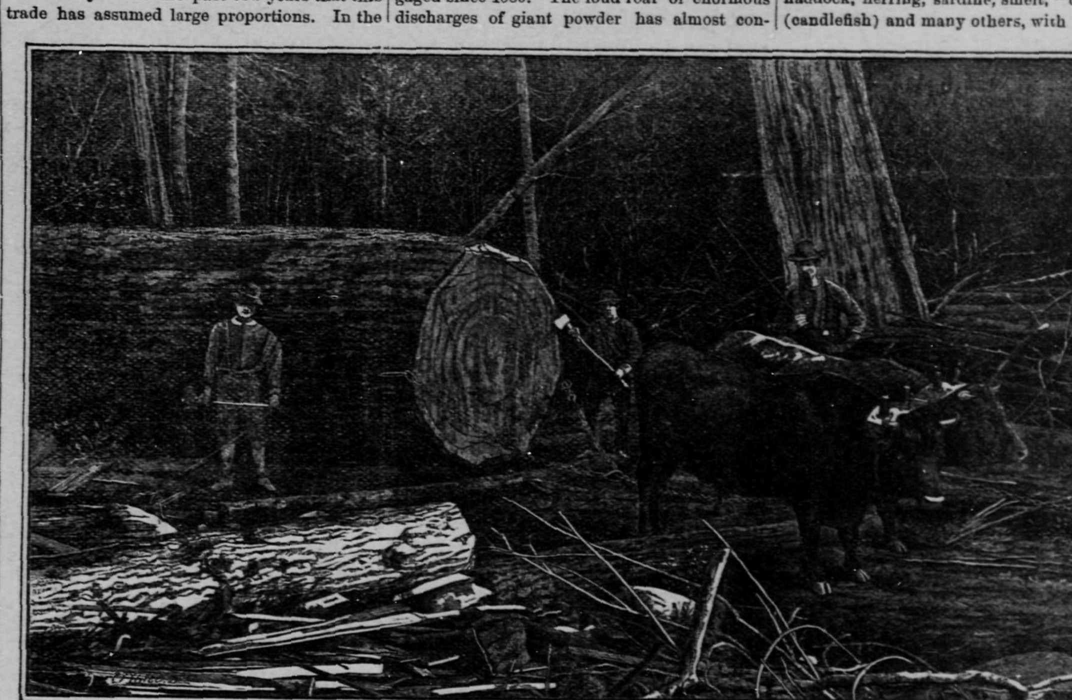
On this sixty miles of tunnels, rock work and bridges the greater portion of Mr. Onderdonk's construction army of 7000 men have been engaged since 1880. The loud roar of enormous discharges of giant powder has almost constantly reverberated among the mountains. Many tunnels have been bored, one 1600 feet in length. It is estimated that portions of this work have cost $300,000 to the mile.

One of the greatest feats accomplished was the construction of the cantilever bridge across the Fraser, below the town of Lytton. Besides the one recently completed across Niagara River, this is the only cantilever in America; and it is gratifying to know that the feat was accomplished by engineers of the Pacific Coast. The total length of the bridge is 530 feet, the central span being 315 feet long. The ends of the span rest upon piers of solid masonry, ninety-six feet high, and containing 6480 cubic yards of stone. The superstructure contains 1,200,000 pounds, or 6000 tons of cast steel and iron. The total cost was $280,000. This remarkable engineering accomplishment was performed by the San Francisco Bridge Company, the only firm of constructing engineers on the Pacific Coast capable of erecting works of such magnitude. All the bridges on the Western Division of the road, aggregating forty-seven spans, were constructed by this company, and the bridges which they have erected on the coast, if placed end to end, would span a stream eleven miles wide.

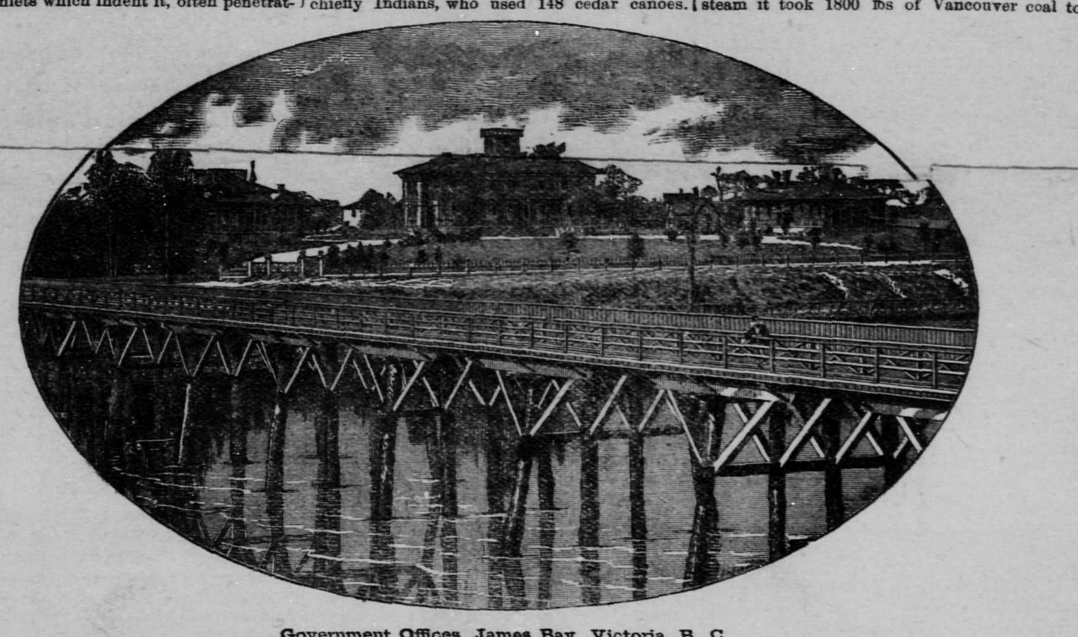
At the beginning of the present season the road had progressed 975 miles west of Winnepeg, leaving only 300 miles to be built to the point where it unites with the Western Division at Kamloops. This is all mountain work, and will not be completed until the end of 1885.



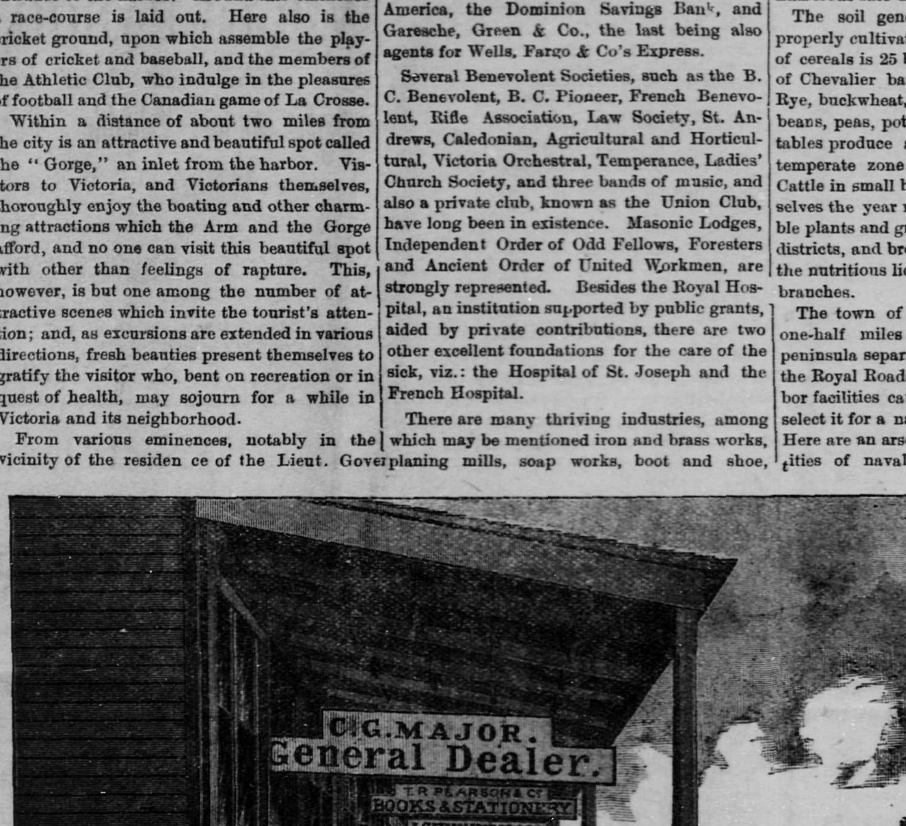
View of Yale, B. C., from a Photograph.



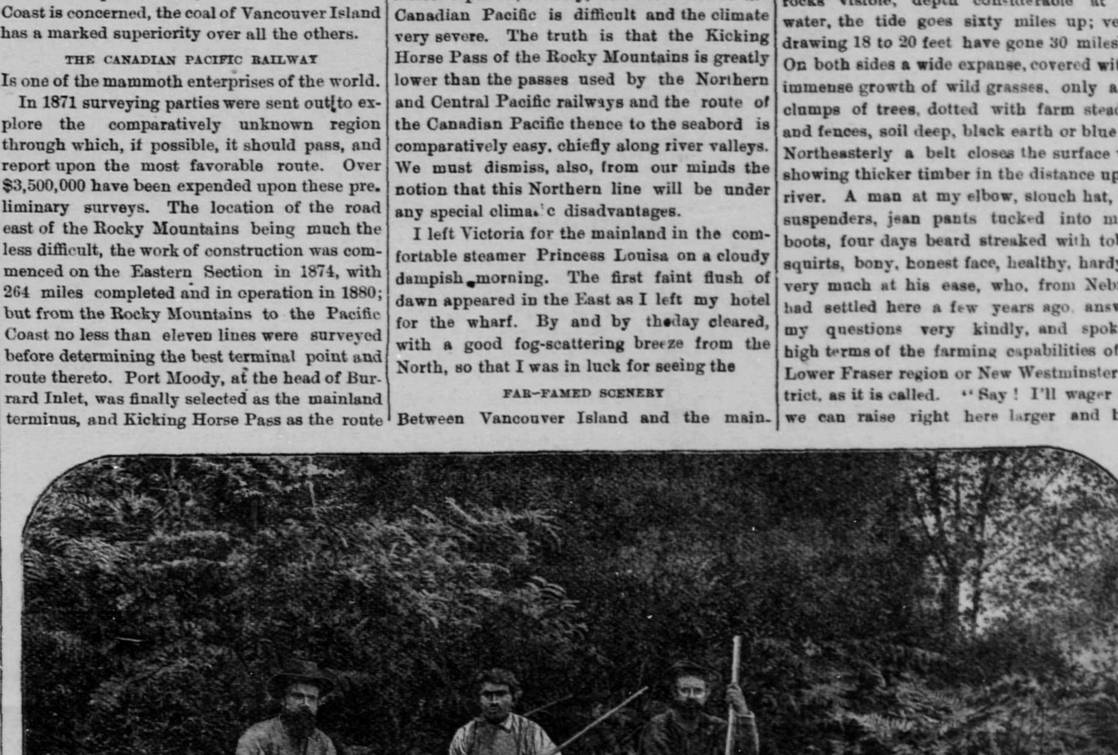
Logging Scene at A. C. Fraser's Logging Camp, Burrard Inlet, B. C., from a Photograph.



Government Offices, James Bay, Victoria, B. C.



Street Scene, New Westminister, British Columbia.



The Result of a Day's Hunt on North Arm, Burrard Inlet, British Columbia, from a Photograph.

FOUR HUNDRED MILES

Along the Canadian Pacific—A Fine Country, Fertile Soil, an Agreeable Climate and Beautiful Scenery.

[FROM OUR OWN CORRESPONDENT.]

VICTORIA, B. C., November 17, 1884.

The chief event of the near future in this province will be the opening of the Canadian Pacific Railway for traffic. It already is across the Rocky Mountains in its westward progress and more than 200 miles of the line have been made easterly, from the seaboard at Burrard's Inlet. The gap will be closed next year. This will be an important fact in Pacific slope history, and though the season was late I did not like to be in Victoria without crossing to the mainland and seeing something of the country along the line. I must remove two misconceptions, namely, that the route of the Canadian Pacific is difficult and the climate very severe. The truth is that the Kicking Horse Pass of the Rocky Mountains is greatly lower than the passes used by the Northern and Central Pacific railways and the route of the Canadian Pacific thence to the seabord is comparatively easy, chiefly along river valleys. We must dismiss, also, from our minds the notion that this Northern line will be under any special climatic disadvantages.

I left Victoria for the mainland in the comfortable steamer Princess Louisa on a cloudy dampish morning. The first faint flush of dawn appeared in the East as I left my hotel for the wharf. By and by the day cleared, with a good fog-scattering breeze from the North, so that I was in luck for seeing the

FAR-FAMED SCENERY

Between Vancouver Island and the mainland. True, the season was latish and I dare say I lost some of the more charming effects of atmospheric light and shade, but the greens, goldens and russets of the woods and the grasses were pretty behind the dark rocks of the shores and among the grey lichen-crusted boulders on the surface. A lady passenger on hearing that I was a stranger lamented the sedateness of the season and assured me that the islands and the watery passages were "awfully pretty" in Summer, when seen through a dreamy, sea-born haze. This I can well believe, but for the present I was highly pleased both with the landscape and the seascape. The scenery is, I should say, charming rather than grand, at least the grandeur is only in the effect of the distant mountains to the east and south, which were not very clearly visible on the occasion. We ran smoothly past a multitude of islands and emerged from a narrow pass—Plumber Pass—into the open gulf, there about fifteen miles wide. Vancouver and its outlying islets are rock-girt, but not bold or rugged, in this part of the littoral. The shores curve endlessly into bays, coves and nooks, and are in general low, with many small promontories. Everywhere the rocks are bossy, like the back of a whale or dolphin, a big one here and there ending a promontory, but commonly they cover the shore line with a succession of such rocks rising and sinking in gentle undulations into one another. The steamboat often goes so near to the shore, among the

INTRICATE PASSAGES AND ENDLESS ISLETS,

That one can trace the ruts and scratches on the rocks—silent memorials these of the long vanished ice age of which geologists tell us. The islands are of almost every size and shape, rocky and wooded, but with good soil in parts, and more herbage than one would expect from their appearance. A person of Crusoe-like proclivities might here suit himself well. Many of the islands that are suitable for settlement are occupied by sheep farmers, whose mutton is choice, and fruits, also, luscious. I was informed further that these waters abound with the best food and oil fishes—salmon, cod, halibut, sole, flounder haddock, herring, sardine, smelt, "oolachan" (candlefish) and many others, with plenty of the shark tribe. Fishing must become a great business here—the salmon canning and oil packing already represent much capital—for these sheltered waters, innumerable harbors, coves and beaches, and the mild, open winters, give wonderful facilities to the fisherman. Looking back towards Vancouver, before steaming into the gulf, I could see that the coast was in general low, undulating back to moderately high hills, with every variety of of mass and outline. I have spoken of "rocks," but these are only seen on the shore line; the bones of the country do not stick through a scanty skin of soil and turf. On the contrary the surface is dark with foliage—vegetation everywhere almost tropical in luxuriance, except on the small prairies or "oak openings," as some here call them. A high distant point, northeasterly up the gulf was pointed out to me as the famous Texada Island, which contains a mountainous mass of iron—a coarsely granular magnetite with very little phosphorus—well situated for mining, smelting and shipment. But we speed towards the mainland, the high hills of which curve inland in front of us. Muddy, now, is the sea, melancholy the lonely light-house, near which a crew of three men were lost last month in a small boat, winding is the channel among the shifting sand banks. Soon a great tract of low land appears, filling the area of the above mentioned curve, or what can be seen of it, but the mouth of the [illegible] easily be distinguished by a stranger owing to the lowness of the land. Captain George Vancouver nearly a century ago, whose book I have on my knee—deeming it one of eld as if I were reading Herodotus—entirely missed

MOUTH OF THE FRAZER,

But went into Burrard's Inlet, fourteen miles N. N. W. I gazed on the scene with interest as we entered the river. There are two channels or arms, and New Westminster city, to which we are bound, is just above their junction, fifteen miles up. Away to the right, on the shore, is a high, white-faced cliff ending a wooded promontory, called Point Roberts, which is severed by the boundary line—the 49th parallel. Further on, the mountains seem to run inland beyond sight, returning to the seaboard a long way north, about Burrard's Inlet. We entered by the southern arm. The river is about a half mile broad, current three or four miles an hour, water clay-colored, but good to drink when filtered, the banks low and muddy, no rocks visible, depth considerable at high water, the tide goes sixty miles up; vessels drawing 18 to 20 feet have gone 30 miles up. On both sides a wide expanse, covered with an immense growth of wild grasses, only a few clumps of trees, dotted with farm steadings and fences, soil deep, black earth or blue clay. Northeasterly a belt closes the surface view, showing thicker timber in the distance up the river. A man at my elbow, slouch hat, dirty suspenders, jean pants tucked into muddy boots, four days beard streaked with tobacco squirts, bony, honest face, healthy, hardy and very much at his ease, who, from Nebraska had settled here a few years ago, answered my questions very kindly, and spoke in high terms of the farming capabilities of this Lower Fraser region or New Westminster district, as it is called. "Say! I'll wager that we can raise right here larger and better crops, acre for acre, than can be raised anywhere on the continent, Red River and the Wabash included. Put up your money and I'll name the farms. Don't care what the crop is, any grain, any root, I'll take you on fruits, too. You bet we'll come out ahead. You can't beat us either on thick-meated, sweet beef and mutton."

Ascending the river, which has islands and many fine reaches and a fairly good channel, the low, marshy ground gave place to meadow and then the meadow to jungle timber not difficult to clear, past salmon canneries and wharves and past successive farms, until, rounding a point, we suddenly come in view of

NEW WESTMINSTER

On the right bank—sawmills and canneries and lines of wharves, with numerous river steamers—a long, gentle slope for the townsite, covered with public buildings, houses and streets—a very pretty picture. This is the principal, or rather among many villages, the only city on the mainland. It has about 3,000 permanent inhabitants, and a considerable floating population. I got capital quarters on landing, and after an excellent dinner, with water very delicious, with or without a "stick" in it, walked through the city. The gently rising ground affords good drainage facilities. There are many important buildings and handsome dwellings. Among the former are half a dozen churches, a high school, denominational colleges and schools, public schools, an asylum, penitentiary, Canadian Government Postoffice and other buildings. On my way to the suburbs of Saperton, and afterwards from the upper part of the city, I had some pleasing and even grand water and mountain views up river—the "Queen's Reach" is very fine—and a magnificent panorama in the opposite direction, of which the principal features were the two arms of the Frazer, the gulf and the mass of islets with the low hills of Vancouver in the distance. Next morning I visited the business portions of the city, sawmills, tanneries, breweries, foundry and so forth, all of which seemed to be thriving, and afterwards spent some time verifying the statements of the farmer on the steamboat and in collecting farming, climatic and other facts from authentic sources. At midday an opportunity offered for visiting Burrard's Inlet in a small steamer, which was to proceed down the north arm of the Frazer and round the shore. This was exactly the trip that suited me, so I embarked in haste, intending to return by land from Burrard's Inlet to New Westminster. Burrard's Inlet is the terminus of the Canadian Pacific Railway, and to judge of it rightly a sea approach is necessary. The north arm of the Frazer down which we steamed is about 100 yards wide, but being shallow, say 6 to 8 feet, it may be called only a boat channel. It reaches the sea about five miles north of the Frazer sand heads, and itself is split into two short arms at its mouth by a large, low, wooded island.

THE SOIL IS VERY RICH

Along the north arm of the Frazer and there are many fine farms. Complaint is made that some of the land is held by speculators. It is about nine miles from the mouth of the north arm to Burrard's Inlet, but sand banks, dotted with drift timber, stretch a long way off shore and our little steamer had to keep out before heading for Port Grey, which is a long wooded promontory ending in a rounded bluff. This forms the southern headland of the entrance to Burrard's Inlet. Opposite to Point Grey, northerly from it, is a high island close to the mainland, with a round, almost bare, summit. This latter may be said to form the northern headland of the entrance to Burrard's Inlet. The bay thus formed, called English Bay, is four miles long and three miles wide. A narrow entrance at its head leads into Burrard's Inlet proper. There is also at its head a little inlet called False Creek. English Bay has good anchorage, from 30 fathoms downwards. It is land-sheltered, except to the west, but winds rarely blow directly from the west. The area is reduced somewhat by a hard sand bank, dry at low water, with stretches for a quarter of a mile off Point Grey. This bank protects the anchorage in some degree on its only exposed side; a breakwater, not a costly undertaking, would make the anchorage perfect. The tide rises 16 feet at springs. There is plenty of fresh water. On the south shore of the bay we passed a clean, shelving beach, and back from that on the land there seemed to me to be ample space for a town. Here, then, did no other suitable place exist in the locality, is an ocean terminus for the railway. But let us enter the inlet proper—Burrard's Inlet—from this bay just described, which may be called the outer anchorage of

BURRARD'S INLET.

The entrance to the inlet proper is not exactly "plain sailing," except with wind and tide favoring, or in tow, but it may be called a good entrance, because over 1000 ships have loaded at the sawmills inside the inlet, with scarcely an accident in going in or coming out. The chan- [illegible] at times the tidal current is very swift. For half a mile the channel is only about a cable and a half wide, and it is somewhat narrow for three-quarters of a mile further, when the broad inlet is reached. This is the principal port of Burrard's Inlet; the eye rests on a placid sheet of water about as big as English Bay. On each side is a sawmill with ships loading. The water shoals from 36 fathoms in the middle to either side. The best anchorage is at Coal Harbor, which is on the south side of the expanse and about two miles within. The land there appears to be suitable and sufficient for any railway, shipping or city purposes. Coal Harbor has been chosen by the Canadian Pacific Railway Company as their terminal harbor and it certainly is an admirable one in itself and particularly in relation to the outed anchorage in English Bay. The magnificent, well-sheltered, almost contiguous havens, leave nothing to be desired in the requirements of a seaboard terminus for a trans-continental line—navigation, searoom, anchorage, mooring, dockage, wharfage and large, suitable land area adjoining. To my surprise I was informed that what seemed to the eye the head of the inlet some four miles away, was not the head of it; a second narrow passage there led to a long arm among mountains, and a small east arm, the latter called Port Moody. I accordingly visited the latter place. The entrance to it from Burrard's Inlet proper is much like the first entrance already described from English Bay into Burrard's Inlet—the one is here called the "first narrows" and the other the "second narrows." Port Moody has been used by the railway contractor as a loading place for material. It is a snug, clear harbor, about three miles long by one-third to one-half mile wide and will be useful as an adjunct to the Burrard's Inlet harbor proper. It is not in itself naturally suitable for a terminal harbor; having to be reached through two "narrows," being deficient comparatively in commodiousness and in extent of suitable adjoining land area, though with advantages of its own that may make it a useful adjunct, as above said, if required in the future. It was skinned over with ice lately to the thickness of six inches; the main Burrard Inlet harbor is always entirely open. From the above it is evident that the Canadian Pacific Railway not only has an available terminal port on the seaboard, but has one difficult to equal, consisting in fact of

TWO MAGNIFICENT HARBORS

supplementing each other and a useful adjunctive sheltered sheet of water.

Back again to New Westminster from Port Moody on foot, by a road rather too muddy at this season to be pleasant. All next day busy in making further inquiries about the district in general which I shall summarize the result of, further on. The following morning I started from the landing opposite the city to ride through the country to Hope. The railway runs on the right bank of the Frazer and the wagon road on the left bank. I chose the wagon road, as the great bulk of the farming land is on the left bank, stretching thence to the American boundary and fifty or sixty miles up the river. The road was good, but not so my horse or "cayoosh" as they call him; I could only flag him into a rough, slow canter at intervals. At first the ride was through lush and over some gravelly ridges, but these latter are only near the river at the part; tracts of rich soil lie to the southward and eastward. The farmers are comfortable, hopeful and very hospitable. At Langley, Sumass and Chilliwhack are large settlements, rich soil, good grass and as nice farms as can be seen anywhere—a homelike look about many of steadings. The school house everywhere; in one, or rather playing around one, I saw fifty or sixty most healthy children. The people generally looked hearty and vigorous—a population of the best kind from the British Isles, Eastern Canada and other States.

Hope is a pretty village on the left bank of the Frazer, towards the head of the district. It is the pack trail outlet for a considerable strip of the southern interior of the province—Similkameen and thereabouts. I looked over my notes here as to the lower Frazer, or New Westminster district, and got firmly into my mind its distinctive character—the coast or seaboard section of the several regions in the province through which the Canadian Pacific Railway passes. It is a district with

GREAT NATURAL ADVANTAGES,

The length about seventy-five miles, the breadth ten to fifteen miles, traversed longitudinally by a navigable river, a railway and a wagon road, and crossed by country roads and trails. It "goes without saying" that the district must be fertile, as it is an alluvial district

[Continued on Fourth Page.]

VICTORIA.

A Description of Her Business Houses.

PROGRESS MADE IN A YEAR.

Her Financial Outlook for the Future.

British Columbia Soap Works.

To the indomitable energy of Mr. William J. Jeffree and William J. Pendry is due the existence of this, the only soap manufactory in the province. The business was started in a small way seven years ago, and from this small beginning pushed rapidly ahead, turning out as fine goods, at a low price, as can be found any where. The firm is a formidable competitor with imported goods, in some instances having driven the foreign article entirely out of the market. The main building measures 32x60 feet, having two stories. The warehouse is 30x28 and 16x12 feet, in which is stored soaps that are already sold and awaiting shipment. The company make all kinds of soaps (laundry soaps being their specialty for the present), and at prices that cannot help but give satisfaction. They are very particular to have all the material clean and pure, so as to turn out the best article possible. None but the most experienced employees, and none but the purest and best material procurable, are employed. The machinery used is the most approved and complete in every respect. The firm has built up a large trade throughout British Columbia, solely on the merits of its excellent output, and is an important factor in the industries of the province.

Victoria Boot and Shoe Manufactory.

Mr. W. Heathorn is proprietor of this extensive boot and shoe factory, which has been established about twelve years. In the line of heavy goods the house does probably the largest business in the province. The factory keeps seventy men constantly employed, and is 60 by 120 feet in size, using between $30,000 and $40,000 worth of leather a year. Mr. Heathorn keeps in stock mens', womens' and children's wear of all kinds; also sole and upper leather, kip, calf skin, harness, bridle and aparajo leather and tanned sheepskins. His tannery at Rock Bay employs thirteen hands on 55 vats, and has a capacity of from 300 to 400 hides a month, the surrounding country supplying hemlock bark in profusion. Mr. Heathorn pays the highest market rates for hides, calf and sheepskins, consignments of which are solicited and prompt returns made.

The business is one of the most important in the colony, and its proprietor is known as a conservative and responsible business man.

Marvin & Tilton.

This firm is composed of Mr. Edgar Marvin and Mr. E. G. Tilton, and the business is the oldest in its line in the province, having been established over twenty-two years ago. They are agents for the Vigorit Powder Co., the Benicia Agricultural Works, California Victor Mower, Hunt & Douglass axes, and other equally important lines They are also agents for the Kootenai Railroad, now in course of construction along the Kootenai river, British Columbia. In the transaction of their large business the firm find necessary the use of two stores, each 60x30 feet, and two large warehouses, 30x40. They carry a general stock of agricultural implements and parts, powder, machinery, &c.

Messrs. Marvin & Tilton are one of the most solid, reliable and progressive concerns in the province, and fully deserve the large and growing trade which they enjoy.

Matthews, Richards & Tye.

In hardware, iron, steel and agricultural implements this house is one of the heaviest on the Pacific Coast. The firm has been established about fourteen years, and its large business makes necessary the use of two stores and two warehouses, the size of the former aggregating 156x66 feet, and of the latter 100x105 feet. The house is represented in England by Messrs. Matthews, Richards & Co., of Birmingham, and in San Francisco by Messrs. Marcus C. Hawley & Co. They handle exclusively the American Buckeye Mowers and Reapers, and also very large stocks of iron, steel, hardware, wagon material and all kinds of agricultural implements. Messrs. Matthews, Richards & Tye are a solid, responsible and energetic firm, an important factor in the iron and steel trade. The principal office is on Yates street.

R. T. Williams.

This gentleman is one of the most enterprising of Victoria's business men. His general business is that of book binding, but his interests are varied, and include excellent lithographic work, printing, binding, rubber stamp manufacturing, publication of a directory of the agency for such standard works as "Picturesque America," and kindred works of art and instruction. The directory published by Mr. Williams is a most complete and excellent work, the result of exhaustive research and the application of journalistic talent of a high order. The gentleman's name is favorably known throughout the province, and he enjoys a very large trade in each branch of his business.

Oppenheimer Bros.

This firm is composed of the brothers I. and D. Oppenheimer, and is commercially one of the most important in the province. They are direct importers and wholesale dealers in groceries, obtaining, perhaps, one-half of their goods from San Francisco, the remainder coming from Europe and the East. Besides handling a complete assortment of fancy and staple groceries, the firm have the sole agency for the province for Kingsford's Oswego starch, Pace's celebrated tobacco, and other standard goods. They have been established over twenty-four years, and occupy premises on Water street, 40x80 feet, three stories in heighth. The firm carry everything in the grocery line, and do a large jobbing trade. Messrs. Oppenheimer Bros. have a well-earned reputation throughout this coast for reliability, enterprise and progress.

Jacob Sehl.

Mr. Sehl's large furniture factory is situated on Government street, with a frontage of 45 feet and a width in the rear of 90 feet, the premises being 135 feet deep. The business has been established 25 years. With the aid of the most approved machinery and the best materials the skilled workmen of the factory turn out everything in the furniture line from a common foot stool to a $500 chamber set, the extensive works being able to fit out, on a short notice, the largest hotel from top to bottom. The materials used are mostly native woods, with the exceptions of walnut and other finer grades. Mr. Sehl does a very large business throughout the province, and is a wide-awake, practical, reliable man.

Nesbitt & Co.

Under this firm style is conducted one of the most thoroughly appointed biscuit and bread-baking establishments of the North, which has been in active operation for over twenty-six years. The mechanical appliances of this establishment are the best and most complete known to the trade. They manufacture sweet and plain, hard and soft biscuits and bread. They make a specialty of cabin extra biscuits and pilot bread, doing a large trade in the latter with shipping and Indians throughout the province. The firm employ none but the most experienced white and Indian labor, and their meritorious output has built up for them a large trade, which is increasing in every direction.

McKillican & Anderson.

Mr. W. D. McKillican and Mr. W. J. Anderson, two thoroughly practical mechanics, comprise this firm, which has been established about five years. The firm has lately moved to new quarters, which have been filled with the latest and most approved machinery and tools, and with the aid of a skillful staff of carpenters they are prepared to build anything from a dove cote to a palace. The lumber used by them comes mostly from the surrounding country, only Spanish cedar, walnut and veneers being imported.

Both of these gentlemen are young, intelligent and practical men, and stand high in the community.

Cowichan Lumber Yard.

Mr. H. A. Harrison is the efficient and energetic manager of this concern, and attends to the interests of its proprietor, Mr. Wm. Sutton, with untiring vigilance. The mills of the concern are on Cowichan River, and from near the River and about Cowichan Lake draw exclusively from 8,000 acres of excellent timber land, exporting to California and even so far as Africa and Australia. The mills turn out finished doors, sashes, blinds, rough and dressed lumber, and are pushed to their utmost capacity—50,000 feet—to supply the large and continual demand made for their product.

Spencer & Hastings.

Both of these gentlemen are practical workmen in every branch of photographic art. Their gallery, on Fort street, is thoroughly fitted with the latest and best appliances, and their plain and fancy photographs, crayon, oil and water-color work will compare favorably with any north of San Francisco. They make a specialty of the manufacture of dry plates, their production being unexcelled. The firm is well and favorably known, and enjoys a large and increasing business.

De Wiederhold & Co.

These gentlemen have been established twenty-two years in the coal, wood, lumber and commission business. The firm are agents for the Cowichan Lumber Mills, and do a large amount of exporting, both about their immediate country and to California. They are also heavy dealers in Sanduan lime, unequalled for the finer grades of work. They enjoy a large and increasing trade, and are a substantial and reliable firm.

P. T. Johnston & Co.

This firm transacts its business under the style of the Victoria Nursery and Seed Establishment, with nursery on the Cadboro Bay road. They are practical botanists, and intelligently handle and deal in fruit and ornamental trees, hardy herbaceous plants, bulbs, etc., making a specialty of indigenous plants and trees, in the seeds and cuttings of which they do a large export trade, and in regard to which they solicit correspondence, which is promptly and intelligently answered. Their headquarters and seed store are in the Occidental Building, Fort street.

"The British Colonist."

The above is the name of the leading daily paper of Victoria, in one of the most complete establishments on the coast, and representing also a variety of other interests. *The Colonist* building is one of the most imposing in the city—a four-story brick, completely filled with the plant and material of the concern. Besides type, imposing stones, etc., the plant includes three lithographic presses, two of the largest size Campbell color presses, a Hoe cylinder Warfdale cylinder, two Gordon presses, steam cutters and varnishers, and a large steam elevator, the only one in the province. The concern has unexampled facilities for newspaper, job and colored label printing. Some samples of the latter work shown would do credit to the largest Eastern houses.

There has also lately been added a complete plant for the manufacture and stamping of cigar boxes.

The Colonist is a daily and weekly journal of widespread influence, and publishes the associated press dispatches. Its local and editorial force are gentlemen of education, long experience, and keen intelligence. Mr. David W. Higgins, the proprietor, is a journalist in the fullest sense of the word, and a gentleman whose name is well and favorably known far beyond the province. *The Colonist* is looked upon as an actual necessity by all classes throughout the province, and its influence, always directed to the best interests of the community, is widespread and unquestionable.

Turner, Beeton & Co.

By this style is known one of the most sterling firms in the province, with a reputation for reliability, progress and solidity that extends all over the commercial world. Messrs. Turner, Beeton & Co. are general importers and ship brokers, transacting their business mostly by indents. They have lately cleared the ship Estrella de Chili with 30,000 cases of salmon for Liverpool, doing a steady and large business in this direction. They have also three canneries on the Skeena river, handling among others the pack of the celebrated Metlakahtla cannery. They have also exclusive agency for the Wostenholm cuttlery, and handle large stocks of brandy, claret, port, malt liquors, whisky, groceries, twine, etc., from the best known Eastern and European houses. Messrs. H. C. Beeton & Co. represent the house in London. Messrs. Turner, Beeton & Co. are an important feature of business life in the province, and personally and collectively known as responsible, desirable business men and citizens.

Rand & Lipsett.

This enterprising firm of real estate brokers and financial agents is composed of C. D. Rand and R. Lipsett, with office on Government street. They pay particular attention to the care and sale of real estate in Victoria and New Westminster city and district. Both gentlemen have resided in British Columbia for a number of years, and are thoroughly acquainted with the province, the character of each section, its possibilities, prospects, etc. Those wishing to buy or sell a farm, to invest in town lots in Victoria or New Westminster, to speculate in Coal Harbor, Port Moody or English Bay, to borrow or lend money, or do any business in the real estate line, can be promptly and intelligently waited upon by these gentlemen. They have correspondents throughout the mainland and the entire province, keeping well advised of values, etc. The firm is one of the most wide-awake in the province, and enjoys a large and rapidly extending patronage.

Langley & Co.

In the wholesale and retail drug trade no firm north of San Francisco is better known than that of Langley & Co., which was established as long ago as 1858. Their premises, at the corner of Yates street and Langley alley, are very large and complete, embracing wholesale and retail departments, packing and storage rooms, offices and labratory, the latter being supplied with everything needed by pharmacists and chemists. The establishment has a complete and well-selected stock of the purest, freshest and most approved drugs, medicines, proprietary preparations, surgical instruments and supplies and toilet articles, manufacturing a great many of their own goods. These gentlemen are sole agents for Grimault & Co., of Paris, Warner's Safe Cure, Perry Davis' Sons, and other well-known standard houses. The firm does a very large business throughout the entire province and with shipping, and enjoys an enviable and well-earned reputation of over twenty-six years.

Gareschi, Green & Co.

This firm is one of the largest banking concerns in British Columbia. Their office is on Government street, and occupies a ground space of 25x80 feet, being fitted with large double burglar and fire-proof vaults, and handsomely furnished with office fixtures. They do a very large business in handling gold dust, which is consigned to them from the Caribou and Cassiar districts and is purchased from miners direct, the reputation of the house for fairness giving them probably the greater part of this business. They do a general banking and exchange business, having correspondents in every large city in the world. Mr. A. A. Green, of this firm, is also the agent of Wells, Fargo & Co. for the province. The firm does a very extensive business, and are well known as a reliable, substantial concern.

Thomas Harding

is a pioneer, having resided in the province twenty-five years. Mr. Harding is a baker, and devotes his entire time and long experience to one product—bread. The result is an article that is unsurpassed on this coast, and for which Mr. Harding has a large trade, keeping a number of teams constantly employed in delivering his wares. The flour used is the best product of California and Oregon mills, Mr. Harding's long experience enabling him to pick out the best with unerring judgment. He consumes about 155 barrels of flour a month, and enjoys a large and steady trade. His bakery is on Fort street, near Douglas.

Howard's Hotel, Esquimalt.

Mr. John Howard, who is also Postmaster of Esquimalt, is proprietor of this hotel, and is a pioneer of the island, having been a resident for over twenty six years. The house is a veritable old-fashioned English inn, stocked with the best of wines, liquors and other comforts for the inner man, the very mention of Howard's Hotel recalling to all who have visited it memories of comfort, cleanliness and hospitality. The hotel is the headquarters for the shipping community, masters of vessels of all nationalities making it their home on each visit to the harbor. Mr. Howard and his good wife conduct one of the best hotels in the province.

A. Gregg & Son.

This popular and leading tailoring establishment is situated at the corner of Douglas and Pandora streets, having been established a little over a year. The firm do a business of from $25,000 to $30,000 a year, and give constant employment to twelve hands. They import their material direct from Scotland, France, America and England. They are at present doubling the size and capacity of their shops. Employing none but the most experienced hands, and using none but the best material, the firm turn out goods that, in durability, beauty of finish, cut and style, are unexcelled anywhere.

Bank of British Columbia.

The Victoria branch of this standard banking company was established in 1862, and is under the charge of Mr. W. C. Ward, manager, and Mr. Charles S. Jones. The company's building is on Government street, and in a substantial stone and brick structure. The bank is now preparing for the erection of a new three-story building at the corner of Government and Fort streets, at a cost of between $30,000 and $40,000. They do a large general exchange and banking business, and are regarded everywhere as a sound, safe and conservative concern.

E. B. Marvin,

Ship chandler and sail-maker, has been established in this business for over 24 years. Mr. Marvin is a direct importer, and handles largely such goods as oakum, pitch, white lead, paints, oils, nails, canvas, varnish, glass, steam gauges, bells, bell pulls, etc., a full line of everything in the way of ship chandlery, his long experience and practical knowledge enabling him to select with rare judgment. Sail-making is a special branch of his trade, in which the house has a high reputation wherever these goods are used. Mr. Marvin's address is Wharf street, Victoria, B. C.

Vancouver Foundry.

Messrs. Thomas F. and C. H. Wilson are proprietors of this concern, both being practical iron and brass founders. The foundry is a large one and fitted throughout with the latest and most approved appliances known to the trade. They do all kinds of brass and iron work in a most finished manner, and their conscientious and intelligent attention to detail of finish has earned for the house an enviable name throughout the province, where they command a large trade.

D. E. Campbell & Co.

The establishment of this firm is situated on the corner of Douglas and Fort streets, and is one of the most tastefully arranged retail drug stores in the city. The gentlemen are both practical and inventive druggists, some of their own specific preparations commanding a large sale in and beyond their city. They make a specialty of perfumes and toilet articles, of which they have a large stock unexcelled in quality. The firm has been established about three years, and has the confidence of the entire community.

Lewis Lewis.

Is a pioneer resident of the province and one of Victoria's most enterprising business men. His establishment on Yates street contains a large and choice selection of furnishing goods, clothing, valises, trunks, hats, etc. Mr. Lewis is a direct importer, making his selections from the best markets of the world. He enjoys a large and desirable class of trade, and has the confidence and patronage of a very large part of the province.

Samuel Clay.

Mr. Clay's establishment, at the corner of Douglas and Johnson streets, is an important factor in the retail grocery business of the province. He makes a specialty of teas, importing direct, and handles all kinds of farm and dairy produce, wines, liquors, cigars and general groceries. Mr. Clay's patronage is firmly established and rapidly increasing, and is due to his excellently selected stock and intelligent business principles.

Japanese Bazaar.

An enterprise new to the province, and one which has already met with great favor, is the Japanese bazaar lately started by Mr. Charles Gabriel and Mr. T. W. Foster, of Clinton, B. C. The gentlemen occupy large and new premises on Government street, filled with the choicest ornamental and useful goods from the Orient. A personal inspection of these novelties is necessary in order to gain an adequate idea of their extent and the uses to which they can be put; such an inspection will certainly be profitable to every householder and lover of the beautiful in art. The new enterprise nicely fills a long felt want, and deservingly receives the substantial support of the community.

A. Ofner.

Mr. Ofner's store is situated on Government street, near Fort, and has been established ten years. The house is complete in every respect, handling a general line of groceries, provisions, tobacco, etc. In canned goods Mr. Ofner carries the Cutting, Lusk, Banner and San Jose brands. He imports cigars and tobacco directly from Canada and the East. His sugars, as well as those of most of the other importers, are brought from Canada, the duty on the California article, 35 per cent ad valorum, preventing importation from the coast. He quotes Canadian tobaccos and cigars as commanding the largest sales, principally on account of the lower price, the duty on the American article being 20 per cent and 12½ per cent ad valorum. The concern occupies a two-story building, 30 by 70 feet, and two warehouses, and makes a specialty of its own direct importations of teas and coffees. Mr. Ofner is a wide-awake, intelligent merchant, and commands a large wholesale and retail trade.

Victoria Baths.

This bathing and tonsorial establishment is one of the most complete and thoroughly appointed north of San Francisco. The baths, hot and cold, are models of luxury and cleanliness. In the barber shop five experienced hands are constantly employed, the house providing shaving apparatus for over 100 private customers, as well as attending to the wants of hundreds of the travelling and resident customers. Messrs. Samuel Whittaker & Sons are the proprietors of this excellent establishment. The former is also a practical taxidermist, and mounts and prepares the heads of deer, bear, etc., killed on the island and vicinity. Some of the work shown in this line reflected great credit on Mr. Whittaker's artistic skill, the samples being magnificent ornaments that would grace the halls of any mansion.

Hudson Bay Company.

This name is probably one of the most widely known in commercial circles in North America. Started so long back ago that the memory of man goeth not to the contrary, its ramifications soon embraced the northern country from the Atlantic to the Pacific. The Victoria agency was established in 1840. Mr. William Charles, Inspecting Chief Factor for the company, has been identified with the great concern since his early youth, and zealously guards its interests. The company deals, both wholesale and retail, in general merchandise, importing directly. There is probably not an individual in the northern country who has not at some time dealt with this great concern, and the excellence of its reputation is in keeping with its wide extent.

John Weiler.

Mr. Weiler is proprietor of one of the largest furniture establishments in the north. He occupies three entire stories of a large brick building on Fort street, and, with the aid of the latest and most approved machinery, in charge of twenty experienced employees, manufactures all grades of parlor and chamber sets, lounges, mattresses and upholstery goods generally. He also makes a specialty of upholstery work, as the sewing and laying of carpets, hanging and making of curtains and blinds, and hanging of wall paper, &c. He carries a large stock of crockery, glassware, lamps, oilcloths, carpets wall paper, &c., receiving fresh additions by each steamer. Mr. Weiler does a very large business with the trade and the public, and is at the head of one of the most important industries in the province, which, through his able management, has earned a high reputation for progress, thoroughness and reliability.

Delaney & Co.

These gentlemen are commission merchants, handling large lines of flour, grain, feed, dairy produce, eggs, poultry, vegetables and California fruits; giving especial attention to the last two lines, in which they do a very large business. Their premises are large, airy and cool, admirably adapted to the preservation of perishable goods. They solicit consignments, making prompt and satisfactory returns. They have accurate, prompt and intelligent correspondents in every direction, who keep them advised of the condition of crops, prices, &c., by which they are enabled to secure the best, latest and quickest returns for their consignors. The address of the firm is Yates street, next to American Hotel.

M. W. Waitt & Co.

Messrs. Waitt & Co. do one of the largest wholesale and retail businesses in the North. Their premises are 25x90 feet for the stationery department, and 20x60 for their piano and organ department. They have the sole agency for the Dominion Organ Co., Decker and Fisher pianos, the Toronto Safe and Lock Co., the Remington type-writer and Prang's chromos. At their exhibition at the British Columbia Agricultural Society's late Fair they received the first prize for these cards. They publish an accurate view of the city, as well as books, pamphlets, charts, etc., and carry one of the largest and most carefully selected stocks of general stationery on the Coast. Their head office is on Government street, near Fort.

This firm are successors to Joseph Rhode, the business having been established over twenty years. Their establishment is on Store street and occupies two floors, each 43x60 feet. In the upper story they carry a large stock of staple and fancy groceries, and have a good retail trade throughout the province. The lower story is used for a bakery, the most approved machinery and finest material only being used. They bake all kinds of soft bread, pilot bread, sea biscuit, etc., and supply a large local trade. In pilot bread they deal largely with shipping and the Indians of the province. Their goods have a high reputation, and the house is a reliable and progressive concern.

J. Boucherat & M. Camsusa.

These gentlemen are successors to A. Casamayou & Co., established 24 years ago, and are wholesale dealers in plain and fancy groceries, wines, liquors, tobaccos and cigars. They are direct importers, making specialties of French preserves, Fredericksburg (San Jose) beer, fine French liquors and Havana cigars. Of the latter they have grades ranging in price from $58 to $140 per thousand. The gentlemen are fully experienced in the various lines which they carry, and their stock is intelligently selected. The house is situated on Yates street, near Wharf, and is an important one in the province.

J. Finlayson

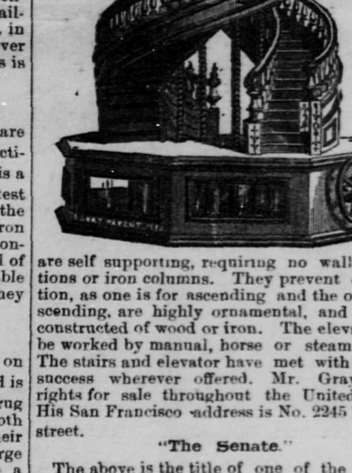
Has one of the most prominent grocery and provision stores in the city, situated on Government street, near Fort. He handles largely the California Cracker Co.'s goods, Guittard's chocolates, Cutting and San Jose canned goods, Skeena River canned clams and a large and excellent assortment of teas, coffees, dairy produce and general groceries. Mr. Finlayson enjoys a large trade, and his house has a high reputation throughout the province.

William Jordon.

Mr. Jordon is proprietor of the City Bakery and Grocery on Johnson street. The establishment is one of the neatest in the city, and well stocked with an excellent class of goods. Mr Johnson enjoys a large local trade and is an enterprising and reliable business man.

Samuel Gray.

We present herewith an illustration of a patent combination safety elevator and twin stairs, the invention of Mr. Samuel Gray. This elevator is the safest, and occupies less room than any other ever invented. The twin stairs



are self supporting, requiring no walls, partitions or iron columns. They prevent obstruction, as one is for ascending and the other descending, are highly ornamental, and can be constructed of wood or iron. The elevator can be worked by manual, horse or steam power. The stairs and elevator have met with marked success wherever offered. Mr. Gray offers rights for sale throughout the United States. His San Francisco address is No. 2245 Mission street.

"The Senate."

The above is the title of one of the cosiest, neatest and best conducted saloons in the province, situated on Government street, opposite the Northern Express Company's office. Messrs B. C. Pettingell and Amos Vader are the proprietors of the "Senate," and to their untiring efforts is due its popularity. The saloon has a large patronage from the better class of Victoria's citizens, is stocked with the best wines and liquors, and order and quietness are rigidly maintained. A large reading room, where the latest issues of standard publications are kept, is attached to the place.

Harrison & McAlister.

These gentlemen are situated on Johnson street, above Government, and do a very large grocery business. They have been established three years, and are direct importers of groceries, wines and liquors. They have the sole agency for the celebrated Kitlup River Fishing Company's boneless salmon, for which they have built up a very large trade. They are conservative, progressive men, and intelligently handle an extensive business.

Steitz Bros.

One of the cosiest and neatest restaurants and bakeries in the province, is that which bears the above caption, and of which Mr. George Steitz and Mr. J. P. Pelletier are proprietors. The business has been established since 1871, and is on a solid foundation. They make a specialty of the cooking of Olympia oysters and the manufacture of wedding cakes on short notice, in neither of which are they excelled. They also bake pies, cakes, etc. The restaurant supplies excellently cooked and served meals at reasonable rates. Their establishment is a large one, forty feet front, and is situated on Yates street, south of Government.

Victoria Transfer Co.

This concern is composed of S. Tingley and F. S. Barnard, two thoroughly experienced men in the management of a general livery and stable business. They have three large establishments in the city, and are preparing to build another large stable fronting on both Broughton and Gordon streets, covering a large part of the two entire blocks. The business of the firm is a very large one, giving employment to a large number of hands. They do a general stable, livery and carrying business, and any commissions entrusted to them are promptly and thoroughly executed.

Commercial Hotel.

This hotel is situated at the corner of Douglas and Cormorant streets, one of the quietest neighborhoods in the city. It is a three-story brick, absolutely fire-proof, containing a large number of neat and well furnished rooms, cleanliness and order being rigidly observed throughout every department of the hotel. The table is unsurpassed in quality or quantity, the best that the market affords being offered by the proprietor, Mr. J. C. Johnson, who is a thoroughly experienced and practical manager. Attached to the hotel is a fine billiard room and bar, the latter being supplied with the best domestic and imported wines and liquors. No Chinese are employed in or about the building, and the admirable manner in which the hotel is conducted has made it one of the most popular in the province.

Fell & Co.

Are one of the most important grocery and provision firms in the province. They occupy the greater part of the Fell block, at the corner of Fort and Broad streets, a large two-story brick, completely stocked with groceries, provisions, wines and liquors, dairy produce, etc. They are general Italian warehousemen, wine and spirit merchants. They have also large coffee and spice mills, and in these articles have a reputation second to none in the province. They command a very large trade, both local and throughout British Columbia, and are one of the most important concerns in their line. We present an illustration of their premises.

Caton, Wood & Co.

This firm, though established but a little over two years, transacts a very large commission business, dealing in varied lines of goods. Among their specialties are the Pillow, Hersey & Co. horse shoes, S. Davis & Sons' cable, El Padra and other brands of cigars, ranging in price from $30 to $100, fire arms of all kinds, perfumery, hats, smokers' articles, toilet articles, etc. They represent such standard boot, shoe and leather finding houses as R. Smallden, Thomas & Co, J. Ritchie, Sharpe & McKinnon, Brown & Sons, Sir William Paliser & Co. and others: also the Eyre Spottiswood Stationery Co. and the London Assurance Company. The firm do a large business, both at home and throughout the Province, handling none but the best brands of goods. They are on a sound foundation, are progressive and reliable, and are important factors in the commercial circles of the Province.

Grand Pacific Hotel.

Though established but a little over eleven months, this hotel, under the able management of Mr. David Ellis, has earned a high reputation among the travelling public. The house is a large three-story fire-proof brick, on Johnson street, within easy distance of the business portion of the city. It contains 60 well furnished rooms. The dining-room is admirably conducted, every delicacy procurable being offered, and every department of the house is characterized by extreme cleanliness and good order. There is also in connection with the hotel a large billiard-room and bar, the latter stocked with the finest Canadian and foreign wines and liquors. Mr. Ellis, the host, is a man of large experience and thoroughly at home in every department of hotel life, and has built up a large patronage for his excellent hostelery.

Welch, Rithet and Co.

This house controls varied interests and is one of the largest and most important in the province. They do a general banking, commission and transportation business, and are heavy exporters and importers of general merchandise. They represent important insurance interests, a large number of standard manufacturers and several shipping lines. Mr. R. P. Rithet, of this firm, is the President of the Victoria Board of Trade. Messrs. Welch, Rithet & Co., have their headquarters on Wharf street, and are commercially one of the most important connections with every important city in the mercantile world.

Vancouver Brewery.

The brothers R. and T. W. Carter are the proprietors of this thoroughly appointed brewery, which has a capacity of 288 gallons, brewing three times per week. The Messrs. Carter have the exclusive right of supplying the "Canteen," a pleasure resort designed exclusively for the use of sailors for the British navy. They also supply the officers of the navy with malt liquors of all kinds, their brew having a reputation excelled by none in the province. The product of this brewery is considered fully the equal of any imported goods, and the proprietors have built up a very large trade, which is constantly increasing through the actual merit of their output.

R. Maynard.

Since 1862 this house has been an important one in the boot and shoe trade. Mr. Maynard supplies the trade with leather and shoe findings, boots and shoes, doing a large trade in his own manufacture of boots and shoes, rubber foot wear, etc., throughout the province. He is also proprietor of a large and thoroughly appointed photograph gallery, which has been established 23 years, making a specialty of photographs of scenery throughout British Columbia, of which he has a large and artistic stock. His factory, store and gallery are situated at the corner of Douglas and Johnson streets.

King Tye and Co.

This is probably the most important Chinese concern in the province, and is identified also with the firm of Tye Soong & Co. They are large dealers in groceries and Chinese general merchandise, making a specialty of dry goods. They are direct importers, and are also owners of considerable real estate in the province. To Mr. W. Cumyou, the intelligent manager of the English branch of the business, is due in no small measure its enviable success. The house has a high reputation throughout the province for reliability and enterprise, and is of recognized importance in heavy commercial circles.

W. J. Tippens

Is a thoroughly practical confectioner, and the manager of one of the largest candy manufactories in the Province. Mr. Tippens has been established in this business for five years, and does a large wholesale and retail local and export trade. The capacity of his works is about 300 pounds a day. At the last Fair of the British Columbia Agricultural Association his wares took the first prize over all competitors. He uses nothing but the purest sugar and fruit extracts, and his goods advertise themselves through their actual merit.

S. Leiser.

Mr. Leiser does a large wholesale and retail grocery business, importing his goods direct. His spices and coffees are selected by experts with the utmost care, forwarded to Victoria, and there ground, their purity and quality being thus assured. Mr. Leiser makes a specialty of tropical and domestic fruits, of which he carries a large stock in season. In dairy produce and general groceries he does a large business, and has earned the confidence and a large share of the patronage of the community. His address is Johnson street.

Elite Gallery.

Mr. Lewis Peterson is the proprietor of this popular photographic institution, and is thoroughly familiar with every branch of the business. The gallery covers 40x40 feet, and turns out artistic gems in panel, promenade and boudoir portraits. Mr. Peterson uses nothing but the most approved appliances known to the profession, and makes a specialty of large portraits, landscapes and views. The gallery is on Government street.

Bank of British North America.

This bank is situated on Yates street, between Langley and Government, and is one of the soundest concerns in the province. They do a general banking and exchange business, buy gold dust, etc., and have correspondents in all important cities in each hemisphere. Their conservative business principles and known responsibility have built up a clientéle for this concern that is as valuable as it is extensive.

Carne and Munsie.

This firm consists of F. Carne, Jr., and Wm. Munsie, and though established but little over half a year, has already built up a large retail grocery trade. They handle a well selected stock of Oregon and Island produce, canned goods and general groceries, and by strict observance of conservative business principles command a large patronage. Their store is in the Odd Fellows' building.

Neufelder & Ross.

This firm was established over ten years ago by Mr. E. C. Neufelder and Mr. D. H. Ross, and is one of the most important wholesale and retail grocery establishments north of San Francisco. They occupy two stories on Government street, 22x110, completely filled with one of the most carefully and intelligently selected stocks in the province. The firm make a specialty of imported and domestic dairy products, California wines and liquors (Zinfandel, Reisling, Muscat and Angelica), handling also large quantities of Canadian and American tobaccos, flour, feed, and staple and fancy groceries. They export throughout the province and command a large and choice trade in the city. Having experienced and careful agents at the headquarters of all producing countries of the world, these gentlemen are enabled to purchase at advantageous figures the choicest goods in their line obtainable. Messrs. Neufelder & Ross are well and favorably known throughout British Columbia as one of the soundest, most reliable and enterprising firms in the province.

R. Dunsmuir & Sons.

A history of British Columbia generally, and of Victoria particularly, would be lamentably incomplete without mention of this sterling house, which has a wide prominence in connection with almost every prominent enterprise in the province. Mr. Robert Dunsmuir, the head of the house, and a member of the Colonial Parliament, is one of the oldest residents of the province, being a pioneer of upwards of thirty years. To his keen foresight and business sagacity alone are due the inception, present building and ultimate completion of the Esquimalt and Nanaimo Railway, an industry whose important relations to the prosperity of Vancouver Island can hardly be over-estimated. Mr. Dunsmuir is also President of the Albion Iron Works and of the stock company now building a large and elegant theatre, at a cost of $40,000, in Victoria. The firm are also proprietors of the Wellington collieries, and of an extensive line of steam vessels, which carry this celebrated coal all over the Pacific Coast. The firm's interests are identified with almost every important industry in the province, as well as in California and Oregon, and they are known to commercial circles all over the world as one of the soundest, most progressive and responsible concerns in the mercantile world.

The Queen's Market.

Under this title Mr. L. Goodacre and Mr. J. Dooley, constituting the firm of Goodacre & Dooley, transact one of the largest meat and provision businesses north of San Francisco. The business has been established over twenty-six years. The firm have their own slaughtering places, where they kill 150 head of cattle and 600 head of sheep a month. The cattle, fed on the nutritious bunch grass, make magnificent beef, probably unexcelled in the world, actually extraordinary in quality, and sold at prices that bring it within the reach of all. The house has the exclusive right to supply salt meats to the navy, and supplies also the mess of the officers with fresh meats. They do a large trade with shipping, families, hotels and restaurants, the name of the firm being accepted throughout the province as a sufficient guaranty of the quality of the meats. Messrs. Goodacre & Dooley are enterprising, responsible citizens and business men, and are so recognized throughout all British Columbia and abroad.

Henry Saunders

Is one of the busiest business men in the city, having large and varied interests. His establishment on Johnson street is filled with a carefully selected stock of groceries, Noble whiskies, wines and liquors, provisions, etc. Mr. Saunders holds and admirably manages the sole agency for the Windsor Packing Company, Victoria Packing Company, steamers Pilot and Barbara Boscowitz, and J. D. Warren's line of steam schooners. In the line of groceries, provisions, wines and liquors, Mr. Saunders has a large and desirable trade, and in the carrying trade represents more than a moiety of the business of the province. He gives his personal attention to every branch of his business, and is known throughout British Columbia as one of her most enterprising and reliable citizens.

Occidental Hotel.

Mr. Luke Tither, the proprietor of this hotel, is a thorough master of the business in all its details, and to his untiring vigilance and the application of his practical ideas is due the

great popularity of this excellently conducted hostlery. The building itself is large and commodious, thoroughly fire-proof brick. Its situation is an excellent one, at the corner of Wharf and Johnson streets, fronting on the wharves of the California, Puget Sound and Frazer River steamers, and commanding a beautiful view of the harbor. The main portion of the building was erected in 1858, since which time it has been enlarged, and now contains 70 light and well furnished rooms. The dining-room has ample capacity for all guests of the house, and, having the pick of the markets, the tables are supplied with the best and daintiest viands in profusion. An agreeable feature of the dining-room is the presence of four attractive young girls, yclept Martha, Mollie, Mary and Sarah, who quickly, intelligently, noiselessly and modestly supply the wants of guests, seeming almost to anticipate what is desired. A quiet but elegantly furnished bar and billiard-room is connected with the hotel, the bar being supplied with the choicest brands of Canadian and foreign liquors. While essentially a hotel, the Occidental has more of the nature of a quiet and comfortable home, and no neater, cleaner or comfortable hostelery exists in the North.

Bavaria Brewery.

Mr. H. Walther, the proprietor of this, one of the neatest and most thoroughly appointed establishments in the city, is a thoroughly practical brewer, and the result of his experience and careful management is a brew of ale, beer and porter that has attained a great popularity throughout the city and province. The business has been established over fourteen years, and pays its practical proprietor a handsome return. The name Bavaria is a particularly appropriate one, Mr. Walther being a native of that home of Gambrinus, devoting to his trade in Victoria his experience in that country. The Bavaria ranks high in its line in the province, doing a large home and export business.

Empire Bakery.

Under the proprietorship of Mr. J. J. Moore, a thoroughly practical man in his line, this neat and excellently appointed bakery has become extremely popular in Victoria. From ordinary biscuit and bread to delicately flavored and artistically prepared wedding cake, this bakery does a large business. In connection with the bakery Mr. Moore has also a neat grocery store, well stocked with an excellent selection of staple and fancy groceries, in which he commands a large retail trade. The store and bakery are on the corner of Fort and Blanchard streets.

Victoria Bakery.

This is one of the Pioneer establishments of Victoria, having been established over twenty-six years. The bakery consumes something over 100 barrels of flour a month, and its output, in purity, flavor and general excellence, has built up an enviable reputation for the establishment, which has the patronage of the elite of the province, as well as a large trade throughout the province. Mr. M. R. Smith, the proprietor, is a thoroughly practical man, and a master of the business in every detail, and to his intelligent management of the business is due in no small measure its success.

Phoenix Brewery.

Ale, porter and beer, of unexcelled quality, and to the amount of 60,000 gallons a year, are produced at this brewery, which is thoroughly supplied with the most approved machinery. Mr. Charles Gowen, the proprietor, and his sons, are thoroughly practical men in every branch of this business, and the results of their experience are seen in the excellent goods which they offer to the public and trade, with whom they do a large and constantly increasing business. The house has been established for many years, and has earned, deservedly, a large share of the patronage of the province.

A. McLean & Co.

Are situated on Fort street, and carry a very large and intelligently selected stock of gentlemen's clothing, furnishing goods, hats and caps. They occupy two stories, 25x55 feet, and have been established twenty-three years. The goods of this house are selected by Mr. A. McLean in person, who makes regular trips to Europe and the East for that purpose, sending to the house a stock unexcelled in quality and at low figures. The firm has a strong hold on the patronage of the entire community, and is one of the most reliable and progressive in the province.

Kurtz and Co.

This is the largest cigar manufactory of the province, giving employment to about fifty hands, and is the pioneer, exclusively white-labor factory of the trade. The factory occupies the entire upper story of the large brick building at the corner of Government and Trounce streets, and its output is from tobaccos imported direct by the firm from Havana, Connecticut, Sumatra, etc. The popularity of this manufacture, especially of the brand known as Kurtz's Own, has lead to fraudulent imitations, and the house has found it necessary to protect their brands by registered trade marks. During the last year 1,250,000 cigars were made at this factory, of an aggregate value of $75,000. The firm is an important one in commercial circles, and is recognized as a sound and reliable concern.

Wells, Fargo & Co.

One of the pioneer enterprises of this coast is a familiar household word all over the United States, and, in fact, the world—that of Wells, Fargo & Co. A description of their ramifications and the enterprises which they have fostered and built up would fill volumes. Thousands owe their livelihood to this great concern, from the humble porter to high-salaried, shrewd railroad men, bankers and financiers. Their system of express lines embraces over 35,000 miles, and touches every city, hamlet and village of any importance in the United States, and all the great cities of Europe and Asia. Their banking, exchange and commission business is equally extensive, and the checks and drafts of the bank of Wells, Fargo & Co. are recognized all over the civilized world. To their care are annually entrusted millions of dollars' worth of valuables, bullion and money, and all safely, accurately and expeditiously handled. The Victoria branch of the business is in the hands of Mr. A. A. Green, whose important relations with the community deserve a more than passing notice. Mr. Green is an active partner in the great banking house of Gareschi, Green & Co. (mention of which will be found elsewhere). These responsible positions he has filled with great satisfaction to his principals and the public for over ten years. This agency is the only one of the company in the Province and has been established since 1858, making through connection with the British Columbia Express Co. In both branches of his business Mr. Green exercises a vigilant supervision of his large staff of assistants, and his intelligent and satisfactory handling of the interests which he guards marks him as a gentleman of great executive ability. His personal popularity has done a great deal towards his success in both the commercial and social worlds.

G. Bossi.

Mr. Bossi is a wholesale dealer in groceries, wines and liquors, and has been established in this business over twenty-four years. He occupies two stories, 70x50, on Store street, being the owner of that property and the hotel adjoining. He makes a specialty of California canned and dried fruits, dairy produce, etc., and French and California wines. He is an experienced and careful man of business, and commands an extensive trade, which is rapidly growing.

Findley, Durham and Brodie.

The Victoria branch of this well-known firm has been established for twenty years, and is at present under the efficient management of Mr. Mathew T. Johnson, who has had charge of the business for nearly ten years. In addition to their large trade in exporting salmon, lumber, etc., they are agents for the Cowican sawmills, thirty miles north of Victoria, controlling two thousand acres of heavily timbered land. They have also the sole British Columbian Agency for Cameron & Saunders' Bass' ale, Moline & Co's, Guinness' Dublin stout, Dunville & Co's Irish whisky, Bisquit, Dubouché & Co's brandy, Krug & Co's champagne and other standard brands of liquors, as well as varnishes, cocoa, oilmen's stores, twines, etc, of celebrated makes. They represent the Northern Fire Assurance Co., London, the British and Foreign Marine Insurance Co., Liverpool and the Royal Mail Steam Packet Co., London. The house has its headquarters in London, England, and is a sound, responsible and progressive concern.

Queen City Planing Mills.

These mills are under the proprietorship of Messrs. Johnson, Walker & Flett, and form one of the most complete establishments in the province. They manufacture and deal in all kinds of sashes, doors, blinds, window and door frames, mouldings, etc., and do all kinds of wood turning, gig and band sawing to order, and build any desired kinds of wood mantels, store counters and fronts, and other inside finish, furnishing estimates on request. Their lumber is dried by their patent "Excelsior Dry Kiln," insuring perfect seasoning. Their factory, on North Government street, occupies two stories, 100x50 feet, and is furnished with the most improved machinery. The industry is an important one, and receives substantial support from all quarters.

W. R. Clarke.

Mr. Clarke is an auctioneer, appraiser and commission merchant, holding also the offices of harbor master and port warden. His salesrooms are in a large fire proof building on Yates street. To facilitate the sale of real estate he has complete maps of Victoria, Esquimalt, New Westminster and the Districts. He makes liberal advancements on consignments, and parties desiring to avoid the trouble of an auction sale will find a cash purchaser by calling on Mr. Clarke. He has also the agency for the British Columbia Wire Works, filling all orders in this line with neatness and despatch. Mr. Clarke is a pioneer of the colony and one of her most enterprising business men.

Lowen & Erb.

Mr. Joseph Lowen and Mr. L. E. Erb, are proprietors of the Victoria Brewery, the oldest one in the province, having been established over twenty-six years, and under charge of these gentlemen since 1870. Their brew of malt liquors is a formidable competitor even to imported articles, and has a high reputation for purity and flavor wherever known. Throughout the province and with shipping the firm does an extensive business, and has the well-earned confidence and good will of the entire community.

Eli Harrison.

Mr. Harrison's name is a familiar one to all business men in the province, having been a resident for over twenty-six years. He does a very large business, with entire satisfaction to his patrons, in painting, glazing, wall papering, carriage painting, etc. He has also the exclusive agency for the celebrated W. R. Bentley Star Mixed Paints, which are very popular with the trade. Mr. Harrison gives employment to a large number of hands, and is everywhere recognized as a reliable and progressive man of business.

A. B. Francis

Is a leading dealer in hardware, crockery, woodenware, cutlery, tinware, etc., with headquarters at the corner of Johnson and Store streets. Mr. Francis is a careful and thoroughly experienced business man, and handles in a large way one of the best selected stocks in the province, in size and variety capable of supplying anything from a small cabin to a palatial hotel. His trade is an extensive one, and is rapidly increasing.

A. Bossi and Co.

This firm, composed of A. Bossi and Charles Giesselmann, does a heavy retail and jobbing grocery trade. The business has been established since 1858. The store is a large one, 30x60 feet, and is situated on the corner of Yates and Broad streets. The firm does a large business in coffees, teas, canned goods, wines, liquors and fancy and staple dry goods. They are backed by a large capital of their own, and are one of the enterprising and responsible firms in the province.

William Grimm

Is a practical blacksmith and farrier. His premises, on Johnson street, between Douglas and Broad, occupy a space 90x75 feet, and are filled with the most approved machinery for the execution of carriage and agricultural implement work and all kinds of repairing and job work. Ten skilled hands are constantly employed, and the business, which was established fourteen years ago, has attained enviable proportions.

John Robertson.

Mr. John Robertson is a practical blacksmith and boilermaker, and a pioneer of the province. His large establishment, on Store street, 60x120 feet, is filled with the latest and most approved machinery, and turns out the most finished steamboat and ships' work, agricultural implements, miners' tools, etc. Mr. Robertson gives employment to a large number of skilled hands, and enjoys a large and constantly increasing trade.

Thos. Nicholson.

Mr. Nicholson conducts one of the grocery stores in this city, admirably stocked with carefully selected goods, at the corner of Douglass and Johnson streets. He has been in the business eight years, and has built up a large trade. He handles also large stocks of hay, grain and feed, and has lately built a large, two-story warehouse for the latter lines, adjoining his store. He is a live man, and deserves the large patronage which he has secured.

Muirhead and Mann.

The Victoria Planing Mills, of which these gentlemen are proprietors, are situated at Rock Bay bridge. They manufacture and deal in mouldings, doors, windows, blinds, sashes, etc., and do all kinds of planing and sawing to order. The material used is the best seasoned lumber, and all their orders are filled promptly and intelligently. The firm deserves and has gained a large patronage.

British Columbia Market.

Messrs. B. and Issac Van Volkenburgh, comprising the firm of Van Volkenburgh & Bro., are proprietors of this market, which is a very large establishment at the corner of Government and Yates streets. They are purveyors to H. R. H. Princess Louise and H. E. the Marquis of Lorne, H. M. Navy, Pacific Coast S. S. Co., Oregon Railway and Navigation Co., Canadian Pacific Navigation Co., for fresh meats and vegetables. They slaughter their own beef, mutton and pork, handling very large quantities, and doing an extensive trade with ships, hotels and families, supplying all demands at the shortest notice and most reasonable rates. They keep constantly on hand mess beef and pork, and deliver all goods throughout the city free of charge. The firm is a responsible one, popular with the community and in the enjoyment of a large trade.

Adulteration and Misrepresentation.

In their efforts to retain and enlarge their trade with the North, particularly with British Columbia, some California merchants have lost sight of or fail to recognize an important feature in the trade—that of an honest exportation of invoice in accordance with the quality of samples on which trade has been secured. This stricture may give offense to such dealers as the shoe pinches, but is warranted by a personal interview with British Columbian merchants and a personal comparison between samples and invoices. The subject is an old one and has been frequently handled by newspapers, particularly by the trade press; but it comes with particular force and importance at the present time, when California merchants are earnestly striving to regain the Northern trade. Complaints were made to a representative of this paper at Victoria of the adulteration and misrepresentation of California goods shipped to that quarter, and deeming the subject one of importance, an investigation was made, resulting in a substantiation of these complaints in each case. "As soon as a fair reputation is made for a particular brand," said a representative and wide-awake English merchant, "the goods often deteriorate wofully, the American manufacturer in many cases reducing the quality far below the standard of samples and original invoices. The result is a mistrust of American manufacture in all grades." Samples were submitted to our representative, together with invoices, showing a degradation in quality of from five to sixty per cent. A large part of the goods showed almost criminal misrepresentation, while some were so fearfully adulterated as to bear little or no resemblance to the samples on the strength of which they were bought.

English merchants are good judges of their various lines—many of them experts—and are not to be deceived by inferior grades. Victoria is a distributing point for the entire province of British Columbia, commanding a trade that is of serious importance, and to which should be sent only honest manufactures. Far-seeing dealers will nurse this trade as carefully, and in some respects even more carefully, than any other, and to their own advantage. The merchant who will act carelessly with this trade or without due consideration for fair business principles, adopting the penny-wise and pound-foolish policy, not only injures his own business, but that of every other dealer in the United States, creating a distrust and making a bad name for all American industries in a section of country that is destined to be of paramount importance in our commercial circles.

We heartily dislike to read a lecture on this subject, but are justified in it and think that we will be thanked by conservative business men for suggesting a hint of which practical observance will undoubtedly be taken. A word to the wise, particularly to those who are interested in the retention and enlargement of this trade, will not be amiss.

Exports from the Port of Victoria, B. C., During the Quarter Ending Dec. 31, 1882.

THE MINES.	
Gold in dust and bars	$255,946
Coal, 52,316 tons	180,106
Iron Ore, 100 tons	200
Total	$436,252
THE FISHERIES.	
Salmon, canned, 7,794,028 lbs	$823,393
Salmon, smoked	123
Salmon, pickled, 1023 bbls	7,223
Halibut, Fresh, 2,095 lbs	163
Herrings, pickled, 208 bbls	1,660
Fish, other, pickled, 3 bbls	20
Fish Oil, 13,428 galls	5,058
Marine Furs	2,901
Fish Manure	20
Total	$840,571
THE FOREST.	
Planks and Boards	$ 7,617
Masts and Spars, 223	433
Total	$ 8,080
ANIMALS AND THEIR PRODUCE.	
Horned Cattle, 65	$ 2,042
Butter, 67 lbs	31
Furs, undressed	18,631
Hides, Horns and Hoofs	15,477
Meats, fresh and salt, 19 009 lbs	1,323
Wool, 32,382 lbs	5,200
Feathers, 55 lbs	27
Hair, 805 lbs	200
Total	$ 42,930
MISCELLANEOUS.	
Indian Curios	$ 100
RECAPITULATION.	
Produce of the Mines	$436,252
Produce of the Fisheries	840,571
Produce of the Forest	8,080
Animals and their Produce	42,930
Miscellaneous	100
Total Goods the produce of Canada	$1,327,933
Goods not the produce of Canada	11,001
Grand Total	$1,338,934

Public Schools

The public schools are in the hands of the people—free to all, without distinction of race or creed—strictly non-sectarian—highest morality inculcated—no religious dogmas or creeds taught—uniform text books ... voted every year by the Provincial Assembly—school vote, 1884, over $75,000—a Superintendent of Education, who visits and inspects—School Districts where there are 15 pupils between 5 and 15 years—the people choose every year from among themselves three School Trustees to manage schools—trustees get money from "Public School Fund," on application endorsed by Superintendent of Education—teachers, three grades—appointed or removed by Trustees—must have certificates of qualification from the Department of Education.

The settler will well know how to estimate the capabilities of this school system. The St. John's (New Brunswick) *Telegraph* newspaper says: "Let us take care that the young sister province on the Pacific does not lead New Brunswick in education." There is an excellent high school at Victoria, and one is being established at New Westminster. There are very good church schools and private schools, for both sexes, in several of the large towns. An education befitting the children of gentlemen can be obtained for both boys and girls at Victoria, New Westminster, Nanaimo, etc., on reasonable terms.

Bay Tannery.

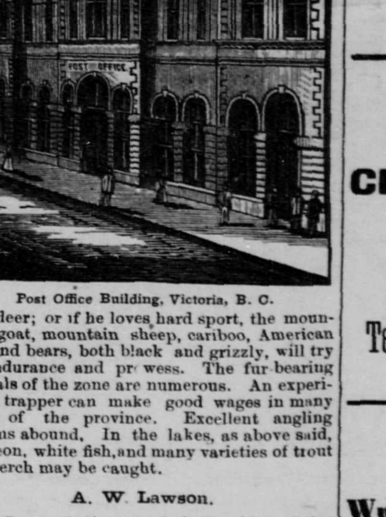
Messrs. E. C. Johnson and R. Magirl are the proprietors of this establishment, which is thoroughly appointed throughout. The business was founded in 1883. The firm prepare and tan all kinds of hides, calfskins, sole and upper leather, harness, &c., using forty-two vats. They solicit consignments of hides and calfskins, making prompt returns, and have built up a large trade.

J. and J. Flett.

This firm is an important factor in the retail grocery trade of the Island. They deal largely in English fancy groceries, California canned goods and biscuits and general groceries, making a specialty of teas and coffees, which they import direct. The firm has been established a little over three years, and has the confidence of the entire community.

Hunting and Angling.

To the sportsman and angler the province is attractive. The sportsman has his choice of easy shooting in the more settled districts, where various kinds of grouse, prairie chickens, quails, ducks, snipe and geese abound, with the com-



Post Office Building, Victoria, B. C.

mon deer; or if he loves hard sport, the mountain goat, mountain sheep, cariboo, American elk, and bears, both black and grizzly, will try his endurance and prowess. The fur-bearing animals of the zone are numerous. An experienced trapper can make good wages in many parts of the province. Excellent angling streams abound. In the lakes, as above said, sturgeon, white fish, and many varieties of trout and perch may be caught.

A. W. Lawson.

Mr. Lawson's livery and feed stables, at the corner of Trounce and Broad streets, are well known to all Victorians. Mr. Lawson has hacks, carriages and buggies for rent at all hours, and his live and rolling stock are the best procurable. The business has been established for six years, and is profitable and steadily increasing.

THE MOVEMENT East of Oregon fruit, which all far-seeing people predicted would follow the completion of the railroad, has begun in earnest. Telegraphic and mail orders are being received daily by dealers in Portland from points along the line of the Northern Pacific as far East as St. Paul, and even from Winnipeg, Manitoba. Several car loads, also, have been forwarded on orders of the large dealers in California fruit in St. Paul and Chicago. It has been reported that Oregon fruit has been voted in the Eastern markets below that from California. If this is true, it will be but temporary, as the superior quality of the Northern fruit will soon make it appreciated, even if somewhat smaller in size than the Southern product. California fruit has won a great and exaggerated reputation, having occupied the field alone for fifteen years; but merit will make itself felt, and it cannot be long before its precedence will give way to the delicious fruits of Oregon.

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WHOLESALE AND RETAIL BUTCHERS,
Cor. Government and Yates Sts.
Purveyors to H. R. H. the Princess Louise and H. E. the Marquis of Lorne, H. M. Navy, Pacific Coast Steamship Co., Oregon Railway and Navigation Co., Canadian Pacific Navigation Co., for Fresh Meat and Vegetables.
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Mess Beef and Pork Constantly on Hand.

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ALWAYS ASK FOR FELL'S COFFEE AT THE MINES.

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GROCERIES, OPIUM, ETC.
Manufacturers of Clothing.
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WEDDING CAKES OF ALL STYLES
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PRIVATE CUPS FOR REGULAR CUSTOMERS.

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WOOD TURNING OF EVERY DESCRIPTION TO ORDER.
Newel Posts, Balusters, Railings, etc., etc., Elegant Wood Mantels, Store Counters and Fronts, Office Rails and other Inside Finish. With our Patent Steam "Excelsior Dry Kiln," we can assure our customers that they will get goods manufactured from thoroughly seasoned lumber.
Price Lists, Estimates and other information furnished on application.
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ESQUIMALT AND NANAIMO R. R.

History of an Important Enterprise—A Railway to Open one of the Richest Countries in the World.

The Victoria and Nanaimo Railway, now in course of construction through Vancouver Island, from Esquimalt to Nanaimo, is, in proportion, probably the greatest enterprise yet undertaken in British Columbia, and one whose important relations to the industries and general prosperity can hardly be estimated. From the San Francisco *Bulletin* of August last we quote the following

HISTORY OF THE ENTERPRISE:

It appears in the history of this enterprise that on the 21st of August, 1883, the Colonial Legislature passed a bill entitled "An Act relating to the Island Railway, the Graving Dock, and Railway Lands of the Province." This bill is prefaced by a preamble reciting the existence of negotiations which had for some time been pending between the Canadian Government and British Columbia, relating to the construction of the Canadian Pacific Railway, and reciting that for the purpose of settling all existing disputes and difficulties between the two Governments, it had been agreed to release certain lands on the mainland, within the Province of British Columbia, to the Government of Canada, and also to convey to the Canadian Government three and one-half millions of acres of land in Peace River district of British Columbia, in one rectangular block east of the Rocky Mountains, and adjoining the Northwest Territory of Canada. And the Government of Canada, on its part, after the adoption by the Legislature of British Columbia of the terms of the agreement, should seek the sanction of the Canadian Government to enable it to contribute to the construction of a railway from Esquimalt to Nanaimo the sum of $750,000, and to place that money in the hands of the authorities of British Columbia, for the purpose of subsidizing a railroad line, described in the agreement and situated on Vancouver Island.

LANDS WITHIN THE RAILWAY BELT.

The Government of Canada was to be bound by the agreement to offer for sale the lands within the railway belt upon the mainland upon liberal terms to actual settlers; while the Government of British Columbia was to offer a subsidy in lands, to be joined to the subsidy given by the Government of Canada, for the immediate construction of a railroad from Esquimalt to Nanaimo, which road was to be completed by the 10th day of June, 1887. This agreement was to be accepted by the province as a full settlement of all claims against the Dominion Government on account of delays in the commencement and the construction of the Canadian Pacific Railway and the non-construction of the Esquimalt and Nanaimo Railway. To simplify it to its lowest terms: the province of British Columbia claimed to have been damaged by the delay in the commencement and construction of the Canadian Pacific Railway and in the failure to construct the Esquimalt and Nanaimo Railway on Vancouver Island.

A CASH SUBSIDY.

Whereupon a Commission appointed by both Governments agreed that the Canadian Government should subsidize a road on Vancouver Island, from Esquimalt to Nanaimo, with a cash subsidy of $750,000, and should permit the Provincial Government to give an additional subsidy in lands located on the island and immediately contiguous to the line of the road. The Government of Canada was to purchase the dry dock at Esquimalt for the sum of $250,000, and to complete that work as a Dominion enterprise, and should further pay to the Province of British Columbia whatever amounts might have been expended by the Provincial Government. The Provincial Government was then to give the Government of Canada three and one-half millions of acres of land in the Peace River District in British Columbia, in one rectangular block east of the Rocky Mountains, as heretofore specified. In pursuance of the result of this conference, the Legislative Assembly of the Province of British Columbia ratified, by an enactment, the action of the Commissioners and made an appropriation of about two millions of acres of land on Vancouver Island, and ceded three and one-half millions of acres of land to the Government of Canada, in the Peace River District. The Government of Canada, on its part, accepted the task of completing the dry dock at Esquimalt, paying $250,000 for what had already been expended, and agreed to carry forward that work to completion as a Dominion work.

RAILROD BUILDERS OF CALIFORNIA.

When the railroad builders of California, whose names are given among the parties to the agreement, approached the subject, they found the sum of $750,000 in coin, and from one and a half to two millions of acres of land on Vancouver Island, offered as a subsidy to any company which would construct a road from Esquimalt to Nanaimo, a distance of seventy miles. In this land grant there is no reservation on account of mineral. The language of the grant declaring that the grant itself includes: "All coal, coal oil, ores, stone, clay, marble, slate, mines, minerals, and substances whatsoever thereupon, therein or thereunder." This language, as will be speedily obvious, conveys everything on the surface, under the surface, or in the ground, the employment of the words, "thereupon, therein, and thereunder," being accepted as a marvel of lucidity. The company also has under the charter, the authority to construct vessels, steamers and ferry boats, and operate the same on and over the gulfs, bays, and inland waters of British Columbia.

CONDITIONS OF THE CONTRACT.

The parties to this agreement are: Robert Dunsmuir, James Dunsmuir and John Bryden, all of Nanaimo; Charles Crocker, Charles F. Crocker and Leland Stanford, all of the city of San Francisco, Cal., and Collis P. Huntington of New York, of the first part, and Her Majesty, Queen Victoria, represented therein by the Minister of Railways and Canals, of the second part. The parties of the first part, as above mentioned, have agreed to build a railroad, which is specifically described both as to location of line and character of construction. The railway is to be a single line, with guage of 4 feet 8½ inches, with necessary sidings. The alignments, gradients and curvatures shall be the best that the physical features of the country will admit, the maximum grade not to exceed 80 feet to the mile, and the minimum curvature not to be of less radius than 800 feet. In all wooded sections the land must be cleared to the width of 50 feet on each side of the center of line. All brush and logs must be completely burnt up and not thrown on the adjacent lands. All stubbs must be grubbed out within the limits of cuttings under three feet in depth, on embankments less than two feet in depth. All stumps must be close cut where embankments are less than four feet and more than two feet in height. Through settlements the railway must be inclosed with substantially built legal fences. Road crossings with cattle guards and sign boards shall be provided wherever required. The width of cuttings at formations shall be 20 feet, embankments 16 feet. Efficient drainage must be provided either by open ditches or under drains.

BRIDGES, BALLAST AND STEEL RAILS.

All bridges, culverts and other structures must be of ample size and strength for the purpose intended. Piers and abutments of bridges must be either of substancial massive stone masonry, iron or wood, and in every essential particular equal to the best description of like works employed in the construction of the Canadian Pacific Railway in British Columbia. Arch culverts must be of good solid masonry, equal in every respect to similar structures designed for the Canadian Pacific Railway in British Columbia. Box culverts must be either of masonry, iron or wood. The passenger station-houses, freight sheds, workshops, engine-houses, other building and wharves shall be sufficient in number and size to efficiently accomodate the business of the road, and they shall be either stone, brick or timber of neat design, substantially built. The rails are to be of steel weighing not less than fifty pounds per lineal yard, of approved section, and with the most approved fish-plate joints. The roadway must be well ballasted with clean gravel or other suitable material. Sufficient siding accommodation must be provided by the contractors as may be necessary to meet the requirements of the traffic. Sufficient rolling stock necessary to accommodate the business of the line is to be provided by the contractors, with stations and terminal accommodations, including engine sheds, turn-tables, shops, water-tanks, machinery, wharves, etc. Such, then, was the offer and such the specifications for the accomplishment of the work, for which the offer was made.

UNUSUAL FEATURES.

Some additional and unusual features, however, remain to be presented. It is provided in the Act of the Provincial Legislature that the railway, that is, the work-shops and other necessary buildings, also all the capital stock of the company, shall be exempt from municipal and Provincial taxation for ten years from the completion of the road. This additional subsidy is equal to the amount of taxes which would have been levied against the company. Another feature, not to be found in any grant of aid by the Congress of the United States, is found in Section 28 of the Act granting the subsidy, in these words: "The railway to be constructed by the company in pursuance of this Act shall be the property of the company." From this it would seem that the Provincial Legislature has determined to settle at the outset the question of the ownership of the property, and declares in advance when the road is completed it is to be private property and the property of the company constructing it, or its assigns.

LENGTH OF THE ROAD.

The length of this road will be about seventy miles. The work of its construction, according to the specifications and standards of construction established, will be very costly; but owing to the value of the coal and timber lands granted in aid of its construction, the exemption from taxes, safety found in the element of private property vested in it when completed, the privilege of connecting it with steamers, rights of navigation of inland waters, bays and inlets, and further, and the most important consideration, that inevitably this will be a link of the Canadian Pacific Railway, affords some guarantee, at least that the undertaking is reasonably judicious, and will prove reasonably remunerative to its builders."

Connecting with the through line of the Canadian Pacific, this road will in a short time complete through communication between Duluth, which is practically tide water on the Atlantic side, and Esquimalt, the most accessible port and harbor on the Pacific Ocean within British possessions.

FUTURE POSSIBILITIES.

Railroad and water communication is also projected and partially completed from Portland north to Puget Sound, and the completion of the California and Oregon Railroad, connecting with the Central and Southern Pacific systems, will virtually confer upon San Francisco the advantages of a Pacific Coast terminus of these lines. The completion of the Island Road is an assured fact, and we are informed on no less an authority than Mr. Robert Dunsmuir himself, that Victoria will certainly be tapped by this line directly. The importance of this line on the province generally, and on Vancouver Island particularly, cannot well be conceived at the present time. It will certainly open up to settlement a country of vast proportions, and almost unexampled agricultural and mineral wealth. An area 350,000 miles in extent is effected, with immense possibilities in agriculture, mining, grazing, milling and manufacture.

FIREMAN'S FUND INSURANCE CO.

Signs of Its Growth and Prosperity.

Enlarged Accommodations—Spacious and Elegant Offices.

Our readers who believe in patronizing home institutions will be interested to learn of the progress of the largest Pacific Coast insurance company—the Fireman's Fund. The company writes both fire and marine insurance. Its stability and success reflect great credit upon its officers. Organized in May, 1863, its affairs have been managed with such prudence and ability that it has shown a constant, rapid and safe growth and has maintained its place at the head of the home companies. Its business has increased to such an extent as to require ampler accommodations; so the company have recently bought the adjacent building, No. 405 California street, have reconstructed its architecture to correspond with their former building, have added another story to both buildings, improved the interior and laid a new artificial stone sidewalk—the purchase and improvements costing about $100,000. The Fireman's Fund Building, thus improved, is located at the corner of California and Sansome streets, one of the very best and most central locations in the city, being only half a block from the Merchants' and Produce Exchange and near the leading banks and business blocks. The building is now 62½x80 feet, four stories and basement; has an elevator, speaking tubes, electric anunciators, etc., is well lighted throughout, and is in every respect one of the best office buildings in the city. Some twenty handsome offices have been added, and those not needed by the company will soon be taken up.

The large business transacted by the Fireman's Fund is shown by the fact that it has over 1500 agencies in the United States, its principal branch office being in Chicago, under the management of Thos. S. Chard. The stability of the company has been proven by some severe tests. It paid over $500,000 losses caused by the great Chicago fire of 1871 (more than its entire capital at the time), and was the only Pacific Coast company that did not either fail or retire from that field. It also paid some $160,000 losses by the great Boston fire of the following year. But notwithstanding these and the multitude of smaller losses paid by the company, aggregating over $5,000,000 during the twenty-two years of its existence, so well satisfied have its stockholders been with their investment that they recently voted to more than double its capital.

The fact that the Fireman's Fund could go safely through two such trials in successive years shows more than ordinary soundness and stability.

The company now has a paid-up capital of $750,000, and assets aggregating over $1,500,000. Its net income in 1883 was $848,167 97; losses paid during the year, $366,892 08.

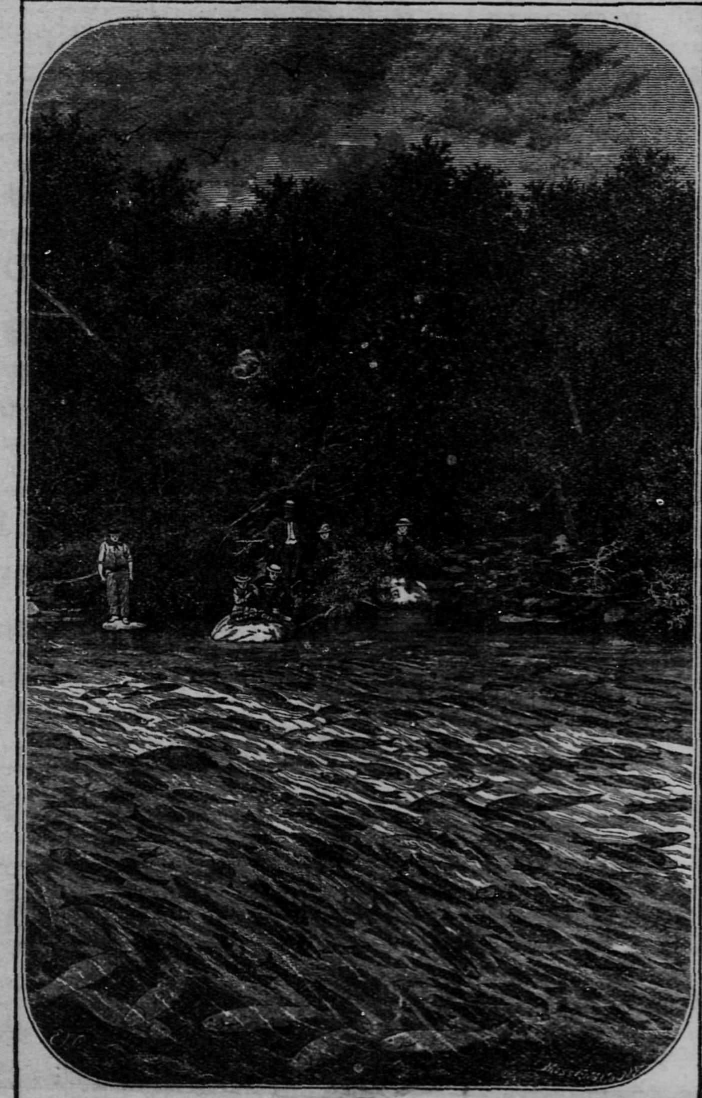
The officers are: D. J. Staples, President; Alpheus Bull, Vice-President; Wm. J. Dutton, Secretary; E. W. Carpenter, Assistant Secretary.

As the Fireman's Fund derives its income from all portions of the United States, and has less than one-third as much at risk, for its size, in San Francisco as the average of the other home companies, its city patrons are amply protected in case of a large conflagration, and still have the advantage of dealing directly with the head office in event of loss, thereby avoiding formality and delay.

The whole history of the Fireman's Fund shows able, economical and conservative management, and the growth and success of this home company are a credit to San Francisco. The JOURNAL OF COMMERCE wishes it continued prosperity.

Fishing and Logging.

The fishing industry of British Columbia is one of great importance, and is rapidly assuming colossal proportions. The four quarters of the globe are dependant on these waters for the finest quality of salmon known, greatly surpassing that found in more southern regions. The seas, coast, bays, rivers and lakes of the province swarm with prodigious numbers of salmon, herring, cod, bass, flounder, halibut, and the rich candle fish or oolachan. Sturgeon, sometimes exceeding 1,000 pounds in weight, are found at the entrance of rivers and in the upper courses and larger lakes. The coast abounds with shell fish of all kinds, with the exception of lobsters, which are being introduced into these waters. Whales and fish of the shark species, yielding oil, are numerous, while in the hundreds of lakes of the interior are found a profusion of trout, whitefish, pike, perch and eels. During the spawning season the Frazer and other rivers are crowded with immense shoals of salmon. In the smaller tributary streams they are crowded together like wisps of straw in a bale, thousands being crowded out from the shallow water and left on the banks to die. The fish, by millions, leave the salt water and seek the great spawning beds, a great distance up the Frazer river. The subjoined photograph is a faithful scene often witnessed in British Columbian waters during the salmon run, and we are told in sober earnest of a wagon crossing from one bank of a stream to the other, crushing scores of salmon, so thickly are they crowded together. These salmon are tinned and sent to Great Britain and Australia. British Columbia alone can supply the world with them.



Salmon in Gordon Creek, near Vale, B. C., from a Photograph.

Eastern and Foreign Money Markets.

There has been a greater firmess in the New York stock market during the past few days, and everything seems to augur a renewal of activity. And now that election matters have all received their quietus it is not unlikely that as Government stocks have been advancing both in New York and London, that this progress will probably be participated in by other stocks. It is, however, attributed to the plethora of money in the banks of New York and the lack of or indisposition to make other investments. Silver, which had temporarily recovered itself, is again in the shade, being below 50d. It will probably improve in price with other commodities, though as long as it is ostracized by England and Germany, and given the cold shoulder in United States Governmental and Eastern financial circles, it will still have a downward tendency. This bodes no good to aught save the possessors of the much coveted yellow metal. The Director of the Mint gives the gold product of the fiscal year at $30,000,000, and the silver product at $48,200,000, making a grand total of $78,200,000. There is here quite a discrepency between the product of gold and that of silver, which if long continued would make gold the scarcer by all odds. Of the precious metals, however, $60,542,709, or $29,075,596 gold, and $31,463,113 silver, was deposited at the United States mints. Over half the gold, or $17,966,265, was deposited in the San Francisco mint, which receives the largest gold deposits in the world. There was a good deal of silver imported Monday. This was, however, exported to China for the most part—the rest being used in manufactures and the arts. As before stated, there was added to the stock of gold in the United States about $2,000,000 by arrivals from Europe, for the week ending Nov. 15th. For the same week the New York banks added about the same amount to their to their resources. This will serve in this country to restore the equilibrium of silver and gold, though it may disturb it in Europe, especially in England. Speaking of treasure, the latest trouble is how to reduce the surplus in the Government vaults. To this end it is proposed to abolish certain Internal Revenue taxes, or to reduce them greatly. It is thought that the forthcoming message of the President will recommend the repeal of taxes on tobacco, in all its forms. It is proposed to cut down the duty on whisky to 60 cents per gallon. As there is no probability of tariff reduction this will probably be adopted instead. The question is not if the policy of such taxes, or any special hardships inflicted by them, but of the retention in the hands of the government of money that should be in circulation among the people. The bearing of this may be noted by recollecting that were all the circulating medium amassed in the Treasury, to remain there, the people would be reduced to bankruptcy, and that the retention of any considerable amount helps to clog the wheels of commerce and industry in proportion to its value.

The unintermittent reduction of wages in the East, and the concurrent closing of factories and mines or the adopting short time is not a very healthy sign, and indicates that the dullness in business is not by any means over. Such means, however, only aggravate that which they are intended to allay. Most articles of manufacture are used by the millions that produce them. Cut off the source of that million's income and there is still further necessity for restriction of production. Let us hope that we have passed through the worst.

The Central and South American Commission which held its session in this city last week will be doing a great deal of good if it can gain the attention of the citizens to neglected opportunities and unite counsel as to how best to improve. Now the trade of Central and South America is restricted at seven to eight hundred million dollars a year. The New York *Financial Chronicle* thus comments on matters in the Empire City: "The railroad earnings for the first week of November are particularly unfavorable, owing to the excitement throughout the country during that week, and the remaining weeks of the month will probably be better. But as to any decided improvement in the net income of the railroads, there has been little reason to expect it before the close of navigation; then the lake and canal rates no longer come into competition, and the trunk line managers can establish and maintain rates if they determine to do so.

With the political contest settled; with the expenses of railroads reduced to the lowest point, and Winter freight-rates thoroughly maintained; with adjustments made by a number of the principal corporations now embarrassed; and with the banks and trust companies overflowing with money that is waiting for investment, it seems quite possible that there should be a revival to some extent in stock exchange business before we see that more general revival in mercantile affairs which is so greatly hoped for."

Mail news from England says: At the close of July the Bank of England held £24,361,344, but the total is now only £19,832,209, showing a diminution of £4,529,135 The total reserve also has in the same period declined from £14,122,644 to £10,062,009, or to the extent of rath more than four millions sterling. Bearing in mind that the falling away has not been from excessive totals, a four-per-cent. rate is fully justified.

The question now arises whether even that quotation will suffice. The current year has only two months to run, and while there are apprehensions of failures, merchants are not likely to feel disposed to extend their operations. If the bank rate should be further advanced, it will be entirely due to the gold movements, which are still a question of uncertainty. Gold for military purposes is sure to go to Egypt for some time to come, and the American exchange is still against London. And yet it should be remembered that, although adverse gold operations may continue to drive up the value of money, the scarcity of trade bills is calculated to check the movement. Outside rates have not responded to the advance to any very great extent. The open market rate of discount for three months' bank bills is half per cent. below the new official rate, and the banks and discount houses are allowing one-quarter per cent. less interest than is usual.

Since then the rate has been advance to 5 per cent.

The following indicates the amount of bullion in the principal European banks Nov 15th, and at the corresponding date last year.

	Nov. 13, 1884 Gold. £	Nov. 13, 1884 Silver. £	Nov. 15, 1883 Gold. £	Nov. 15, 1883 Silver £
Bank of England..	19,319,209	....	22,083,186	....
Bank of France....	41,659,582	41,131,572	38,317,205	40,431,159
Bank of Germany.	6,840,000	20,520,000	6,923,750	20,771,250
Total this week...	67,818,791	61,615,572	67,324,141	61,202,409
Total prev's week.	68,175,275	61,502,697	67,362,851	61,142,828

Agriculture and Pasture.

In the northern part of the interior plateau of British Columbia there is an extensive country which, from the resemblance of much of it to parts of Scotland, was called, formerly, New Caledonia by the Scotch officers of the Hudson's Bay Company. It lies chiefly north of the 51st parallel and west of the Fraser river, in the basin of the Nechaco and other tributaries. The soil is almost uniformly good, but it is generally densely wooded with western scrub pine and other trees. Until much of the timber is cleared off, the climate may not be found entirely suitable for arable purposes. Owing to its distance at present from communications, this region is not likely to be occupied for these purposes soon. The prevailing grasses are not of the bunch-grass species, but, chiefly, red-top and blue-joint, with pea-vine on the slopes of hills having a southern aspect. These mixed grasses of the northern part of the country, probably, are as nutritive as the bunch-grass of the arid southern part, and afford equally as fine summer pasture. The difference is that they die when the frost comes, while the bunch-grass remains succulent during winter. But the northern hay and pasture grasses grow high, and perhaps could be cut and cured for winter without the necessity of driving the stock elsewhere. This has not been tried.

Exports of Breadstuffs.

NEW YORK, November 26th.—Exports of breadstuffs from Atlantic ports to Europe for the week ending the 2d, were as folows: Barrels flour—New York, 36,245; Philadelphia, 12,750; Baltimore, 2,625; Boston, 38,610; Montreal, 6,175. Wheat bushels—New York, 202,817; Philadelphia, 13,000; Boston, 519; Montreal, 13,476. Corn bushels—New York, 166,794; Baltimore, 77,142; New Orleans, 18,690; Boston, 627,831.

Failures for the Week.

The Bradstreet Mercantile Agency reports 20 failures in the Pacific Coast States and Territories for the week ending the 21st inst., as compared with 16 for the previous week and 21 for the corresponding week of 1883. The failures for the past week are divided among the trades as follows: 4 grocers, 3 general stores, 2 butchers, 2 hotels, 1 Chinese goods, 1 plumber, 1 drugs, 1 livery, 1 publisher, 1 baker, 1 restaurant, 1 jeweler, 1 photographer.

Business Failures.

NEW YORK, November 21st.—Business failures throughout the country for the past seven days, 277. This is a striking increase as compared with last week, when the total was 236, and for the previous week 214. The increase is mainly in the Western and the Southern States.

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Sole Agents for W. & A. Gilbey's Wines and Spirits.
Agent Windsor Canning Company. | Agent Tug Pilot.
" Steamer Sardonyx. | " Stmr. Barbara Boscowitz, etc.

ELI HARRISON,
ORNAMENTAL
Painter, Gilder & Grainer,
IMPORTER OF
WALL PAPER, PAINTS, OILS,
GLASS, VARNISHES, BRUSHES, ETC.
Douglas St., near the City Hall, Victoria, B. C.

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INSURANCE COMPANY.
OF CALIFORNIA.
Cash Assets............$1,500,000 | Losses Paid......Over $5,000,000
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ESTABLISHED A. D. 1822.
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MONARCH BILLIARD AND POOL TABLES
DAVID ELLIS, Late of Commercial, Prop.

[Continued from First Page.]

formed by the Frazer. The physical reason for its existence is the pressure of the insular barriers, principally the great breakwater of Vancouver Island, which lie off the mouth of the river, and by calming the sea have prevented the detritus of the Frazer from being entirely wasted in the ocean, as in the case of Columbia River, which, at its mouth, is exposed to the western surges. Even the Frazer, however, of course, must always have carried forward and projected over the bed of the ocean, most of the matter which it brought down. Still, geologically, the history of this deltic flat is recent, and we now in viewing it can easily back-trace this history to the time when the whole district was a shallow estuary of the sea, and then retrace, first, the sand banks and mudshoals formed by the pounding back of the river water by the tides setting into the estuary, then the joining of these banks and shoals into islands studding the fluvis-marine expanse, which, in turn, by accreting the river debris and marine silts became deltas, and, finally, one main delta next, overspread by luxuriant vegetable growths, which, decaying, mingled with the earthy debris to make the rich, exuberant, loamy soil, which my friend in the slouch hat could not praise too much. There may also have been geologically recent oscillations of land and sea, but I had no time to observe more than the broader features of this remarkable estuarine formation, now the scene of agricultural industry. The surface of the New Westminster district is low, except a few gravelly ridges; the characteristic soil is deep black earth, a very modern deposit, on blue clay, diversified in parts with sandy loam. Towards the sea shore and in some other parts it is open, but in general is well timbered. The trees seen by me were the Douglas fir (the commercial tree of Puget Sound) Menzies fir, Grant cedar, Western hemlock, red alder, balsam poplar, birch, large-leaved maple, etc. The natural hay and grasses are good for stock and particularly for dairy cows.

As to the climate, I collated carefully official records with the testimony of settlers and of medical men. Between the years 1874 and 1880 the mean yearly temperature was 47° 9'; the highest maximum 92° 0'; the lowest minimum 70° 0'; the mean rainfall in inches 59.66. Ice forms in the river for a short time in most winters. Commonly snow begins in January and goes in March, seldom lying continuously. There is no ague, which some might be afraid of in a rich, low-lying region. You don't see men sitting among black furrows, drearily, with pale children. I suppose that the stimulating mountain and sea breezes prevent ague. In a word, the climate, though mild, and in some parts rather humid, is bracing and zestful; it is responsive to the demands of every physical necessity. With respect to

THE ACTUAL YIELD IN FARMING,

I found, after careful inquiry, that my steamboat friend in the slouch hat had a really sound basis for his statements, though made in an aggressive, wagering fashion, which inclined me to disregard them or at least not to credit them off hand. On evidence which I cannot doubt the following exceptional yields seem to be authentic—three tons of timothy per acre in the twelfth consecutive crop, 80 bushels of wheat, also 62 bushels of fall wheat per measured acre. As the average on several well-tilled farms, the following may be noted: Wheat, 40 bushels per acre; oats, 60 to 65; barley, 40; timothy, 3 to 3½ tons; turnips, 40 to 50 tons. The roots are enormous; potatoes and vegetables, with squashes, pumpkins, melons, cucumbers and tomatoes, also varieties of corn, do very well. Hops are a good crop. The ordinary fruits of a temperate clime grow large and fine in all parts of the district. I saw a 2-lb pear, a 1¾-lb apple and an 8-ounce plum.

With these facts before me, substantiating what might be inferred from the natural character and climate of the district, I cannot but give a good report of it. I have spoken of farming only, but the New Westminster district is not a merely arable or dairying district. The lumbering and salmon canning industries already are very large. Silver lodes exist. Almost anything is possible in a territory with such a soil and climate, so well supplied with communications, and lying, too, upon a sheltered seaboard. Progress here must be solid and permanent. The population lately has considerably increased. I am inclined to think that few places offer better chances to real farmers with some means; it is not, perhaps, a district to be recommended to men of very limited means.

The question now with me was, whether to return to Victoria from Hope, satisfied with my inspection of this distinctive coast district or to make a rapid trip into the interior to examine other sections along the railway line. I have had no reason to regret my decision to visit the interior, for the weather continued to favor my wanderings, and I can now give you some account of the country along the railway as far as Columbia River, a description which, with that of New Westminster district, will include nearly two-thirds of the whole length of the railway line in this province. I sent back my "cayoosh," crossed the Frazer at Hope and went by railway to Spencer's Bridge on the river Thompson. For a new line the railway is good; we ran steadily, with a miscellaneous train, and rapidly, except at curves.

THE SCENERY IS VERY FINE,

particularly for 50 miles or so, up to the bridge across the Frazer, below Lytton, which is at the junction of the Thompson with the Frazer.

Not to weary readers with an itinerary, I may say that, having reached, by railway, Spence's Bridge, on the Thompson River, I went up Nicola Valley and returned to the bridge. I then proceeded to Cache Creek and to Savina's Ferry, crossing the new bridge over the Thompson at the latter place, and thence by road to Kamloops. By land I then went to Spellumcheen (Okanagan Lake I had not time for) and crossed to Eagle Pass. On my return journey I went by water as far as possible, instead of land. I took steamboat at the west end of Eagle Pass, crossed Shuswap Lake, down Thompson River and through Kamloops Lake again to Savina's Ferry, whence I reached Spence's Bridge on the Thompson River, and so to Port Moody on the seaboard by railway.

This second zone of travel was through a country entirely different from the seaboard section—New Westminster District—already described, different from the same cause that differentiates Eastern from Western Oregon, namely the occurrence of a generally north and south high mountain range. This produces a different climate, with different flora, east of the mountains. Nor is there in the interior of British Columbia any large connected alluvial tract like the New Westminster district. I shall describe the surface of the interior, then its climate and capabilities. A journey through this interior district on horseback in summer must be very pleasant, as the surface is open so that one can ride almost anywhere. Camping at will, and with good low country shooting and fishing and wilder sport if one cares to seek it. On my present trip, however, the limited time at my disposal made me hurry on, for the most part, by stage or steamboat.

The first village I came to on the railway after embarking opposite Hope was Yale, the head of continuous navigation on the Frazer, 115 miles from its mouth. This picturesque little town has somewhat fallen from its estate owing to the effect of the railway in lessening river traffic.

THE FRAZER RIVER AT YALE

is compressed between rocky walls and its anger and struggling make a brave sight. All the way up to Lytton, 57 miles, the river, along which the railway goes on one side and the wagon road on the other, has a similar sullen, squeezed aspect in its narrow, tortuous channel among high hills rising for the most part with abrupt steepness on both sides—a country unfit for settlement, but grand beyond description. The wagon road, viewed from the cars, seemed to cling in parts, high up the opposite precipitous sides. Soon after leaving Yale one notices a change in the vegetation; the plants of a drier zone appear. Turning up the Thompson Valley from Lytton, the characteristic interior region shows itself. It is very extensive; we must reckon here by hundreds, not scores, of miles. Its general character will be easily understood by those familiar with Eastern Oregon and Washington, which the southern interior of British Columbia much resembles, except that is more rolling and hilly, with better shelter in consequence, for stock, from severe winter winds. The peculiar dryness, as compared with the coast region, one notices at once. Crops here, except in a few localities, require irrigation, but, with irrigation they are copious, the soil being very fertile. The surface is lightly timbered—one prevailing pine, the heavy yellow pine, (pinus ponderosa) dots the surface or appears in groves. We miss the luxuriant forestry of the moist coast. Along the watercourses are willows and poplars. Bunch grass, or sage, where the bunch grass is eaten off, covers the country up to 2000 feet, and above that height there are good summer pasture grasses. This is distinctively a stock-raising region and one of the best anywhere. The stockmen have done well lately, owing to the rise in the price of cattle. I got good quarters everywhere along the road, with a few inconveniences, from the demand by railway men upon available accommodations.

THIS INTERIOR DISTRICT,

Through which the railway passes, is a rolling plateau, from 700 to 1200 feet above sea level, with hills rising in all directions up to 2000 feet and more. The hilly framework, as a whole, is complicated, but the valleys, as a rule, are not twisted; the Thompson Valley, which the railway follows, is well defined and regular. The valleys are in general narrow and the streams deep sunk with earthy banks, which, where clay prevails, are weather worn into fantastic pinacles. Terraces in the valleys—the remnants of the river beds when at higher levels—are here common. The slopes are gentle and nobly spread out when seen from an eminence. otherwise they are diversified with innumerable swells and falls, hillocks and knolls, with the prettiest tiny valleys and basins among them, which the traveller enters suddenly. These soft, sweet hills with their endless intricacies, these awry upland slopes and the luminous atmosphere, are very attractive. The gradual ascent is a source of enjoyment—and one can ride everywhere—every turn in the climbing paths opens some fresh object of admiration or throws what one has already seen into a new light. High up we breathe the peculiar air and feel the very spirit of a mountain land, yet the whole landscape is soft not harsh. You do not see hanging woods or any variety of timber, but the single pine that dots the surface is in keeping with the scenery. It has a handsome shaft, with reddish brown bark and foliage not of a sombre green. At this season the light orange of the aspen with their silvery stems and branches and the brilliant scarlet and yellow of the sumachs were very pretty in the valleys. I saw hundreds of lakes, lakelets and pools of all sizes, generally long and narrow, whose blue water enlivened the pale pastures. A man might ride about in this district for six months and have a fresh hill, lake or river prospect at every meal, and then leave as much behind him unseen. The sun is hot, very hot, in summer, but the nights always are cool.

The whole district through which the railway passes from Lytton to Eagle Pass, that is to say, between the Fraser and the Columbia, and more than 100 miles on each side of the line, is, as I have said, specially

A STOCK-RAISING COUNTRY,

Admirable adapted for cattle, horses and sheep, but there are few flocks of sheep, as no accessible wool market has existed and cattlemen do not like sheep on their cattle ranges. An experienced American stock raisers, one of the wealthiest cattlemen in the province, told me he considered that this was a better stock country than any region known to him to the south of it—the good summerage is so abundant up to such a great elevation and the winterage also comparatively favorable owing to the inequalities of the surface which I have above described. Cattle have run out during some winters, but a moderate provision for winter is always desirable here as elsewhere. Horses more successfully winter out. This a first-class horse region. The fine air and grass and the uneven but gentle swellings and the sinkings of the surface help to give fine quality and muscle to the animal from its youth. The beef cannot be beat; the grass-fed, as I can testify, is as good as any stall-fed I ever tasted. Cattle have doubled in price within the last couple of years and are not likely to be lower in price, notwithstanding the approaching cessation of the demand for railway workmen. The coast of the province is flourishing as well as the interior, and always will draw its beef supplies from the latter. They can grow excellent beef on the coast, but it costs more there to produce it. The people of the interior say they defy the extensive farming regions east of the Rocky Mountains to produce cattle or horses equal to theirs and they in consequence may look for an Eastern demand for British Columbia stock should there be a local surplus. Most of the choice locations for ranches in the interior country are occupied, and incomers should have command of means to buy out others or make new steadings. The summerage is still ample, but most of the natural hay meadows and easy wintering spots have been selected. Cultivation to supply food for stock in winter will be increasingly necessary and for this, in most parts, irrigating streams must be found.

I could not help thinking that this region must soon become

A GREAT FRUIT REGION,

As the rapidly growing settlements in the vast Canadian Territory east of Rocky Mountains can only grow there such hardy fruits as are grown, for instance, in Russia, while here, in British Columbia, the choicest fruits of Western Europe ripen well, naturally, in the open. At Lytton, Spence's Bridge and Kamloops and other places all along the railway line I saw excellent orchards. There is no reason why the railway should not run for 200 miles through orchards in the Thompson Valley, the produce of which soon would find a ready market east of the Rockies. This is one of the great lateral industries along the railway line and one which should be at once taken in hand. I do not know what to say about the further expectation of the people here that wine grapes will grow successfully in this region. A south country Frenchman who knows the Lillooet country well, which is a short way up the Frazer north of Lytton, said to me he was sure that some variety of wine grapes would do well there, and also at least for fifty or sixty miles up the Thompson along the railway. He said: "You will see soon all these hillsides covered with brilliant vines." Without being much of a wine expert I may say that this possibility is worth examination. I am inclined to think that it is at all events not absurd to suppose that this particular region may become a wine exporting region. Delicious grapes for the table grow well in the open air, and with a suitable soil and climate and a great eastern Canadian territory to supply, why should not wine grapes grow in sufficient quantities to make vinyarding profitable, when experiment shall have shown what is the proper grape for the locality?

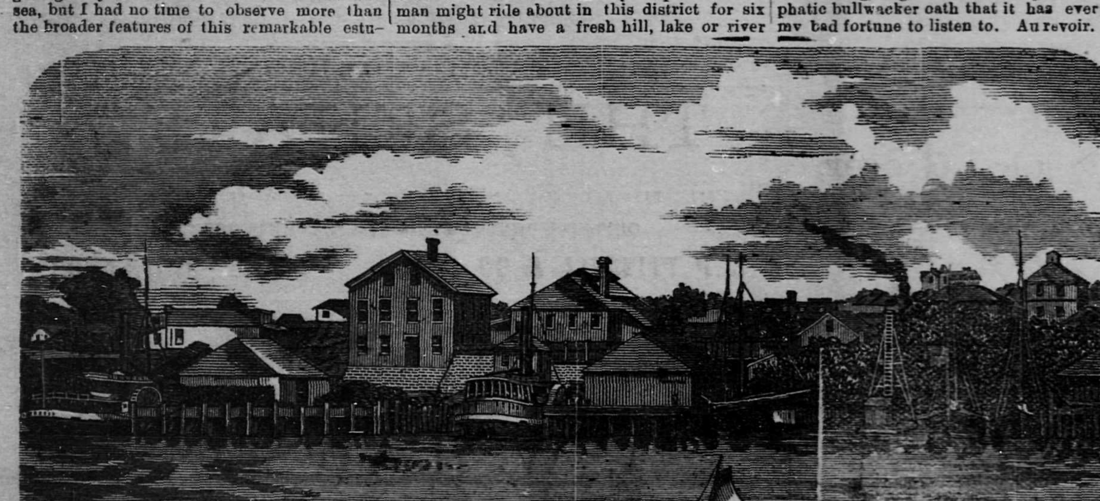
The people here say confidently that a traffic from this province to the country east of the Rockies will soon follow the construction of the railway—lumber and fish at once; cattle and horses as soon as wanted, and by and by fruits and wines in great quantities. The cereals will be chiefly required for home consumption, but any quantity of garden stuffs, if wanted, can be sent East. Coal of course, too, if the coal of the eastern Canadian territories turns out less good than expected. The above shows that preconceived views as to inclemency of the climate of the southern interior of British Columbia, through which the railway passes, must be erroneous. It is in fact a climate of which the best counterparts are in France or Italy, not in northern Europe. Though farther north than Oregon, yet from local causes and diminished heights above the sea level, the climate is as good as the best part of Oregon. In some respects it is, in the opinion of many, better over a wider area.

THE PECULIAR DRY CLIMATE

Of this extensive region between the Frazer and the Columbia rivers (called, I believe, Yale District) may be said to extend easterly through the district of Kootenay (between the Columbia Rivers and the Rockies), but of course with many modifications, owing to the more mountainous character of Kootenay district. The climate between the Frazer and Columbia as compared with that of the coast, though little differing in the mean seasonal temperatures, has a greater contrast in the extremes. The heat is greater and the cold is greater. The rainfall is greatly less; indeed the total precipitation, including snow, is less than on the coast. The highest temperatures range from about 30° in January up to the nineties for a few days in August—the summer curve, from end of April to beginning of November being from the small seventies back to the same. The lowest for a few days may be 25° below zero, but in January, February and March say from 5° to 10°, following which, for nearly eight months, the range is from 25° to 45°, pretty much what it is on the coast. The mean temperatures in the ripening months, which is what tillers of the soil wish to know, is from over 60° to 75° in June, July, August and September, giving a summer mean of little under 90°, or fully 10° higher than the summer mean of the coast. The snow fall, or snow pack, is greater than on the coast, but seldom exceeds two feet as a maximum on the open, while, in many parts, and in some years, it is less than half that. The wind blows the slopes bare. There seems to be about eight months of very enjoyable bright weather here and a short four months of winter not continuously cold. The soil is very good, but irrigation, as I have said, is for the most part required. Much of the dusty and seemingly useless thin soil along the railway only requires water to show its fertility. Wheat, barley, oats, peas, beans and all kinds of vegetables, also large and small fruits, are sure crops over an extensive surface—the general yield of wheat being about 25 bushels per acre, while on particular farms double that yield has been got; also 60 to 80 bushels of oats, 65 bushels of peas and 35 tons of turnips per acre. The farms, hitherto cultivated, are on the river bottoms, terraces and lower slopes, where it has been convenient to get water. Tomatoes, melons and cucumbers do well in the open air. This applies generally to the whole country through which the railway passes between the Frazer and Columbia rivers. It is a stock-raising country pre-eminently, but very fertile with irrigation, the soil and climate being excellent for fruits. Taken in connection with the coast district of New Westminster, already described in this letter, I have now described about

FOUR HUNDRED MILES

Along the railway line. The remaining, Kootenay section, which I looked at from the east end of Eagle Pass, extends between the Columbia and the Rookies. Scores of men who have been employed on railway trail making confirmed in talk what is said of this section, that it is mountainous, with some hay bottoms along and at the mouths of streams, but chiefly a forest and mineral region. The timber is likely to be in great demand for east of the Rockies and it is very abundant. The main sawmills are likely to be at this point, Eagle Pass (where the railway crosses the Columbia a second time) as there is from that point a command of the prolonged forest-laden Columbia waterway north and south for great distances. The characteristic trees of the coast—not found between the Frazer and Columbia, reappear here—Douglas fir, red cedar, hemlock, etc., with the addition of the tamarac or western larch in great abundance, a tree not found in British Columbia west of Shuswap Lake. I crossed to the left bank of the Columbia at Eagle Pass to visit the town site of Columbia City, which an engineer was surveying, a beautiful, extensive, sheltered bench with a southern aspect, fine, dry soil and cool streams at hand. There will be a large railway bridge here. This is likely to be a most important point of supply for the great mining and forest region of Kootenay, as a sawmill town also, and as the only place between Winnipeg and the Pacific where United States traffic can tap the Canadian Pacific Railway by a navigable waterway. The height above sea level is about 1400 feet. We are now in November, but the weather is fine. It was the same, I was told, last year, but I fancy the seasons are somewhat uncertain. How noble the Columbia looks, already 220 miles from its northern lakes, how glorious in every direction these hills and mountains drawing on their winter caps. But my time is up and I must return as the taciturn stage driver already has waited for me, and, ostensibly engaged about a harness buckle, is giving vent to the longest, most emphatic bullwacker oath that it has ever been my bad fortune to listen to. Au revoir.



Albion Iron Works, Victoria, British Columbia.

Albion Iron Works.

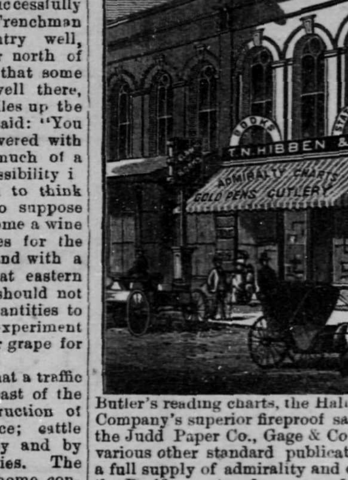
These works, established in 1862, are situated on Stote and Chatam streets, and occupy a ground space of eight town lots, in addition to two lots fronting the harbor, with extensive wharves and commodious storehouses. The machine shop is 250x50, two stories, and fitted with machinery of the newest and most approved kind; there is nothing to compare with these works north of San Francisco. The machinery comprises two large and powerful lathes, five smaller lathes, one planer with a twenty-five foot bed, one planer with eighteen foot bed, one shaping machine, one gear-cutting machine, three boring machines, one emery wheel and a very powerful crane. The company manufactures steam engines of every description, fish canning machinery, and can complete the largest work required. In the pattern room all the patterns required for the works are made. The brass finishing shop contains all necessary machinery. The blacksmith shop, boiler house and foundry are also completely supplied. In the stove foundry are turned out more than thirty different kinds of stoves, for kitchen, parlor, hall and other purposes. An average of about 100 skilled mechanics are employed. The enterprise is one of the most important on this coast, and deservedly successful.

Victoria Customs.

The Victoria Customs Department occupy a handsome three-story and basement building on Wharf street, 100x100. The officers are: Hon. W. Hamley, Collector; Mr. C. F. Finlaison, Chief Clerk; Mr. G. Frye. Surveyor; Mr. N. R. Milne, Appraiser. Mr. Hamley, has served in his present capacity for 25 years, himself and Messrs. Finlaison and Frye having been appointed before confederation, when British Columbia was a crown colony. Customs reports indicate a most healthful condition of trade. For the fiscal year ending in June last exportations of dutiable goods amounted to $788,287; ten years ago exportations averaged but from $30,000 to $40,000. During the month of October last dutiable goods to the extent of $107,000 were imported, the largest amount known in the history of the province. These figures are but one of many reliable indications of the revival and steady and permanent increase of business throughout British Columbia. We take this occasion to return thanks to the gentlemen of the Custom's Department for valuable assistance rendered us in the preparation of this issue.

T. N. Hibben & Co.

We herewith present an illustration of the establishments of one of the most flourishing stationery houses of the province. Messrs. Hibben & Co. have been established over twenty-six years, the firm being composed of T. N. Hibben, C. W. Cammerer and W. H. Bone. They carry a complete stock of general stationery and are, in addition, agents for Cowan & Co., of Edinburgh, Foley's gold pens,



Butler's reading charts, the Hall Safe and Lock Company's superior fireproof safes and vaults, the Judd Paper Co., Gage & Co's readers, and various other standard publications, including a full supply of admirality and other charts of the Pacific coast and ocean, and pay particular attention to orders for legal, medical and scientific works. They make a specialty of their news agency, procuring any newspaper or periodical required, either at publishers prices, mailed to subscribers direct from the publication office, or supplied from their office at special rates. The firm is one of the most enterprising in the province, and has a large and well deserved patronage.

S. J. Pitts.

Mr. Pitts' large new store, on Yates street, occupies the sight formerly covered by old and delapidated buildings. The gentleman is a wholesale grocer and commission merchant. He has the exclusive agency for many of the most standard English, American and Canadian manufactures, and is a direct importer of teas and other foreign lines. Among his other specialties is the exclusive agency for the sugars and syrups of a grape sugar manufactory of Windsor, Ontario. These goods have a high reputation for clearness, purity and flavor, both throughout the Canadian provinces and the United States, and command large and ready sales. Mr. Pitts is a pioneer merchant, in the enjoyment of a large and rapidly increasing trade, and is a public spirited business man. His house is well known as one of the most progressive and reliable in British Columbian wholesale trade.

C. Strouss & Co.

This firm was established in 1869, and is composed of Mr. Carl Strouss, who resides generally in England, and Mr. E. Bloomingdale, of San Francisco. They are wholesale importers and dealers in dry goods, fancy goods, haberdashery, Scotch, English, French and American clothing, jewelry, silks, velvets, cloakings, etc. Their trade is one of the most important in the province, and extends as far East as the Rocky Mountains and north to Alaska, goods to the latter point being sent in bond. Their general store on Yates street is one of the largest establishments north of San Francisco. They have also a large fire-proof bonded warehouse for reserve stock, 20 feet front by 120 feet deep. The firm is one of the soundest and most intelligently managed concerns in British Columbia, and has the confidence and a great share of the trade of the province.

Victoria Board of Trade.

This excellent institution was incorporated in 1878, and consists of 88 members, 72 of which are residents of Victoria, the remainder being scattered through the towns of the province. The general officers of the Board are: Robert Patterson Rithet, Esq., J. P., President; Matthew T. Johnson, Esq., Vice-President, and Edgar Crow Baker, Esq., M. P., Secretary. There is also a Council of eight and Arbitration Board of twelve members. The Board is composed of substantial, representative merchants from every branch of trade, is admirably conducted and has become a necessity in the mercantile circles of the province. Its influence is wide-spread and powerful, and bears directly on the prosperity and advancement of British Columbia.

Joseph Spratt.

Mr. Spratt is one of the most enterprising citizens of the province, with large and varied interests. He has lived in the province since 1862, and originated the Albion Iron and Stove Works (notice of which will be found elsewhere), but sold out his interest some two years ago. He is the owner of the Herring Oil Manufactory at Burrard Inlet, erected at great expense, which is in active and prosperous operation. He has also successfully completed an undertaking of a novel character, the construction of a floating cannery, built something like an enormous barge, of perhaps 400 tons. In this vessel all the appliances for cannery purposes are comprised, while the upper structure embodies all necessary accommodations for employees engaged in the prosecution of salmon fishing. The vessel is propelled from point to point by means of twin propellors, worked by the same steam power which at other times is employed for the purposes of the cannery. The cost of the vessel, with its adjuncts, was about $60,000. Mr. Spratt has a roving commission from the Government to fish anywhere in the marine waters of the province, including the lower tidal waters of the Frazer River. Among other appliances on board is a system of steam boilers, by means of which the oil contained in the offal of salmon is extracted—a source of profit overlooked by the stationery canneries. The offal, a source of partial offense elsewhere, is thus satisfactorily disposed of. Mr. Spratt is one of the most wide awake and public citizens of British Columbia, and a man of extraordinary business sagacity.

Canadian Pacific Navigation Company.

Mr. John Irving, of the Canadian Pacific Railway Company, represents this company in Victoria, and is an experienced and careful manager, of rare executive ability. The other officers of the company are Mr. William Charles, of the Hudson Bay Company, President; Mr. W.C. Van Horn, Vice-President; and Mr. James Lawson, Secretary. The company own and control a line of nine elegant and speedy steamers, commanded by men of long experience and perfect familiarity with the routes. The names of the vessels are the Yosemite, Princess Louise, Enterprise, R. P. Rithet, Western Slope, William Irving, Reliance, Gertrude and Otter. The stock, a large one, is owned by substantial business men. The steamers ply between Island ports, the northern coast and the mainland, commanding the bulk of transportation on their routes. The company has a well earned reputation for speed, safety and accuracy, and the confidence of business men generally throughout the province.

J. B. Ferguson and Company.

The members of this firm are Mr. J. B. Ferguson and Mr. H. Bell, one of the most enterprising copartnerships in the province. They are wholesale and retail stationers and booksellers, with a large store, 25x80, on Government street, three doors south of the Post Office. They handle every variety of stationery and office supplies, among their other specialties being blank books of all kinds, Gage's school books, Shannon files, Stafford inks and printing inks, news, flat and wrapping papers, letter presses, the "Standard" square bags, the noted 'Lansdowne" cream laid note paper, Fairchild's gold pens, architects' supplies, &c. They publish, also, excellent views of Victoria and vicinity, and a souvenir album, containing views of British Columbia. The firm commands a very large trade, and is one of the most wide awake concerns in the province.

Chas. E. Redfern,

Formerly Mayor of Victoria, is a practical watchmaker and jeweler, occupying a large store in the handsome new fireproof building on Government street, below Fort. Mr. Redfern has the agency for the American Watch Co., and carries a large stock of watches, clocks and American and English jewelery, and optical goods. He repairs chronomoters, watches, clocks and jewelry, guaranteeing his work. His workshop is complete in every respect, the store containing fire and burglar proof vaults in heavy masonry. Mr. Redfern has been in business twenty-one years, and enjoys an extensive trade throughout the city and province.

Munroe Miller.

Mr. Miller has one of the largest and most thoroughly appointed printing establishments in the province. In addition to all kinds of job and newspaper printing, he has lately added a complete plant for engraving and colored label printing, some samples of his late work in this respect showing excellence of design and finish not excelled by the largest San Francisco houses. He has lately added a large Hoe four-cylinder press, and is now prepared to do satisfactory work at reasonable prices in anything in his line.

Thomas Earle.

Mr. Earle is an importer and wholesale grocer, with an extensive trade throughout Victoria and the entire province. He is one of the proprietors of the Pioneer Coffee and Spice Mills, the output of which has a high reputation wherever known. Mr. Earle is a direct importer, handling largely all standard brands of groceries, tobacco, &c., having also exclusive agency for well known and superior lines. His office is on Wharf street, and is one of the busiest places in the city.

Young Bros.

Messrs. Young Bros. have a neat and ably conducted restaurant and oyster saloon on Government street, between Yates and Johnson. They are two of the most practical men in their line in the province, and, having made the subject of oysters one of careful study for years are enabled to procure and scientifically prepare the succulent bivalve in unexcelled manner; they are authorities on this subject. The firm does a large local trade, also exporting oysters throughout the province.

Woolen Manufacture.

Victoria is entirely dependent on foreign importation for her woolen goods. A demand has been made for home manufacture, and an offer has been made by the authorities to any enterprising individuals who will build and operate such a factory. The offer embodies a large cash subsidy and other considerations of free rental, freedom from taxation, etc. Further particulars can be obtained by addressing the Victoria Board of Trade on the subject, which is certainly one worthy of serious consideration.

Hall and Goepel.

These gentlemen, Mr. R. Hall and Mr. W. J. Goepel, are ship brokers and insurance agents, and have been established for three years. They make a specialty of the former branch of their business, and represent the California Marine Insurance Co., the Travelers' Insurance Co., the Liverpool, London and Globe Fire Insurance Co., and the Northern Pacific Express Co. Their business is an extensive one, and rapidly growing, the firm being well known as an enterprising and reliable one.

Our Obligations.

For information and valuable assistance rendered in preparing information for this edition of the JOURNAL OF COMMERCE we return thanks to the *Colonist*, *Times*, *Standard* and *Post*, to public officials and to many others in the commercial circles of Victoria, and trust that it will be in our power to discharge the obligation in the not distant future.

Chas. Morton.

Mr. Morton started his stationery house in 1883, on Government street. He handles a large line of all kinds of books and stationery, office supplies, cutlery, fancy goods and standard cheap publications. He commands a good local trade, which, under his intelligent management, israpidly increasing.

A. B. Stevens.

Mr. Stevens has been established two years in the hardware, crockery, cutlery and glassware business. He is a direct importer, and his large premises are completely stocked with a full and well selected assortment of everything in his line. He commands a large local trade.

R. DUNSMUIR & SONS,
PROPRIETORS
Wellington Collieries,
DEPARTURE BAY, NEAR NANAIMO.
Offices: Departure Bay and Victoria, B. C.
SAN FRANCISCO OFFICES:
620 East Street, bet. Pacific and Jackson.

Canadian Pacific Navigation Company
LIMITED,
VICTORIA, B. C.
EAST COAST ROUTE.
Steamers of this Company leave Victoria for Nanaimo and way ports every Monday, Wednesday and Friday, at 7 A. M.........Returning, leave Nanaimo each following day at 7 A. M.........For Comox every alternate Monday.
FRASER RIVER ROUTE.
Steamers leave Victoria for New Westminster and way ports every Monday, Wednesday and Friday, at 7 A. M.........Making connection at Victoria with steamers of O. R. & N. Co. and P. C. S. S. Co.........Making connection at New Westminster with steamers for Hope and way landings on Fraser River....... Connecting at Port Hammond with trains of the Canadian Pacific Railway.
NORTHERN ROUTE.
A steamer will leave twice each month, about the 1st and 15th, for Fort Simpson and way ports. ☞ Subject to change without notice.
The scenery on the different routes traversed by this Company is unsurpassed by any on the coast, and a trip up the noble Fraser, a visit to the extensive coal mines on the East Coast, or a voyage North, will well repay tourists. to whom reduced rates will be given.
Nov. 1, 1884. JOHN IRVING, Manager.

VICTORIA PLANING MILLS,
Rock Bay Bridge. P. O. Box 228.
....MAUFACTURERS AND DEALERS IN....
MOULDINGS, DOORS, WINDOWS, BLINDS, PLANING AND SAWING, ETC.
MUIRHEAD & MANN,
PROPRIETORS. VICTORIA, B. C.

THOMAS EARLE,
COMMISSION MERCHANT
....IMPORTER AND WHOLESALE DEALER IN....
Groceries and Provisions.
P. O. BOX 64.
PROPRIETOR OF THE PIONEER COFFEE AND SPICE MILLS.
Wharf Street. - - - - Victoria, B. C.

VICTORIA BREWERY,
JOSEPH LOWEN, L. ERB,
Proprietors.
Brewers of Beer, Ale and Stout.
VICTORIA, B. C.

W R. CLARKE,
Auctioneer, Appraiser
....AND....
COMMISSION MERCHANT,
Fireproof Building, Yates St.; VICTORIA, B. C.
Claims for damages to be made within twenty-four hours after sale. No deduction made on goods after they have left the Store. No allowance for sample lots.
LIBERAL ADVANCES MADE ON CONSIGNMENTS.

G. BOSSI,
DEALER IN
Groceries, Liquors,
PROVISIONS, ETC.
Near Johnson and Store Streets,
Opposite Waddington Alley, VICTORIA.

J. & J. FLETT,
FAMILY GROCERS.
FARM PRODUCE ALWAYS IN STOCK.
Southwest Cor. Fort and Douglas Sts., Victoria, B. C.
GOODS DELIVERED FREE OF CHARGE.

WELCH, RITHET & CO.
Commission Merchants
SHIP
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INSURANCE AGENTS,
Wharf Street, between Bastion and Fort. - - VICTORIA, B. C.

SPENCER & HASTINGS,
PORTRAIT & LANDSCAPE
Photographers.
DEALERS IN PHOTOGRAPHIC MATERIALS AND MANUFACTURERS OF DRY PLATES.
Fort Street, - - - - - - - - - - Victoria, B. C.

JOHN ROBERTSON,
BLACKSMITH
....AND....
BOILER MAKER
Store Street, opp. Telegraph Hotel, Victoria, B. C.
Steamboat and Ships' Work. Agricultural Implements Miners' Picks, etc., Made and Repaired.

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BOUCHERAT & CAMSUSA,
WHOLESALE DEALERS IN
Wines, Liquors, Groceries, Provisions
HAVANA CIGARS AND FRENCH PRESERVES,
YATES STREET, - - - VICTORIA, B. C.

McKILLICAN & ANDERSON,
Contractors and Builders.
Job Work Executed with Neatness and Despatch.
ALL WORK GUARANTEED TO GIVE SATISFACTION,
STAIR BUILDING A SPECIALTY.
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MATTHEWS, RICHARDS & TYE,
IMPORTERS OF
IRON, STEEL,
ENGLISH AND AMERICAN HARDWARE.
Sole Agents for BUCKEYE MOWERS and REAPERS.
YATES STREET, VICTORIA, B. C.

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The Only First-class House in the City.
REDON & HARTNAGLE,
PROPRIETORS. VICTORIA, B. C.

KURTZ & CO.
Manufacturers of Cigars.
TOBACCO IMPORTED DIRECT FROM HAVANA,
And Only White Labor Employed.
Office, Store and Factory: Corner Government and Trounce Streets, Victoria, B. C.

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IMPORTERS AND DEALERS IN
Fine Woolens, Cassimeres, Worsteds,
ENGLISH, SCOTCH AND FRENCH SUITINGS.
Gents' Garments Made to Order in the Latest Styles, Neatly and Promptly.
TERMS CASH.
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TOBACCOS AND CIGARETTES,
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P. O. Box 92.
Orders from country dealers will have especial attention.

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(SUCCESSORS TO J. RHODE.)
Dealers in Groceries and Provisions.
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Store Street. - - - - - - - Victoria, B. C.

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Bank of British North America.
Manager..........ROBT. BURNS.
Acting Manager..........G. H. BURNS.
Yates Street, near Government, VICTORIA, B. C.

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General Merchandise,
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THOS. NICHOLSON,
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Groceries, Provisions, Feed,
WINES, LIQUORS, ETC.
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RESTAURANT AND SALOON,
YOUNG BROTHERS, - - - - PROPRIETORS
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Private Dining Rooms for Ladies. Meals at All Hours.
Bread, Cakes and Pies Supplied to Families, Picnics, Balls, Etc.

HUDSON BAY COMPANY,
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DEALERS IN
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WHOLESALE AND RETAIL.
Highest Prices Paid for Furs of All Kinds.

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Yates Street, Victoria, British Columbia.

MRS. R. MAYNARD,
PHOTOGRAPHIC ARTIST
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Dealer in All Kinds of Photographic Materials.
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Successors to EDGAR MARVIN.
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Ale and Porter Brewers.
Have Exclusive Right to Supply H. M. Navy with Malt Liquors.
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Cowichan Lumber Yard,
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WILLIAM SUTTON, PROP'R.
ROUGH and DRESSED LUMBER.
DOORS, SASHES, WINDOW BLINDS, ETC.
Seasoned Lumber Always in Stock.
All Orders will Receive Prompt Attention.
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FARM PRODUCE AND GENERAL FEED STORE.
WINES, LIQUORS AND CIGARS.
Goods Delivered to any part of the City free of charge for carriage.

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IMPORTERS AND DEALERS IN
GROCERIES, LIQUORS, PROVISIONS
BY WHOLESALE AND RETAIL.
British Columbia Coffee and Spice Factory.
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All Goods Delivered Free to any part of the City.

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BLACKSMITH, FARRIER,
Agricultural Implement and Carriage Maker,
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REPAIRS AND JOB WORK DONE IN THE BEST STYLE.
Charges Moderate. Satisfaction Guaranteed.

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Tanners and Curriers.
Manufacturers of
Sole, Harness, Calf, and all kinds of Leather.
Cash Paid for Hides and Calf-skins.
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COMMISSION MERCHANTS,
AND WHOLESALE DEALERS IN
FLOUR, WHEAT, BARLEY, OATS, BRAN, SHORTS, MIDDLINGS, HAY, CHOP FEED,
BUTTER, CHEESE, EGGS, POULTRY,
POTATOES, ONIONS, CALIFORNIA FRUIT,
And all Kinds of Country Produce,
YATES STREET, next to American Hotel.
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CHARLES COWEN, - - - - - - Proprietor.
....BREWER OF....
Beer, Pale Ale and Extra Stout.
Corner Yates and Blanchard Streets, - - - - - - - - Victoria, B. C.

COMMERCIAL HOTEL,
Cor. Douglas and Cormorant streets, near City Hall.
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This new Fire-Proof Brick Building was expressly built for a Hotel, with all modern improvements, and is one of the best located Houses in the City.
BOARD, PER WEEK..........$5 00 | BOARD AND LODGING, PER DAY.... 1 00
BOARD AND LODGING, PER WEEK.. 6 00 | SINGLE MEALS.......... 25
BEDS, 25 AND 50 CENTS.
Families Accommodated on Reasonable Terms.
The BAR will be found well stocked with the Best Brands of Wines, Liquors and Cigars.
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NO CHINESE EMPLOYED.

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WOOD, CATON & CO.
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