CITY OF

VANCOUVER

TERMINUS OF THE CANADIAN PACIFIC RAILWAY.

BRITISH COLUMBIA

HAND BOOK

COMPILED BY M. PICKEN.

VANCOUVER, B. C.

PUBLISHED AND PRINTED AT THE DAILY NEWS OFFICE.

1887.

PREFACE.

In compliance with the request of a large number of the influential citizens, I submit to them a Pamphlet containing such information as will be interesting to the thousands of enquirers, for information regarding this important city of the west.

I trust this brief description of the City and Province will be sufficient to convey to these enquirers, the information they desire regarding the City and Province, and that it will meet with the approval and materially aid the business men of the City in their correspondence.

M. PICKEN

VANCOUVER, B. C., FEBRUARY, 1887.

SULPHUR HOT SPRINGS,

HARRISON LAKE,

AGASSIZ STATION, C. P. R., BRITISH COLUMBIA.

The Hot Sulpher Springs are situated near Harrison Lake, fifty miles east from Vancouver and four and a-half miles from Agassiz Station on the C. P. R. A conveyance from the Springs Hotel meets all trains at Agassiz, and the Hotel is connected with the Station by a telephone line.

The Hotel possesses all modern improvements for the convenience and comfort of invalids and guests. A number of Cottages have also been built for the convenience of visitors who do not wish to stay at the hotel. In addition to the above Bath Houses having every convenience have been erected.

The Hotel is in the centre of the most beautiful scenery in British Columbia, and many interesting sights within easy access.

BOATING AND FISHING

can be indulged in on Harrison Lake and the many little streams which flow into it Harrison Lake is a large sheet of water varying from seven to ten miles in width and forty-five miles in length, dotted with many beautiful islands. The hunting around this delightful spot has no equal in the Province.

The water issues from the springs at a temperature of 164 degrees and an analysis made by Prof. Wenzell, of San Francisco, shows that they contain Sulphureted Hydrogen, Sulphate of Sodium, Chloride Pottassium, Alumina, Silica. One wine gallon of these waters contain 89¼ grains of solid matter.

IT IS A SURE CURE FOR

Paralysis, Rheumatism, Diabetes, Nervous Diseases, Blood and Skin Diseases, &c.

CHARGES MODERATE.

Brown & Co., Props.

OPPENHEIMER BROS.

Commission ✦ Merchants,

REAL ESTATE AND GENERAL BROKERS.

Money Loaned and Advances Made on Consignments.

Business and Residential Lots in all parts of the City for sale on Liberal Terms.

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For plans and other information apply at our office,

Oppenheimer Brick Block,

POWELL ST., NEAR CITY HALL,

VANCOUVER, B. C.

The City of Vancouver.

THE City of Vancouver, the Pacific terminus of the Canadian Pacific Railway, and now the recognized commercial center of the Province of British Columbia, is situated on a small peninsula formed by two arms of the sea, Burrard Inlet on the North, and False Creek on the South. The town site is one of the most beautiful and commanding on the West Coast of America, the surface gently sloping from the center to the water on either side, giving easy grades for streets, and the most perfect facilities for drainage and sewerage. The harbor on the north side, is second to none on the continent. It is three miles wide at its greatest width and about twelve miles in length, having accommodation enough on its placid waters for the united fleets of the world. The entrance to this harbor, or as it is called the First Narrows, is about a quarter of a mile in width, easy to navigate, even by the largest craft, at all states of the tide, and in any weather. The harbor itself is completely landlocked, and is sheltered on all sides from high winds, and vessels in their berths will lie undisturbed though a hurricane be raging outside, an advantage which few harbors of equal proportions can boast of. English Bay of which False Creek is the continuation is a large open roadstead with excellent anchorage, and being contiguous to the entrance to the harbor is a very desirable addition, to the harbor accommodation. This beautiful location not only possesses these advantages so important to shipping, but the natural and ever changing pictures which the eye lights upon on every side are beautiful in the extreme. The bay crisp and sparkling, the bold background of green wooded hills, and far behind these the rugged peaks of the snow-capped mountains, are pictures which when

> The labors of the day are over, refresh the eye,
> And sooth the mind inviting dreams,
> Of future peace and joy on high.

It is impossible for pen or pencil to do justice to the magnificence of the scenery around this fair city of the west,

a partial glimpse however may give a faint idea of a view to be obtained from one of the elevated points of Vancouver. The townsite it must be remembered is not as it appears on the map, flat, but undulating and having several commanding elevations. From one of these I shall endeavour to describe to you what can be seen.

Fancy yourself standing on this elevation while yet the sun is in the east. To the southward rise the rugged peaks of the Olympians, capped with snow, glistening in the morning sun, making them appear as if crowned with sparkling gems. Gazing over the western sea, whose waves break murmuring on the shore almost at your feet, it lies clear and cold, broken with numerous islands, lowering dimmer towards the horizon, which is jagged here and there with yet another, that other the island of Vancouver. The sea looks a wild yet peaceful mingling of lake and land ; some of the Islands are green with abundant vegetation from shore to shore, clothed in the soft light of the rising sun ; others are mere rocks, showing a bold, stern front to the sea, some of them strange, both in form and character. Over the pale blue sea hangs the pale blue sky, flecked with a few white fleecy clouds, white clouds that looked as if they disowned the earth they had got so high, yet nevertheless her children, doomed to descend again to her bosom. A keen bracing wind is out, crisping the surface of the sea in irregular patches. A few fishing boats like white winged birds give life to the scene and complete the picture.

Right about turn and you look towards the east, but what a change is there. The sun has just tipped the mountains. You see hills of waving pines rolling away eastward and northward, at middle distance beginning to rise into mountains, and farther yet on the horizon, showing snow on their crests, a pure white crown, a crown befitting their majesty. It is a solemn and very still region, not a pretty country at all, but great—beautiful with the beauties of color and variety of surface, while far in the distance, where the mountains and clouds have business together, its aspect rises to grandeur. Again looking south-eastward, the mighty Mount Baker, like a giant sentinel, rears his snowy peak in solitary majesty. It is a hard thing to choose between the morning and evening view to the westward. At sunrise it is beautiful ; at sunset it is magnificent. At sunrise the sea appears clear and cold ; at sunset the sea appears waving ringlets of sparkling gold. Two varieties of the beautiful :

The bay in ev'ning sunshine bathed,
The hills in gorgeous green arrayed,
The mountains crowned with sparkling snow,
Exalt our thoughts from here below.

The scenery contiguous to Vancouver is mountainous, grand and majestic in its beauty, inspiring one with thoughts above earthly thoughts, and dreams of the world beyond, and the majesty of Him who is King of all. Whether rambling through some lonely valley with a murmuring rivulet for a companion, or sailing quietly on the peaceful waters of some narrow inlet bounded on either side by a wall of wooded hills, or perched on the peak of a towering mountain, the same thought flows through the wondering brain; how puny is man compared to those mighty works of nature? Such is an every day natural panarama, which always possesses some new charm to please the eye every time one gazes upon it.

With these grand pictures of natures' own framing surrounding you, and a comfortable home, in a temperate climate, where is the man who could be unhappy?

The climate is temperate, the thermometer seldom registering above 90° in the summer, and lower than 10° in winter. The winters are for the most part open, with rain and snow falls at short intervals. The rainy season may be considered from November till March. The driest months in the year are June, July, August and September. During the summer the evenings are cool and pleasant, even after the hottest days. But the rainy season is not all rain nor the dry season all dry. We have some beautiful shining days in winter, which expose the snow-capped mountains, rearing their grotesque heads till they seem to pierce the blue vault of heaven, so that winter has its own peculiar charms. We have a few drizzly, dull days in summer, but they only serve to break the monotonous routine of sunshine, and after a shower nature looks joyous and bright, refreshed by the cooling bath, amply making amends for any discomforts that may have been experienced. It also cools the air and tempers the atmosphere. Altogether, the climate is healthy and invigorating, and the laborer feels none of that fatigue from manuel labor which is felt by him in Central Canada. People from the east are surprised to see our people going around in their ordinary summer costume during the winter months, our fields and forests clothed in a mantle of green, and flowers blooming in the open air, thinking because of the high latitude of our Province, that the

winters would be even more severe than in the lower latitudes of Ontario and other eastern Provinces.

The history of Vancouver is remarkable for the many severe and trying experiences which it has successfully passed through. When Coal Harbor, a bay of Burrard Inlet, on which stood a small village, having a variety of names, sometimes called Gas Town from a man of the name of Gassy Jack, an hotel keeper, and a character in the village; sometimes Coal Harbor, from the fact of thin seams of coal cropping out on its shores, and from a story of a man-of-war once having coaled there; and sometimes Granville the proper name of the village; was chosen as the ultimate terminus of the great transcontinental railway, jealous rivals with untiring energy made every endeavour to hinder its progress, and placed every obstruction in their power to prevent the extension of the railway from Port Moody; nature however had endowed Coal Harbor or more properly Vancouver, with such a wealth of natural advantages that their efforts proved futile, and all their objections were dissolved. The influence of the enemies of Vancouver has not been unfelt. Their great aim has been to create a want of confidence in the place, to make people doubt its genuineness, and a feeling does exist in a greater or lesser degree in the minds of people in distant cities and towns as to its reality. I would like to disabuse those peoples minds of these doubts, and convince them to the contrary, which can only be done by stating facts, and with the assistance of the press throughout the country.

I shall now give a brief sketch of the progress of Vancouver since it became conspicuous to the world as an important commercial center. Vancouver began to attract the attention of the public in the early months of last year. The agreement between the Government of British Columbia and the railway company, and the transfer of the lands as a subsidy having been completed and Vancouver fixed as the terminus, people began to flock in, and soon after, a town sprang into existence and building was proceeded with, with the greatest energy. Application was made to the Provincial Government in January for incorporation, a bill for which was .eventually passed after considerable opposition and assented to by the Lieut. Governor on April 6th of last year, and Vancouver became the fourth city in British Columbia, soon to rise to the first, and the metropolis of the Pacific coast of America. A mayor and ten aldermen were elected in May,

and extensive improvements were under consideration, when unfortunately, on the 13th of June, the fire fiend ravaged the city, leaving one or two buildings where hundreds had stood, and rendering many penniless who were in comfortable circumstances and doing a thriving business.

On the morning of the 14th June the scene presented to the eyes of the citizens was a desolate one, one which would have made any other people but Vancouverites desert it. But the citizens were equal to the task, failure never once entered their heads, they set to work with a determination to succeed and they did. The city council never for an instant remained idle. Scarcely had the fierce flames ended their work of desolation, when they were at work sympathizing, encouraging and trying to help everybody. They despatched messages to all parts of the Dominion for help to the suffering ones, which were nobly responded to, and but for that help Vancouver would not have been the place it is to-day. Reassured by the encouraging reports which came pouring in day by day, strength was added to the arms of the citizens and they worked as never men worked before. On the morning of the 15th June numerous tents and small huts were to be seen dotting the townsite, which gave to it the appearance of a military encampment. Everybody was in good humor, losses were forgotten, the hopeful future dispelled all other thoughts from their minds. It was a grotesque scene never to be forgotten by those who participated in it. The noise of the hammer was heard above all other sounds, as busy hands piled on the boards in the work of re-building. The C. P. R. hotel was the first to appear above the ruins, and smaller buildings arose as if by magic in scattered profusion around it. In a week hotels were occupied, stores opened and doing business as usual, although confined to considerably smaller premises. Cordova street soon began to assume a business like aspect, store after store was put up and opened, and in two weeks the the whole space from Carrall to Abbott streets was occupied by buildings, though of a primitive style they answered the purpose until better could be built. In the meantime the city council had discussed ways and means for the planking of the principal streets, and soon afterwards the planking of Water street was commenced. Once commenced they kept it going, there being plenty of willing hands to do the work. Cordova, Carrall, Hastings, Cambie, Powell, and Oppenheimer streets and Westminster Avenue followed in quick succession.

Within six months, over five hundred buildings were erected, many of them substantial two and three story frame blocks, and a large number of them built of brick. Such is the confidence in the future importance of the city, that over $1,000,000 has been expended on building alone since the 13th of June last, and the large number of structures, both brick and frame, large and small at present in course of erection, is only a forecast of what we may expect during the present year. Vancouver to-day can boast of having several first-class hotels with every accommodation for the comfort of the traveller, stores which would do credit to any of the larger cities in the east, and buildings which will compare favorably with those of a city three times its size.

Though delayed in the work of completing the railway to its natural terminus, the Canadian Pacific Railway Company have not been idle. They have been actively engaged with a staff of over two hundred men, clearing their land, grading streets, building wharves, and making every preparation for the immense volume of trade which will pass over their line during the present year. They have in course of erection a large hotel, which when completed will rival anything of the kind on the continent. The ground is being prepared for a large passenger depot, and also for round-houses, work-shops, workmen's houses, freight sheds and warehouses. Steamers are being built to ply between this port and Australia, China, Japan, San Francisco, South America and the channel ports, which will make it the commercial centre of the Pacific.

These influences in themselves are sufficient to cause a large city to spring up, but when we look around and take into consideration the incalculable forest, mineral, agricultural and marine wealth, with which it is surrounded, the possibilities of its future cannot be over-estimated. When saw-mills are established and the lumber trade fully developed, our mineral resources utilized, and our great coal fields being wrought, iron ore mined, smelted and manufactured into all kinds of machinery, tools, etc., our copper mines opened and the wealth drawn from them, our gold and silver mines pouring out their millions, a system of fishing stations established along our coasts, and piscatorial wealth drawn from the bosom of the ocean, Vancouver will have become the metropolis of the west, the London of the Pacific.

Let us now dwell for a little on Vancouver's connection with the world. From Liverpool to Halifax, the distance is 2,480 miles, traversed in 6½ days, Halifax to Vancouver a little over 3,000 miles, traversed in 5½ days, Vancouver to Melbourne 7500 miles, traversed in about 21 days, making a total traveling time between Liverpool and Melbourne, via. Halifax, C. P. R. and Vancouver of 34 days, while the contract mail time from London to Melbourne is 44 days, being a saving of ten days by the Canadian route. Again, the distance from Vancouver to Hong Kong is about 6,000 miles, traversed in about 16 days, making the total traveling time between Liverpool and Hong Kong 29 days, while the contract mail time from London is 33 days, a saving by the Canadian route of 4 days. The distance from Vancouver to Yokohama, Japan, 4,380 miles can be traversed in ten days, making the traveling time from Liverpool 23 days; while by the Suez Canal the contract mail time is 35 days, a saving by the Canadian route of 12 days. With such overwhelming odds in its favor the C. P. R. cannot fail to become the mail route between the United Kingdom and these countries, in fact a subsidy has already been granted by the Imperial Government for this purpose, which will naturally attract commerce from the old and less expeditious channels.

The geographical position of Vancouver is also an important point in its favour, and is remarkable for its similar situation in relation to America, as London the great emporium of Europe is to that Continent. The Province of British Columbia juts out from North-West America as Great Britain from Europe, and our City is situated in much the same position in British Columbia as London is in Great Britain. The comparatively favorable distances across the Pacific to Japan, China and Australia, compare with the same favourable distances from Europe across the Alantic to America. The direction of the trade winds tend to this point, the open harbors also which indent the coast are havens of refuge for the storm beaten ship. It is also worthy of note that the coasts of the mainland of British Columbia and the islands are indented with numerous long inlets, bays and coves, similar to the coasts of Norway, the west of Scotland and Ireland; Ireland and the Hebrides of Scotland, comparing with Vancouver Island and the Queen Charlotte Islands of British Columbia. The following extract from a speech made by the Earl of Dufferin while in the province, describes the coast line very clearly.

"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 2,000 tons, we threaded "an interminable labyrinth of watery lanes and reaches that "wound endlessly in and out of a net work of islands, prom- "ontories, 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 unrivalled "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 facil- "ities for inter-communication which are thus provided for "the future inhabitants of this wonderful region."

Equal effects are produced from similar causes under like conditions, and the analogy between London the metropolis of Europe and Vancouver, is so nearly perfect that a similar effect is likely to result. As London owes its growth to the development of the natural resources of the country to which it is as a gateway, so Vancouver will grow with the devel- ment of the natural resources of the country of which it is the gateway.

The following review of the improvements made in the city since the 13th June will give an idea of its remarkable progress since that date :

Clearing land, etc., including C. P. R.	$ 250,000
Grading and Planking streets	75,000
Mills and Wharves	85,000

BUILDING.

Cordova street	$ 125,000
Hastings "	100,000
Granville "	100,000
Pender, Seymour and Richard streets	50,000
Water street	90,000
Alexander street	$25,000
Powell "	25,000

Carrall street	50,000
Westminster avenue	25,000
Dupont street	10,000
Miscellaneous streets, (20)	75,000
Total improvements,	$1,085,000
Assessed value of Real Estate	2,664,274
" " Personal Property	108,305
	$3,857,579

Corporation Acccounts from date of incorporation (6th April), 1886, to 31st December last.

RECEIPTS:

By Dray Licenses	$ 115 50	
Feed and Sale Stables and Livery Stables	36 00	
Billiards and Pool, Auctioneers	90 00	
Shooting Galleries and Theatre	21 00	
Victualling houses	31 50	
Liquor Licenses	4,880 00	
Permits granted previous to 1st July, 1886	965 00	
Police Court fines	1,036 50	
Government grant for Powell street	1,000 00	
Bills discounted	13,907 00	
Water street debentures and interest	4,552 28	
		$26,634 78

EXPENDITURE:

To Fire, Water and Light		$ 2,918 18
Fire Hall	$ 1,209 87	
Tanks	1,127 73	
Engine and Freight	368 95	
General expenses	211 63	
To Printing and Stationery		609 00
General expenses acct.		904 36
Election expenses	$ 83 75	
Furniture, Safe, etc	507 45	
Revision of Voter's List	135 40	
Telegrams and Sundries	177 76	
To Bills Payable		6,495 00
Interest		110 83
Police Commissioners		2,881 95
Salaries	$ 1,853 20	
Specials	479 35	
Prisoners' board	387 50	
" expenses	83 40	
General expenses	78 50	

EXPENDITURE.—*Continued.*

To Salaries account			1,780 12
City Clerk	$ 498 50		
Assessment Commissioner	332 25		
Treasurer	75 00		
City Engineer	333 87		
1st Assistant Engineer	96 00		
2nd " "	73 00		
Fire Engineer	244 00		
Hospital Steward	63 00		
Street Inspector	64 50		
To Board of Health			243 98
Hospital	$ 149 48		
Medicine and general expenses	94 50		
To Board of Works			8,435 00
Street expenditure	$ 1,922 73		
Water street	4,584 50		
City Hall	1,853 22		
General expenses	74 55		
To Cash in Bank of British Columbia			2,135 85
" Treasurer's hands			91 23
" City Clerk's hands			29 18
Total			$26,634 78

ASSETS :

By Bank of British Columbia	$ 2,135 85	
Balance in hands of the Treasurer	91 23	
Cash in hands of the City Clerk	29 18	
Safe	519 00	
Water street property owners, *re* debentures	4,500 00	
Carrall street property owners, *re* debentures	7,300 00	
Cordova street property owners, *re* debentures	6,300 00	
Hastings street, east and west	14,000 00	
Fire engine	7,268 95	
City debentures deposited in Bank of B. C	14,100 00	
City Hall and furniture	1,853 22	
Four lots on Powell street at $650	2,600 00	
Fire Hall	1,209 87	
Fire Tanks	1,127 73	
Fire Bell	122 50	
City Seal	35 00	
Tait & Co., rent to December 31st	25 00	
Hotel Licenses unpaid :—		
P. Carey	110 00	
N. Allen	50 00	
Improvement Account, streets, sidewalks, etc	2,115 21	
		$65,492 74

LIABILITIES :

To Bank of British Columbia	$ 7,000 00	
J. & J. Taylor	412 00	
Water Street debentures	4,500 00	

LIABILITIES.—*Continued.*

Carroll " "	$ 7,300 00	
Cordova street debentures	6,300 00	
Hastings " " west of Carrall	10,000 00	
Hastings " " east of Carrall	4,000 00	
General City debentures	14,100 00	
Fire engine	6,000 00	
Outstanding accounts on December 31st	4,980 00	
		$65,492 74

PROJECTED IMPROVEMENTS.

The following amounts will be expended on land and street improvements, buildings, etc., during the coming spring and summer:

City Corporation Street improvements		$ 58,435
" " Sewerage		25,000
" " City Hospital		2,000
" " Miscellaneous		2,500
Water Works Company		350,000
Gas Works Company		150,000
C. P. Railway Company, hotel	$250,000	
already expended	50,000	
		200,000
Round Houses, etc		250,000
Passenger Depot and Offices		50,000
Wharves		25,000
Sidings, etc		15,000
Freight Sheds		5,000
Land improvements		25,000
Bank building		12,000
Sir George Stephen & Co., block of buildings		25,000
Lady Stephen, block of buildings		15,000
Vancouver Improvement Company, building and land improvements, Mill property		159,000
Brighouse & Co., land improvements, Lot 185		85,000
Mr. Angus, store and residence		11,200
Episcopalian Church		3,300
Miscellaneous (moderately speaking)		1,000,000
Total		$2,459,435

The above is a very liberal amount of work to begin the year with, and must bring together a large population.

THE TEA TRADE.

Although the Canadian Pacific Railway was only opened to through traffic on July 1st, the following large quantity of tea direct from China and Japan was discharged at this port and shipped eastward over the railway:

VESSEL.	LBS. TEA.
W. B. Flint	1,240,763
Flora P. Stafford	1,658,033
Zoroya	529,206
Carrie Delap	1,800,000
Bylgia	550,060
Eudora	1,100,000
Freda Gramp	1,000,000
	7,878,002

Representing in cash $2,000,000. The first of this year's shipments has already been despatched by the barque "George," and is now due at this port, it is therefore very probable the above figures will be quadrupled in 1887.

CITY INDUSTRIES and EXPORT TRADE.

PRINCIPAL BUILDINGS.

Among the principal buildings are the following: City Hall and Fire Hall, Public School, Presbyterian Church, St. James' Episcopal Church, Catholic Church, Oppenheimer Brothers brick block, Tye & Co's brick block, A. G. Ferguson's brick block and residence, Gilmore & Clark's brick block, Templeton's brick block, Crichton's brick block, Tatlow's brick block, McMillan brick block, the Horne brick block, the Holman brick block, Sunnyside Hotel, Gold House, Dougall House, Syndicate, Regina Hotel, European Hotel, Carter House, Leland House, Hudson Bay Co's Store Poulin's Residence, Mr. Abbott's Residence, C. P. R. Offices, &c., &c.

Among the buildings in course of erection are the following: C. P. R. Co's Hotel, C. P. R. Co's Bank Buildings, to be occupied by the Bank of Montreal and the Bank of British Columbia, Sir Geo. Stephen and others brick block, Lady Stephen's brick block, Angus & Co's brick warehouse, Geo. Byrnes brick block, C. P. R. Co's freight sheds and offices, and a numerous lot of smaller buildings. The plans for the terminal Passenger Depot and Offices, prepared by Mr. Sorby, have been forwarded to Montreal for approval, also the plans for the Round-houses and Work-shops. The city architects have also received orders for plans for a large number of buildings.

POPULATION.

The population of the city at the present time is about 5,000, and train and steamer are adding their quota to it daily. In the same month last year the population was not over 300, giving an increase in twelve months of sixteen hundred per cent.

VANCOUVER MARKET REPORT.

CURREET PRICES.

GROCERIES.

Teas, per ℔	30c@75
Coffee, per ℔	22½@27½
Sugar, white, per ℔	10c
" yellow, "	9c
Rice, "	4c@10c
Syrup, per gal	$1 00

DAIRY PRODUCE.

Butter, fresh, per ℔	32½c
" tub, "	30c
Eggs, fresh, per doz	75c
" imported "	50c
Cheese, per ℔	20c

FISH, GAME AND POULTRY.

Salmon, fresh, per ℔	6c
" cured, "	12½
Cod, Rock, "	6c
Trout, "	12½
Whiting "	6c
Oysters, per qt	75c
Crabs, (Eastern $1 per doz)	50c@1 00
Grouse, Blue, per brace	1 00
" Ruffed, "	62½
Ducks, Mallard, "	75
" Widgeon, "	50
" Teal, "	30
Venison	7@10c
Chickens, Spring, each	50@75
Beef, sirloin steak, per ℔	15c
" roast, "	12½
" boiling, "	8c@10c
" corned, "	10c
Mutton, by the side, "	11c
" best cuts "	15c
" boiling, "	10c
Pork, "	12½
" corned, "	10@12½
Veal, "	15c
Lamb. "	20c
Bacon, "	15@16c
Hams, "	18@20c
Lard, "	15c

FRUITS.

Apples, per box	$1 25
" dried, per ℔	8c@12c
Pears, "	8c
Plums, "	
Grapes, "	12½
Peaches, "	
Prunes, "	8c
Bananas, per doz	50
Oranges and Lemons, ℔ doz	50

FLOUR AND FEED.

Flour, per bbl	$5 25
Oatmeal, per ℔	5c@6c
Bran, per sack	90c
Shorts, "	28 00
Oats, "	30 00
" chopped, per ton	40 00
Wheat, per ton	35 00
Ground Barley, per ton	42 00

VEGETABLES.

Potatoes, per ℔	1c
Turnips, "	1c
Beets, "	1c
Carrots, "	1c
Sweet Potatoes, per ℔	5c
Cabbage, "	2c
Onions, "	3c
Cucumbers, per doz	
Tomatoes, per ℔	
String Beans, "	
Cauliflower, per doz	75c

BREAD.

Loaves, per doz	$1 00
Rolls, "	15c
Cookies, "	15c
Buns, "	15c
Biscuits, Soda, per ℔	10c
" " per box	$2 25
Lemon Snaps, per ℔	25c
Ginger " "	25c
Wine Cakes, each	15@$1
Jelly " "	40@50

FUEL.

Coal, per ton	$9 00
Wood, per cord	3 50
Coal Oil, per 5 gals	2 25

BUILDING MATERIAL.

Bricks, per M	$10 00
Lime, per bbl	1 75
Cement, "	6 50
Plaster, "	5 50
Hair, per sack	1 25
Sand, per cubic yard	1 00
Lumber, rough, per M	10 00
" dressed, "	$15@$20
Shingles "	2 00
Laths "	3 00
Nails, per cwt	4 00
" Shingle, per cwt	5 00
Paints, per cwt	$8@$10
Oil, Linseed, per gal	$1@$1 15

TRAVELING FACILITIES.

The steamer Princess Louise makes daily trips between Victoria, Vancouver and C. P. Railway, carrying mails and passengers.

Steamer Evangel, Capt. Tarte, makes semi-weekly trips between Vancouver, New Westminster and Seattle, calling at Roche Harbor, San Juan Island and way ports.

Weekly connection with San Francisco, Cal., is made by the Pacific Coast Navigation Company's steamers Geo. W. Elder and Mexico.

The steamer Robert Dunsmuir runs weekly between Nanaimo and Vancouver.

The steamer Pearl makes regular trips between New Westminster and Vancouver.

Four stages run regularly every day between New Westminster and Vancouver.

The ferry-boat Senator makes several trips daily between Moodyville, Hastings and Vancouver.

EXPORT TRADE.

Last year, 1886, has been regarded by the sawmill men, loggers and others as below the average, the principle cause being the very low freight rates, and consequently a scarcity of ships.

The Hastings Sawmill is situated on the shore of Coal Harbor, immediately at the terminus of the Canadian Pacific Railway, and will from this time on have a very large local trade from the growth of the terminal city, and will also have a large market in the Northwest Territories, as soon as the Canadian Pacific Railway can give shipping facilities, which in all probability will be by the end of March or the beginning of April this year. The daily capacity is from 50,000 to 70,000 feet, according to the style of lumber, and there are employed in and around the mill and logging camps about 200 men, with a monthly pay roll of from $8,000 to $12,000. The timber limits connected with the mill embrace about 20,000 acres, and are estimated to contain 600,000,000 feet, board measure of lumber. They are all located on the waters edge, and so situated that rafts can be towed without any danger from wind or waves. Some of the limits are immediately adjacent to the mill. These limits are held under lease from the Crown at a rental of fifteen cents per acre per annum, and with the exception of 5,000 acres, the present leases may be converted into freehold by purchase from the Crown at $2.50 per acre.

The mill site comprises some six acres of land, situated about twelve hundred yards from the Canadian Pacific Railway wharves and station, and the line of the C. P. R. is laid through its yard. The wharves can accommodate five or six vessels at one time. In connection with the mill is a store, with a separate wharf, mess-house, kitchen and dwellings for employees. Mr. R. H. Alexander, a gentleman possessing an excellent knowledge of the business, is resident manager. During the months of January, March, April and May the mill was closed for repairs, for which reason, together with that already stated, the output is far below previous years; but the average profit has been largely in excess.

The following are the mill's shipments for last year:

Shipments from the Hastings Sawmill, Vancouver, for 1886.

DATE.	VESSEL.	TONS.	DESTINATION.	LUMBER.		LATHS.	PICKETS.	SPARS.
				Rough.	Dressed.			
February 11	St. Cloud	1528	Shanghai	1,072,811	54,327	1,725	1,310	.....
April 29	Frank Carroll	1499	London	232,201	.....	.....	.....	413
June 1	Droitning Sophia	648	Adelaide	478,059	.....	415	315	.....
July 9	Von Moltke	687	Shanghai	486,486	27,070	.....	.....	.....
September 11	Beaconsfield	1450	Callao	914,631	105,545	.....	.....	.....
" 19	Omega	488	Shanghai	290,307	18,352	.....	.....	.....
" 21	Dorothea	620	Callao	328,783	79,998	.....	.....	.....
October 2	Gotha	810	Iquiqui	454,654	151,524	.....	.....	.....
" 15	City of Aberdeen	569	Valparaiso	296,873	85,678	.....	.....	.....
" 26	Zoroya	383	Melbourne	272,660	.....	455	285	.....
November 22	Fleur de Lis	993	Sydney	740,369	.....	593	1,300	.....
" 30	Antelope	1306	Shanghai	890,179	48,124	.....	.....	.....
December 12	Cyprus	916	Valparaiso	586,398	68,357	.....	.....	.....

THE TOTAL SHIPPED IS AS FOLLOWS:

No. Vessels	Tons.	Rough Lumber	Dressed.	Laths.	Pickets	Spars
13	11,897	7,044,411 ft.	638,985 ft.	3,188	3,210	413

The Royal City Mills Company are amongst the largest employers of labour in British Columbia. They own and work two mills at New Westminster; and one large Steam Sawmill at Vancouver. 56 ft. x 300 ft. Having a daily capacity of 45,000 ft., or 80,000 ft., working day and night. They have also a large Sash and Door Factory, 40 x 120 ft. A Shingle Mill, capacity 35,000 daily; Warehouses, a Boarding-house, 24 x 60 ft., and 20 houses for employees. It has a water frontage on False Creek of 1,000 feet. The mills and machinery are all new and of the finest description, possessing every modern improvement. They are centrally situated and a good 36 feet planked road runs from their yards to the central portion of the city. They have three steamers for towing logs and lumber, and fifteen barges. They operate 10 logging camps, and employ about 500 men at their mills, camps, and factories. The manager of the company is Mr. John Hendry.

The mills owned by the Brunette Sawmill Company, (Limited), are situated at the mouth of the Brunette River, on the west banks of the Fraser, a short distance from New Westminster. The branch line of the Canadian Pacific Railroad from Port Moody to New Westminster passes through their yard. The company has now been in existence about eight years, and have done considerable business during that time. The mill has a daily capacity of 40,000 feet. They have a large and conveniently situated wharf at Vancouver on False Creek.

Leamy & Kyle's Sawmill is situated on the south side of False Creek, with an excellent water frontage, and was established last year. It has an annual capacity of 15,000,000 feet, and employs between 30 and 40 men about the mills. They only supply the local market, and their trade is increasing rapidly.

The Moodyville Sawmill is situated on the north shore of Burrard Inlet, about 3½ miles from Vancouver. It has an annual capacity of 30,000,000 feet. The company has a

water frontage of two miles on Burrard Inlet. In and about the mill employment is given to 70 men, and 60 more are employed at the logging camps; besides these about 30 longshoremen are employed loading and discharging. The average pay-roll of the company is from $7,000 to $10,000 per month. As will be seen by the following tables the foreign shipments for last year, 1886, were 12,567,585 feet, while the local shipments were about 1,500,000 feet. The resident manager is Mr. B. Springer, to whose efficient management the success of the mill is to be attributed. The company have also a yard and wharf at Vancouver, situated at the north end of Cambie street, which is under the supervision of Alderman Humphries.

Moodyville Sawmill Company's Shipping for 1886.

DESTINATION.		VESSEL.	TONS.	ROUGH LUMBER.	LATHS.	PICKETS.
Australia	1	Record, British ship	1754	1,384,928	3,278	43,740
Do.	2	Thomas R. Foster, Hawaiian barque	1305	853,070	1,539	41,343
Do.	3	Nellie May, British barque	699	481,554	.....	183
Do.	4	Pacific Slope, British barque	799	730,752	975	.....
Do.	5	Ragna, Norwegian ship	1108	846,524	1,327	22,764
Do.	6	G. S. Homer, American ship	1269	908,970	1,980	.....
Do.	7	Rigi, Swedish barque	511	417,640	405	8,673
Do.	8	Aurora, Norwegian barque	528	434,712	291	12,201
Do.	9	Pacific Slope, British barque	799	707,613	1,758	.....
	9		8772	6,758,763	11,553	128,904

DESTINATION.		VESSEL.	TONS.	ROUGH LUMBER.	DRESSED.	LATHS.
China	1	Nanaimo, British barque	397	484,532	.....	.....
Do.	2	W. B. Flint, American barque	793	531,532	19,677	2,897
Do.	3	Nanaimo, British barque	397	465,400	17,105	1,310
Do.	4	Plymouth, British barque	1311	934,132	16,114	4,407
	4		2898	2,415,596	52,796	8,614

Moodyville Sawmill Company's Shipping for 1886.—*Continued.*

DESTINATION.		VESSEL.	TONS.	ROUGH LUMBER.	DRESSED.	SPARS.
Japan	1	George, British barque	942	478,529	.....	117
Do.	2	Anamba, British barque	1110	295,782	619,377	18
	2		2052	774,311	619,377	135
Honolulu	1	Malay, American barkentine	706	200,466	.....	.....

DESTINATION.		VESSEL.	TONS.	ROUGH LUMBER.	DRESSED.	LATHS.	PICKETS.	SPARS.
South America	1	Harvest Home, Br. barque	574	294,727	13,078	.....	.....	.....
Do.	2	Loyola, British barque	568	378,203	48,330	300	8,691	.....
Do.	3	Glenlyon, British barque	665	427,105	.....	.....	.....	.....
Do.	4	Ansonia, China barque	625	356,538	90,700	.....	.....	56
	4		2432	1,456,573	152,108	300	8,691	56

RECAPITULATION.

DESTINATION.	No. Vessels.	TONS.	ROUGH LUMBER.	DRESSED.	LATHS.	PICKETS.	SPARS.
Australia	9	8772	6,758,763	.....	11,553	128,904	.....
China	4	2898	2,415,596	52,796	8,614	.....	.....
South America	4	2432	1,456,573	152,108	300	8,691	56
Japan	2	2052	774,311	619,377	.....	.....	135
Honolulu	1	706	200,466	.....	.....	.....	.....
	20	16860	11,605,709	824,281	20,467	137,595	191

Total foreign shipments, as above	12,567,585	feet.
Local shipments, Rough Lumber	1,564,308	"
" " Dressed	657,916	"
Grand Total	14,789,809	feet.

Three of the above mills are within the city boundaries, and the Moodyville might be said to be in the suburbs, being directly opposite on the north shore of the harbor. The employees also purchase the larger portion of their supplies in the city, and all exports and imports pass through the city custom house.

Regular communication with Vancouver is kept up by a steam ferry which makes four trips daily between the two places.

The north shore of the inlet contiguous to Moodyville, is a favorite resort for the citizens during the summer months, and I have no doubt that in the near future, it will be fully taken up with handsome residences, and adorned with beautiful grounds.

Other manufactures have been started in the city, boat-building, furniture manufacturing, tin, sheet iron and copper-ware, etc.

Tin, Sheet Iron and Copper-Ware Manufacturers.

E. S. Scoullar & Co.
McFeely & McLennan.
James Vair.

BOAT BUILDERS.

Shaw & Linton.

FURNITURE MANUFACTURERS.

F. W. Hart, employing regularly 8 men.
Irving & Strachan.
Jacob Sehl.
Abrams & Co.

CIGAR FACTORIES.

Kurtz & Co.
Jack Levy.

Though very creditable to such a young city, they are by no means to be considered as the future staple manufactures of the city, as it is very probable that every branch of the sciences and arts will be represented in Vancouver.

CITY COUNCIL AND OFFICERS.

M. A. MacLean, Mayor.

ALDERMEN :—

Ward 1.—L. A. Hamilton, Dr. Lefevre.
Ward 2.—Jos. Humphries, Jos. Mannion.
Ward 3.—Robert Clark, R. H. Alexander.
Ward 4.—Edward Sanders, Geo. H. Lockerby.
Ward 5.—David Oppenheimer, Isaac Oppenheimer.
Thos. F. McGuigan—City Clerk.
G. F. Baldwin—Treasurer and Assessor.
John Devine, Auditor.
J. P. Lawson—City Engineer.
T. T. Black, Police Magistrate and Solicitor.
J. M. Stewart—Chief of Police.
John McLaren—Police Sergeant.
W. H. Haywood—Constable.
J. T. Abray—Constable.
J. H. Carlisle—Chief Fire Dep't. and Inspector.
A. W. Cameron—Engineer.
Owen Hughes—Hospital Stewart.

A brief biographical sketch of the members of the council will not be out of place.

MAYOR MACLEAN is a native of Tyree, Scotland, and came to Canada along with his parents in 1845. He was brought up in the County of Victoria, Ont., and received his elementary education there. He afterwards attended Eastman's Business College, Poughkeppsie, New York, and having graduated there he returned to Victoria County and taught school for three years. He then went to Oshawa and was manager of the first co-operative store in that town. Leaving there he proceeded to Toronto where he was engaged as manager of an Assignees Agency Company in which capacity he acquired a large amount of business experience. He left there and travelled west to Winnipeg in 1877, where he commenced a wholesale business. He suffered in the relapse after the boom of 1880-81, and had to give up business. He set his face westward and arrived in San Francisco in 1885, where he stayed a few months, and from thence came to Vancouver in the month of January last year. He opened a real estate office and commanded a fair share of the business. He took an active part in getting Vancouver incorporated as a city, and in the first election was elected mayor by a majority

of 17. He has given all his time to these duties during his late term of office, and the citizens having this proof of his worth before them re-elected him at the late election.

DR. JOHN LEFEVRE, one of the aldermen elected for Ward number one, is a native of Belleville, Ont. He received his elementary education at the public and high schools of Stirling, Ont., and afterwards attended the Normal School, Toronto. He taught school in Trenton and Brockville for a few years and then entered McGill University to study medicine. After a three years' course he graduated taking the first Sutherland gold medal. He practiced in Brockville for some time. He then accepted a position as surgeon to the Algoma branch of the C. P. R. He returned to Brockville after spending eighteen months on the line, and resumed his practice. He was elected in the beginning of the present year a member of the Brockville town council, but left shortly afterwards to take the position as surgeon on the Pacific Division of the C. P. R. He arrived here in the spring of last year.

ALD. L. A. HAMILTON, F. R. C. S., elected as an alderman at the election in May last, and re-elected as an alderman for Ward one at the late elections is of Scotch extraction and a native of Collingwood, Ontario. He was educated at the Collingwood Collegiate Institute and graduated as a land surveyor of the Province of Ontario and also of the Province of Manitoba. He was engaged as a surveyor on the British North American Boundary Commission in defining the 49th parallel, and afterwards under the Provincial Government of Ontario. He subsequently was given the charge of the timber, mineral and grazing lands, Department of Interior, Ottawa. He resigned this position and accepted a situation as Chief Land Surveyor to the Canadian Pacific Railway Company, from which position he was promoted last spring to the position he now occupies, Assistant Land Commissioner.

ALD. JOSEPH HUMPHRIES, elected as an alderman in May last and re-elected at the late elections for Ward two, is a native of the county of Peterborough, Ontario. He came to British Columbia *via* Panama in 1862. He is a carpenter by trade, and assisted in the building of the Hastings and Moodyville sawmills. He went to Cariboo in 1862, where he stayed for several years with varying success. He returned to New Westminster and proceeded to Cassiar, on the Arctic slope. where he remained two years and returned to Burrard Inlet in

1883. He was employed by the Moodyville sawmill company and now represents that company in this city.

ALD. JOSEPH MANNION, elected as an alderman for Ward two, is also an old pioneer of the Province. He is a native of the county of Mayo, Ireland, and left home when he was nineteen for British Columbia, *via* Panama. He arrived in the Fraser River district in 1862. He proceeded to Cariboo where he stayed a few years with fair success. He returned to Burrard Inlet and followed stevedoring, etc., until he commenced business in the Granville hotel in 1872. He was very successful in the hotel business and acquired considerable property. He sold out his business in March of the present year and retired into private life.

ALD. ROBERT CLARK, elected at the recent elections as an alderman for Ward three, is a native of Partick, Lanarkshire, Scotland. He is a mechanic, having served with one of the eminent shipbuilding firms on the Clyde. He left home in 1870 for Canada. and arrived in Toronto the same year. Staying a few months in that city he continued his journey westward to Winnipeg, where he was engaged in business for four years. He came to British Columbia in 1875, and commenced business in Yale in partnership with Mr. Gilmore in 1881. They transferred their business from Yale to this city in the spring of last year and were heavy losers by the fire. Mr. Clark is one of the most popular business men in the city, and is highly respected by the citizens generally.

ALD. RICHARD H. ALEXANDER, who was a candidate for the mayoralty at the first election in May and elected an alderman for Ward three at the late elections, is a native of Edinburgh, Scotland. After leaving home the first place he halted at was Toronto, Ont. After staying in that city for some time he crossed the mountains to British Columbia in 1862. He was engaged as bookkeeper to the Hastings sawmill company in 1870, and on the death of the manager, Capt. Raymur, he was appointed to that position. Mr. Alexander has shown a keen interest in the progress of the city and was among the first to propose its incorporation. He was one of the most active workers and spent considerable time in seeing the act passed through the House at Victoria.

ALD. EDWIN SANDERS, elected by acclamation as an alderman for Ward four, is a native of London, England. He came to this province in 1885 and commenced business as a builder

ALD. GEO. H. LOCKERBY, elected by acclamation as an alderman for ward four, is a native of Charlottetown, P. E. I. He is a machinist by trade, and came to this city in the month of July last year. He invested in real estate and built a house in which he at present resides.

ALD. DAVID AND ISAAC OPPENHEIMER, the aldermen elect for ward five, are brothers, natives of Bavaria, and spent their boyhood on the classic banks of the river Rhine. Attracted by the glowing accounts from America, they left their fatherland and landed in New Orleans in 1848. After spending a few years in that city they went to Lafayette where they commenced business in 1853. From Lafayette to San Francisco, and from San Francisco to Sacramento where they resumed business. In 1860 they came to this Province, shortly after the Fraser river gold excitement began. They opened a store in Victoria and established branches throughout the province, and they prospered. At the time the Canadian Pacific Railway proposed Vancouver as their Pacific terminus, Messrs. Oppenheimer in conjunction with a few others, bought what is known as the Hastings mill property, which has proved a very profitable venture. Messrs. Oppenheimer have done much for the province, and whatever money they have made in it has been spent again in some new venture and never allowed to remain idle.

PUBLIC COMPANIES.

COQUITLAM WATER WORKS COMPANY, Limited.

DIRECTORS.

E. A. WILMOT, A. J. HILL,
A. G. FERGUSON, J. L. HUNTER,
A. E. HILL, C. G. MAJOR,
G. E. CORBOULD.

Capital $600,000, with power to increase to $1,000,000

VANCOUVER WATER WORKS COMPANY, Limited.

DIRECTORS.

R. P. RITHET, THOMAS EARLE,
G. A. KEEFER, JOHN IRVING,
D. M. EBERTS, F. W. FOSTER,

Capital $250,000, with power to increase to $500,000

VANCOUVER GAS COMPANY, Limited.

DIRECTORS.

G. L. MILNE, Chairman.
A. A. GREEN, D. R. HARRIS,
J. L. STAMFORD, C. D. RAND, Sec.

Capital $100,000.

VANCOUVER IMPROVEMENT COMPANY, Limited.

DIRECTORS.

D. OPPENHEIMER, G. A. KEEFER,
MAJOR DUPONT, DR. POWELL,
E. C. PRIOR, F. BARNARD, Sec.

VANCOUVER WHARFAGE AND STORAGE COMPANY, Limited.

DIRECTORS.

JAMES LEAMY, Chairman, JOSEPH GRIFFITHS,
H. F. KEEFER, T. O. ALLEN,
E. MCKENDRY, J. W. MCFARLANE, Sec.

Capital $25,000.

VANCOUVER ELECTRIC ILLUMINATING COMPANY, Limited.

DIRECTORS.

H. F. KEEFER, Chairman, R. BALFOUR,
JOHN BOULTBEE, JONATHAN MILLER,
B. SPRINGER.

Capital $35,000.

Nearly all the above companies are in active operation.

PRINCIPAL PROPERTY OWNERS.

	ASSESSED VALUE, ABOUT
C. P. R. Company	$ 1,000,000
Hastings Saw Mill Co.	250,000
Oppenheimer Bros.	125,000
Brighouse & Hailstone	100,000
Maj. Dupont	75,000
Dr. Powell	75,000
Jno. Morton	60,000
H. V. Edmonds	50,000
J. W. Horne	40,000
G. E. Corbould	30,000
C. G. Major	25,000
E. Crow-Baker	25,000

W. B. Wilson	25,000
Royal City Planing Mills	25,000
R. H. Alexander	25,000
Gilmore & Clark	20,000
A. G. Ferguson	20,000
Dr. Milne	15,000
Abrams & Co.	15,000
Jos. Griffith	15,000
E. McKendry	10,000
John Dougall	10,000
Gideon Robertson	10,000
B. Springer	10,000
Wm. Power	10,000

CHURCHES.

The First Presbyterian Church, Oppenheimer street, Rev. T. G. Thomson, pastor. Average attendance from 300 to 400.

The Methodist Church, Water street, Rev. J. Hall, pastor. Average attendance 200 to 250.

St. James' Episcopalian church, Rev. F. Clinton, pastor. Average attendance 100 to 150.

Catholic Church, Richard street, Rev. Father Fay, pastor. Average attendance about 100.

SCHOOLS.

PUBLIC SCHOOL,

Corner of Jackson and Oppenheimer streets. Mr. Robinson and Miss A. Christie, teachers.

PRIVATE SCHOOL.

Miss Upton, Oppenheimer street.

SOCIETIES.

GRANVILLE LODGE. NO. 29, A. O. U. W.

M. Thain, P. M. W.; P. Cordiner, M. W.; Jos. Little, F.; A. Neilson, O.; C. A. Coldwell, R.; I. John, F.; A. E. McCartney, Receiver; Alex. Johnston, I. W.; Wm. Soule, O. W.; O. Harbell, Guide. Membership, 45. Meets the 2nd and 4th Thursdays in each month in Gray's Hall, Cordova street.

MOUNT HERMON LODGE NO. 7, A. F. & A. M.

B. Springer, W. M.; Geo. Black, P. W.; P. Allan, J. W.; Van Bramer, Treasurer; Jos. Little, Secretary; D.

McMannus, L. D.; —— Williams, J. D.; Alex. Merryfield, I. T.; John H. Johnston, O. T. Membership 25. Meets Saturday nearest full moon.

WESTERN STAR, NO. 195, C. O. O. F.

C. W. Murray, N. G.; And. Linton, V. G.; A. Johnston, Treasurer; M. Mathison, Secretary; E. D. Macpherson, Conductor; H. Fyfe, Warden; Kenneth Smith, I. Guard; J. Gray, O. Guard; Robt. Leatherdale and John Beatty, N. G. Supporters; H. Eligh and N. McPhee, V. G. Supporters. Membership 30. Meet every alternate Saturday in Keefer's hall.

KNIGHTS OF PYTHIAS, GRANVILLE LODGE, NO. 3.

C. L. Behnson, P. C.; F. W. Hart, C. C.; Robert Clark, V. C.; W. H. Watson, P.; C. W. Murray, K. of R. and S.; I. J. Hayden, M. of E.; A. Secord, M. of F.; F. M. Blomquist, M. of A.; H. G. Miller, I. G.; Thos. Britton, O. G. Membership 59. Meets every Wednesday evening in Keefer's hall.

This lodge is in a flourishing condition, applicants seeking admission every meeting.

Y. M. C. A.

J. M. Clute, President; W. C. Bell, Secretary; J. H. Carlisle, Treasurer. Membership 60. Meets every second Tuesday in each month in the Methodist Hall.

This association are erecting a new building on Hastings street for a hall, library, reading room, etc.

SHAFTESBURY ASSEMBLY, KNIGHTS OF LABOR.

Meets every Tuesday evening in Gray's Hall, Cordova street.

VANCOUVER ASSEMBLY, KNIGHTS OF LABOR.

Meets every Thursday evening in Keefer's Hall.

ST. ANDREWS' AND CALEDONIAN SOCIETY.

Mayor MacLean, President; Wm. Brown, Vice-President.

VANCOUVER CITY BAND.

Mayor MacLean, Hon. President; John Boultbee, President; E. A. Beck, 1st Vice-President; H. J. Cartier, 2nd Vice-President; Chas. Sullivan, Secretary; Fred. Miller, Treasurer; C. L. Cartier. Manager; D. Evans, Conductor.

VANCOUVER FIRE BRIGADE.

Geo. L. Schelky, President ; J. H. Carlisle, Chief ; J. G. Garvin, Asst. Chief ; J. Livingstone and J. Matier, Foremen ; Thos. Beckett, Secretary; A. B. McKenzie, Treasurer.

BUSINESS DIRECTORY.

MEDICAL PROFESSION.

Dr. Beckingsale, M. D., Cordova stree
Dr. Langes, M. D., Carroll street
Dr. Lefevre, M. D., Hastings street
Dr. McGuigan, M. D., Cordova street

BARRISTERS.

Black, T. T., Seymour street
Blake & Muir, Cordova street
Boultbee, John, Carrall street
Corbould & McColl, Cordova street
Goulding, E. C., Abbott street

ARCHITECTS AND CIVIL ENGINEERS.

Carden & Herman, C. E., Cordova street
Irving, Bell, Cambie street.
McCartney & Marmette, C. E., Powell street
Mackay, Donald, Architect, Cordova street
Sorby, T. C., Architect, Cordova street
Strathern, C. E., Granville street
Whiteway, Architect, Water street

PUBLIC OFFICERS.

Isaac John, Collector of Customs
Jonathan, Miller, Postmaster
C. G. Johnson, Registrar
Joseph Huntly, Bailiff

BANK.

Bank of British Columbia, Keith, Manager, Cordova street.

SAW MILLS.

Brunette Saw Mill Co., Westminster avenue
Hastings Saw Mill Co., Coal Harbor. (Manager, R. H. Alexander)
Leamy & Kyles Saw Mill, False Creek

Moodyville Saw Mill Co., Burrard Inlet,
Manager B. Springer.
Royal City Mills, False Creek

LIME KILN.

Vancouver San Juan Lime Co.

REAL ESTATE.

Bailey, J. A., Cordova street
Ceperley, H., Cordova street
Douglas & Co., J. C., Abbott street
Graveley & Spinks, Oppenheimer street
Hall & Quackenbush, Granville street.
Horne, J. W., Cordova street
Innes, F. C., Cordova street
Johnson, C. G., Cordova street
Jones, H. A., Carroll street
MacLean, M. A., Abbott street
Mellon, H. A., Seymour street
Morrison, James, Water street
Pitt, R. D. " "
Rand Bros., Cordova street
Ross & Co., A. W., Hastings street
Tatlow, R. G., Cambie street

COMMISSION MERCHANTS.

Barker & McConnell, Abbott street
Devine, John, Cordova street
Fraser & Leonard, Cordova street
McDougall, A., Carrall street
Neelands & Co., Hastings street
Oppenheimer Bros., Powell street
Palmer Bros., Dupont street
Woods, Turner & Gamble, Cordova street

CONTRACTORS AND BUILDERS.

Carey,
Clendenning, J.
Gillis, W.
Hamilton, E. P., Water street
Harkins, W.
Keefer, H. F., Alexander street
McDonald & Cameron
McDonald & Co., J. G:
McDougall & Co.

McKinnon & Munro
Porter, William, Beatty street
Secord & Garvin
Shearer & Kemp, Oppenheimer street
Spring, T. B.
Stephenson & McCraney

STEVEDORES.

Blake,
Soule, W. H.
Thain & McPhaiden

LIVERY STABLES.

Cargill Bros., Carrall street
Jones, Westminster avenue
Queen, Cambie street

DRUGGISTS.

McCartney & Bro., W. E., Cordova street
McDowell & Co., H., Cordova street
Nelson, Chas., Carrall street
Vancouver Drug Co. (Dr. Rolls), Cordova street

GENERAL PRODUCE DEALERS.

Clark, J. W., Cordova street
Couth, Robert, False Creek
Henderson Bros., Cordova street
McLellan & Barnes, Carrall street

HARDWARE.

Dunn & Co., T., Cordova street
Kenny & Co., J. D., Abbott street
McLennan & McFeeley, Powell street
Scoullar & Co., E. S., Water street
Tye & Co., Powell street
R. E. Dodds, Carrall Street

FURNITURE.

Abrams & Co., Carrall street
Hart, F. W., Cordova street
Irving & Strachan, Seymour street
McPhalin & Ash, Hastings street
Sehl, Jacob, Cordova street
Wiegand, C. W., Water street

DRY GOODS, GROCERIES, &c.

Bergland & Co., Cordova street

Clute & Co., J. S., Water street
Edwards & Thicke, " "
Grant, R., Cordova street
Hayden & Co., Water street
Hudson's Bay Co.'s Store, Cordova street

GROCERIES.

Fuller, Freeman & Co., Cambie street
Hastings Saw Mill Co.'s Store, Cordova street
McGregor, J., Cordova street
Martin, F. Cordova street
Northcote & Palmer, Carrall street
Otton, H., Cordova street
Rowling W. H., Westminster avenue
Stanton, Abbott street
Sylvain & Britton, Cordova street
Templeton, W., Carroll street
Thomson, John, Westminster avenue
Thornton, J. B., Cordova street

DRY GOODS.

Abrams & Co., Jas., Carrall street
Dufour & Co., corner Carrall and Cordova streets
Forlong & Clunie. Abbott street
Gilmore & Clark, Carrall street
Gordon, G. R., " "
Ogle, Campbell & Co., Carrall street
Taylor & Brady, Water street

MILLINERS.

Crandal, N. O., Westminster avenue
Hanafin, Mrs., Cordova street
Howat, Miss C. D., Carrall street
Price, Mrs., Oppenheimer street
Parker, Misses, Cordova street.

STATIONERS AND BOOKSELLERS.

B. C. Stationery and Printing Co., Cordova street
Perry, A. C., Water street
Thompson Bros., Cordova street
Tilley, S. T., Cordova street

MUSIC STORE.

Adams, Water street

WATCHMAKERS AND JEWELERS.

Belling, T., Carrall street
Brodie, " "

Cartier & Bro., H. J., Carrall street
Grassie, H., Cordova street
Jackson, J. W., Cordova street
Melvin, G. J., Water street
Reesor, D. A., Cordova street

TAILORS.

Evans, David, Cordova street
Graham, J. W., " "
Symons, C. " "

BOOT AND SHOE MAKERS.

Allan, G. L., Cordova street
Jones, G. J., Carrall street
Leonard, G., Powell street
Marks, S., Cordova street

TOBACCONISTS.

Levy, Jack, Cordova street
McNaughton, D., " "

CIGAR MANUFACTURERS.

Kurtz & Co., Cordova street

BLACKSMITHS.

Hanafin & Bevis, Hastings street
Mitchell, J., Water street

BOAT BUILDERS.

Shaw, Linton & Co.

BARBERS.

Duferne & Lebel, Carrall street
Mozley, H. L. " "
Scurry, Abbott street
Watson, Cordova street
Winters " "

LAUNDRIES.

American Laundry
Pacific Steam Laundry
Troy Laundry
Vancouver Laundry, C. D. Mussenden, Powell street

BUTCHERS.

Coughtrey, A. R., Water street
Gannan, P., Alexander street
Mangan, T. B., Cordova street
May, W. H., Water street

BAKERS.

Blake Bros., Carrall street
Harms, Hastings street
Scuitto, J., Carrall street
Wright, A. W., Granville street

FRUITERERS.

Abrams, S., Carrall street
Hall, L. J., Water street
Robinson, W. J., Water street

MARKETS.

Vancouver Market, Shupe & Wench, Cordova street
Water Street Market, A. W. Wright, Water street

WINE AND SPIRIT MERCHANTS.

Brown, F., Water street
Urquhart, Wm., Water street
Vancouver Wine Co., Cordova street.

RESTAURANTS.

Cosmopolitan, Cordova street
Dougall House Restaurant, J. Schlenk, Cordova street
International, Boehlofsky, Cordova street
Mizony's Restaurant, " "
Palace Oyster and Chop House, Water street

HOTELS.

Bridge Hotel, J. Austin, Westminster avenue
Brunswick Hotel, P. Carey, Hastings street
Burrard House, Martin, Cordova street
C. P. R. Hotel, Dunbar, Hastings street
Carter House, W. Carter, Water street
Central Hotel, Quann, Cordova street
Cosmopolitan, Cordova street
City Hotel, Powell street
Dougall House, John Dougall, Cordova street
Edinburgh Hotel, N. Allan, Water street

Grayhound Hotel, Harry Cole, Prop., Water st.
Globe Hotel, Wood, Water street
Gold House, Mrs. Gold, Water street
Granville Hotel, T. Cyrs, Water street
Leland, The, Mrs. Hirshberg, Hastings street
Maison Dore, P. Clair, Cordova street
Occidental Hotel, Harkins, Water street
Regina Hotel, E. Cosgrove, Water street
St. Elmo, Cartwright, Carrall street
Stag and Pheasant, Chas. Doering, Water st.
Star Hotel, — Powis, Cardova street
Sunnyside Hotel, Cargill, Water street
Terminus Hotel, Blair, Water street
Union Hotel, Larson & McDonald, Abbott street
Winnipeg House, McIlroy & Blyth, Water street

SALOONS.

Arlington Saloon, Pender street
Bay View, Kent & Talcot, Cordova street
Bodega, The, Allen & McPherson, Carrall St.
Cabinet, The, McLennan, Water street
Club, The, Fred. Little, Carrall street
Eagle, The, M. Costello, Westminster avenue
Fountain Saloon, Barr, Cordova street
Gem, The, Grant, Cordova street
Germania Saloon, Powell street
Globe Saloon, Cordova street
Hole in the Wall, Edson, Abbott street
Mascotte, The, G. D. Somes, Cordova street
Montreal House, Cordova street
St. Julian, Cordova street
St. Lawrence Hall, Water street
Syndicate, L. J. Cross, Abbott street
Tremont, Capt. Clements, Alexander street
West End, Jackson & Brockie, Hastings street
Woodbine, W. Grant, Cordova street

PROVINCIAL.

The Province of British Columbia forms the western face of the Dominion of Canada, and in view of its great importance to the Dominion, it would be difficult to say whether

its geographical position or its great resources were of the greater value. It is bounded on the North by the parallel of 60 deg. N.; on the West by the Pacific Ocean and the frontier of the United States territory of Alaska, on the South by the parallel of 49 deg. N. the boundary of the United States and on the East by the Rocky Mountains, and the meridian of 120 deg. W. Vancouver Island though extending southerly beyond the 49th parallel is wholly within the Province.

The island of Vancouver, divided from the mainland by the Gulf of Georgia on the South and Queen Charlotte Sound on the North, is 300 miles in length with an average width of 60 miles, containing an area of 20,000 square miles, while the Mainland, including the smaller islands has an area of over 321,305 square miles, giving a total area of 341,-305 square miles. British Columbia has a coast line of over 600 miles on the Pacific Ocean, and is indented with numerous long inlets and bays, affording excellent shelter for ships in rough weather.

Barclay Sound, the principal harbor on the island of Vancouver, opens into the Pacific Ocean on the west coast, and is thirty-five miles long, nearly dividing the island, its head being only fourteen miles from the east coast. The water is very deep and the shelter good.

On the mainland the following are the principal indentations:—Burrard Inlet, Howe Sound, Bute Inlet, Millbank Sound, River Skeena and River Naas. Burrard Inlet, the principal of these, has been already described.

Howe Sound is north of Burrard Inlet, the mouth of which is almost completely covered by Bowen Island. The water is very deep and its shores steep and rocky, with a few valleys running inland on either side. Rich deposits of copper ore have been discovered on this inlet. Bute Inlet is much further north and is surrounded with lofty mountains. It receives the waters of the River Hamathaco, a river said to be famous for its trout fishing. Valdez Island lies between its mouth and the island of Vancouver.

Millbank Sound, still further north, will eventually become valuable as a harbor, when the gold mines of the Peace River attract population.

The River Skeena is the next important river north of the Fraser, and regular communication is held by steam ves-

sels with Nanaimo. It is the principal route to the Ominica gold mines.

The River Nass, still further north, is near the frontier of Alaska. It has been ascended by a steamer over twenty-five miles. It is an important salmon fishing station, and it is believed the region which it waters is rich in gold.

Numerous small islands break the waters of the gulf, some of them good for agricultural purposes, and others rich in minerals, and north of Vancouver Island are located the Queen Charlotte Islands, a group of 150, with mountains rising from them 5000 to 6000 feet in height.

RESOURCES.

MINERALS.

First among the resources of British Columbia may be classed its mineral wealth. The exploratory surveys in connection with the Canadian Pacific Railway have established the existence of gold over the whole extent of the Province. Large values have already been taken from the gold mines which have been worked. This precious metal is found all along the Fraser and Thompson Rivers; again in the north along the Peace and Omineca Rivers and on the Germansen Creek; and on Vancouver Island.

Want of roads to reach them and want of capital seem to have been the obstacles in the way of more generally working the gold mines in the past. These obstacles are, however, in the way of being overcome. Even with these insufficient means of working, the yield of gold in British Columbia from 1858 to 1876 was $39,953,618.00, the average earnings per man being $663.00 per year It is confidently expected that more gold will be taken out of the mines of British Columbia than has been spent in building the Pacific Railway. It is found along a northwest line of more than ten degrees of latitude. Copper is found in abundance in British Columbia, and silver mines have been found in the Fraser Valley. Further explorations will undoubtedly develop more mineral wealth.

The coal mines of British Columbia are probably even more valuable than its gold mines. Bituminous coal is found

in Vancouver Island in several places, and on the Mainland extensive coal fields have been found contiguous to the Railway and Fraser River, and anthracite coal of very excellent quality on Queen Charlotte's Island. This is said to be superior to Pennsylvania anthracite, and although coal is found in California, that which is mined in British Columbia commands the highest price in San Francisco. His Excellency the Marquis of Lorne said respecting it, in a speech at Victoria: "The coal from the Nanaimo mines now leads the market at San Francisco. Nowhere else in these countries is such coal to be found, and it is now being worked with an energy that bids fair to make Nanaimo one of the chief mining stations on the continent. It is of incalculable importance, not only to this Province of the Dominion, but also to the interests of the Empire, that our fleets and mercantile marine, as well as the continental markets, should be supplied from this source."

Speaking of the quality of the coal of British Columbia, Dr. Dawson, a competent authority on the subject, made the following statement: "It is true bituminous coal of very excellent quality. It was tested by the War Department of the United States, some years ago, to find out which fuels gave the best results for steam-raising purposes on the western coast, and it was found that, to produce a given quantity of steam, it took 1,800 lbs. of Nanaimo coal to 2,400 lbs. of Seattle coal, 2,600 lbs. of Coos Bay coal, Oregon, and 2,600 lbs. of Monte Diablo coal, California, showing that, as far as the Pacific coast is concerned, the coal of Nanaimo has a marked superiority over all the others.

"The position of the various stores of coal in the Pacific is of extreme importance as an index to the future distribution of power in that portion of the world; but it is not enough to know where coal is to be found without looking also to the quantity, quality, cheapness of labor and facility of transport. In China and in Borneo there are extensive coal fields, but they lie 'the wrong way' for trade; on the other hand, the California coal at Monte Diablo, San Diego and Monterey, lies well, but is bad in quality. Tasmania has good coal, but in no great quantity, and the beds nearest to the coast are formed of inferior anthracite. The three countries of the Pacific which must for a time at least rise to manufacturing greatness are Japan, British Columbia and New South Wales; but which of these will become wealthiest and most

powerful depends mainly on the amount of coal which they respectively possess, so situated as to be cheaply raised. The dearness of labor under which British Columbia suffers will be removed by the opening of the Pacific Railway, but for the present New South Wales has the cheapest labor, and upon her shores at Newcastle are abundant stores of coal of good quality for manufacturing purposes, although for sea use it burns 'dirtily' and too fast. . . . . The future of the Pacific shores is inevitably brilliant, but it is not New Zealand, the centre of the water hemisphere, which will occupy the position that England has taken on the Atlantic, but some country such as Japan or British Columbia, jutting out into the ocean from Asia or from America, as England juts out from Europe."

The collieries in active operation at the present time are as follows: R. Dunsmuir & Sons, North and South Wellington, under the management of Mr. Robt. Bryden; East Wellington Coal Company, under the management of Mr. Chandler; The Vancouver Coal Company, Nanaimo, under the management of Mr. S. Robins.

The following is their respective outputs for 1886:

VANCOUVER COAL COMPANY.

Foreign exportation	79,637
Provincial consumption	33,260
Coal on hand December 31st, 1886	882
	113,779
Coal on hand January 1st, 1886	1,419
Total output for 1886	112,360

WELLINGTON COLLIERY—R. DUNSMUIR & SONS.

Foreign exportation	144,526
Provincial consumption	52,300
Coal on hand December 31st, 1886	20,711
	217,537
Coal on hand January 1st, 1886	31,691
Total output for 1886	185,846

EAST WELLINGTON COAL COMPANY.

Foreign exportation	25,042
Provincial consumption	427
Coal on hand December 31st, 1886	4,060
	29,529
Coal on hand January 1st, 1886	1,500
Total output for 1886	28,029
Grand Total output for 1886	326,235

Iron has been found in many localities both in the interior and coast of the Mainland, and on Vancouver Island and Queen Charlotte Islands; but little attention has hitherto been paid to this class of ore. Iron manufacturing, however, must in the near future become one of the most important industries in the Province, its close proximity to coal, and the easy facilities with which the one can be carried to the other is a sufficient guarantee as to its future developments. The principal deposits of iron ore so far as known at present are on Texada Island, the entrance to Sooke Inlet, and at Douglas Portage on the Fraser River.

The first named is a mountainous mass of coarse granular magnetic ore containing about 64 per cent. of iron and only about .003 per cent. of phosphorous. A portion of this deposit was bought by an American Company, which own a bog iron area on Puget Sound. At first they mixed the two ores and manufactured pig iron from them for the San Francisco market. Lately, however, they have used the Texada ore only.

The Douglas Portage ore is a beautiful kidney hematite, similar in every respect to the North of England hematite and of equal purity. As yet there is no means of shipping it to a convenient point for utilizing it and nothing further than prospecting it has been done. There is no doubt, however, that it will soon be sought after. A very important and extensive deposit is also to be found at the entrance to Sooke Harbor, which can be traced for several miles from the coast over a hill over 500 feet in height and down the other side, and from all indications the whole hill is one mass of excellent magnetic ore. A short distance along the coast from this deposit a fissure vein about 16 feet in width of hydrous hematite has also been found which adds materially to the value of the other, for the two qualities mixed and smelted together produce a very superior class of pig iron.

The following analysis made in Glasgow, Scotland, of three samples of iron ore from the Sooke district will give an idea of its extraordinary purity:

IRON ORE.

	Hematite.	Hematite.	Magnetic.
Peroxide of Iron	54.89	65.36	65.00
Protoxide "	23.61	18.36	31.50
Oxide of Manganese	.23	.62	trace
Lime	.47	.33	.42
Magnesia	.52	1.15	.20
Phosphoric Acid	.015	.03	trace
Sulphur	.02	trace	.08

	Hematite.	Hematite.	Magnetic.
Iron, combined with Sulphur	.02	trace	.07
Alumina	7.90	5.19	.94
Titanic Acid	.60	none	.70
Silica	11.70	8.50	1.40
Water	.10	.10	——
	100.075	99.64	100.31
Iron, pure, per cent	56.80	60.03	70.07
Pig Iron, "	61.50	65.00	75.90
	cwts. qts. lbs.	cwts. qts. lbs.	cwts. qts. lbs.
Pig Iron, per ton	12 1 5	12 0 0	15 0 20
Ore required to make a ton of Pig Iron	32.5 cwts.	30.8 cwts.	26.3 cwts.

ANALYSIS OF AN ORDINARY SAMPLE OF COPPER ORE.

Sulphur	20.90
Copper	19.59
Iron	13.97
Arsenic, Lead, Zinc	None.
Oxide of Iron	14.87
Lime	2.12
Magnesia	1.13
Carbonic Acid	1.50
Alumina	7.03
Silica	17.80
Water	.10
	99.01

FISHERIES

The fisheries are probably the richest in the world. Whales and seals abound in the northern seas. Sturgeon are plentiful in the rivers and estuaries of British Columbia. They are found weighing over 500 lbs., and are caught with little difficulty.

Salmon are excellent, and most abundant. Those of Fraser River are justly famous. There are five species, and they make their way up the river for 1,000 miles. The silver salmon begin to arrive in March or early in April, and last till the end of June. The average weight is from four to twenty-five lbs., but they have been caught weighing over seventy. The second kind is caught from June to August, and are considered the finest. Their average weight is only five to six lbs. The third coming in August, average seven lbs., and are an excellent fish. The noan, or humpback salmon, comes every second year, lasting from August till winter, weighing from six to fourteen lbs. The hookbill arrives in September and remains till winter, weighing from twelve to fifteen and even forty-five lbs. Salmon is sold at Vancouver at five cents per lb., and there appears to be no limit to the catch.

The principal salmon canneries are located on the Fraser River, Alert Bay, Rivers Inlet, Skeena River, Metlakahtla and Naas River. In addition to canning large quantities are smoked and cured, and salted and packed in barrels for shipment.

The next important fish, and one which belongs to this particular part of the Pacific, is the oolahan or candle fish, about the size of a sardine, and equal to it in every respect. They are delicious when fresh, cured or salted, and their oil is considered superior to cod liver oil for medicinal purposes. They enter the Nass River about the 1st March and the Fraser about the 1st of May. Herrings swarm in the waters of the straits. They are a little smaller than those found off the coasts of the British Isles, though fully equal in quality when taken at the proper season. The halibut and cod are abundant, also anchovy, haddock, rock cod, flounder, whiting, crab, etc., etc. The lobster, however, is a stranger to the Pacific coast of America, though it is believed the waters are suitable for their propagation.

The inland streams and lakes abound in salmon trout, mountain trout, and the famous fresh water white fish. A valuable industry might be built up by preparing any or all of these for the market. The dog fish is caught in large numbers, and a lubricating oil manufactured from them superior to any other. The Skidegate Oil Co. manufactures this oil in large quantities, and finds a ready market for it in the United States, after paying 20 per cent. duty. Seals and sea otters are annually caught in large numbers off the coast of Vancouver Island and the northwest coast of the mainland, from which a considerable revenue is derived.

Since the opening of the Canadian Pacific Railway the fish-curing business is receiving more attention, and there is no doubt that in the near future it will become an important item in the industrial enterprises of the Province.

The following Table shows the Salmon Pack at the various Canneries for 1886.

CANNERIES.	Cases Ex. London.	Cases Ex. Liv'rpool	Cases to Canada.	Cases to Australia	Local.	Cases U. K.	Total.
Ewen & Co	6,762	4,746	3,600	.....	.....	.....	15,108
Bon Alcordo	3,749	2,510	.....	.....	.....	.....	6,259
Rivers' Inlet Canning Co	5,000	6,288	3,600	.....	.....	.....	14,888
Findlay, Durham & Brodie	5,000	.....	.....	.....	328	.....	5,328
Wellington	2,500	7,772	.....	500	79	.....	10,851
Laidlaw & Co., ×	3,586	2,326	.....	1,500	283	.....	7,695
Delta, ×	4,083	912	2,696	.....	.....	.....	7,691
Inverness	10,556	.....	.....	.....	.....	.....	10,556
R. Cunningham	.....	6,000	300	8,700	.....	.....	15,000
Duncan	8,300	.....	.....	.....	.....	.....	8,300
Phœnix	.....	.....	.....	.....	.....	8,000	8,000
Wadhams	3,575	.....	.....	.....	.....	13,425	17,000
British Columbia	4,940	.....	2,060	.....	.....	.....	7,000
British American	.....	.....	17,940	1,200	.....	.....	19,140
Skeena	.....	.....	6,000	800	.....	.....	6,800
Richmond (Todd, Vic)	.....	.....	10,127	.....	.....	.....	10,127
Alert Bay	.....	.....	900	.....	300	.....	1,200
Total	58,051	30,554	47,223	12,700	990	21,425	170,943

Where Caught.

Fraser River	103,060
Rivers' Inlet	19,888
Skeena	35,556
Duncan	9,739
Alert	2,700
Total	170,943

FOREST WEALTH.

The forest wealth of the Province is one of its most important natural resources, the supply being almost inexhaustible.

The following brief account of forest trees to be found on its shores will be interesting :

Douglas Spruce (Douglas Pine, Douglas Fir, or commercially Oregon Pine), very valuable tree. Western Hemlock, large—found on coast and on Columbia River. Englemann's Spruce—eastern part of province and interior plateau. Menzies' Spruce, very large, mostly on coast. Great Silver Fir, coast tree of great size. Balsam Spruce, abounds in Gold and Selkirk ranges, and east of McLeod's Lake. Williamson's Alpine Hemlock, too scarce and too high up to be of much use. Red Pine, (Yellow Pine or Pitch Pine), a variety of the heavy yellow pine of California and Oregon ; very handsome; 4 feet diameter ; common in drier parts of interior. White Pine (Mountain Pine), Columbia region—Shuswap and Adams' Lakes—also interior of Vancouver Island. White-barked Pine, small. Western Cedar (Giant Cedar or Red Cedar), wood pale, yellowish or reddish color ; very durable ; often found 100 to 150 feet high, and 15 feet thick. Yellow Cypress (Yellow Cedar), mainland coast, Vancouver and Queen Charlotte Islands. Western Larch (Tamarac), Rocky Mountains, Selkirk and Gold ranges, west to Shuswap Lake ; large tree, yielding a strong, coarse, durable wood. Maple, valuable hardwood ; Vancouver and adjacent islands, Queen Charlotte Island and the Mainland coast, up to 55°, attains a diameter of 4 feet. Vine Maple, very strong, tough white wood ; confined to coast. Yew, Vancouver and opposite mainland shores ; very tough and hard, and of a beautiful rose color Crab-apple, along all the coasts ; wood very hard ; takes good polish and withstands great wear. Alder, two feet thick, on the Lower Fraser, and along coast ; good furniture wood. Western Birch (Paper or Canoe Birch), Columbia region, Upper Fraser, Peace River ; range and value not much known. Oak, Vancouver Island ; 70 feet in height, 3 feet in diameter. Dogwood, Vancouver and coast opposite. Arbutus, close grained, heavy, resembling box ; reaches 50 feet in height, and 20 inches in diameter ; found on Vancouver and neighboring islands and on mainland. Aspen Poplar, abounds over

the whole interior, reaching a thickness of two feet. Three other varieties of poplars are found, commonly included under the name of Cottonwood. One does not extend above Yale, and is the same wood largely used in Puget Sound to make staves for sugar barrels for San Francisco. The other two kinds occur in valleys in the interior. Mountain Ash, in the interior. Juniper (Red Cedar or Pencil Cedar), east coast of Vancouver, and along the shores of Kamloops and other lakes in interior

The economic value of all these trees is, as yet, imperfectly known. The large sawmills on the coast cut the Douglas spruce largely for the markets of Australia, South America, China, &c. It grows in quantity near the coast, close to the waters of the bays and inlets. There it frequently exceeds eight feet in diameter, at a considerable height, and reaches 200 to 300 feet in length, forming prodigious, dark forests. Abounds on mainland coast, as far north as about the north end of Vancouver Island ; also in Vancouver Island, but not on Queen Charlotte Island. In the arid southern interior of the province grows on the higher uplands, and here and there, in groves, on low lands, where the temperature, rainfall, etc., are suitable. Occurs abundantly on the Columbia River, and is scattered irregularly in northern portions of the interior. The timber is straight, though coarse grained, exceedingly tough, rigid, and bears great transverse strain. For lumber of all sizes, and planks it is in great demand. Few woods equal it for frames, bridges, ties, and strong work generally, and for ship-building. Its length, straightness and strength especially fit it for masts and spars. Masts specially ordered have been shipped, 130 feet long and 42 inches, octagonally hewn. The section of a British Columbia Douglas spruce in the grounds of the Parliament Buildings, Ottawa, is 8 feet 4 iuches in diameter. The tree was 305 feet high. The tall flag-pole in the Botanical gardens, Kew, near London, England, is a young Douglas spruce.

The White Pine of British Columbia is of similar quality to the White Pine of Eastern Canada. The Red Pine (Yellow or Pitch Pine),—*Pinus Ponderosa*,—is a large tree that makes good lumber. The same may be said of the Western Larch or Tamarac, which, together with the above named trees and Cedar, is very abundant in the southeastern part of the Province.

FARM LANDS.

The mouth of the Fraser River, the principal river in British Columbia, is bounded on either side by low-lying delta lands, very rich in soil, and producing immense crops. Of the grain products, this land is best suited for growing oats, the product of a single acre being, in favorable seasons, 75 bushels. Barley yields 40 bushels to the acre, and hay $3\frac{1}{2}$ tons. Turnips, 40 to 50 tons to the acre, and potatoes 30 tons. Roots and vegetables grow to an immense size, and the yield is invariably very prolific. There are large tracts of alluvial soil further up the Fraser and along its tributaries, such as the Pitt River and the Sumas River. Large settlements of prosperous farmers are to be seen all along the banks of the Fraser, more particularly below Yale. It has been estimated that 1,000 square miles of land east of the Fraser, in the southern portion of the Province, may be easily utilized for agricultural and grazing purposes, and thousands and thousands of acres in the Spallumcheen, Salmon, Okanagan, Kootenay and Columbia districts. Some of these may require irrigation, but the greater portion yields abundant crops without artificial watering. For grazing purposes the bench lands in the higher altitudes are unsurpassed, the famous and nutritious bunch grass being the natural covering. Some of these are in direct communication with the Canadian Pacific Railway, and those that are not at present will soon be, and schemes are now being considered to tap these fertile valleys; many are also in direct communication with the navigable waters of the Fraser, giving easy carrying facilities by rail or water for produce east or west.

All the delta lands of the Lower Fraser have been taken up, but only a very small area is under cultivation, large tracts of it being owned by speculators, and till such times as it changes hands its development will be delayed. If some of our energetic eastern farmers were to take hold of it they would make it one of the most beautiful and most prolific districts in the Province, rivaling California. In any other district in the Province the settler can pre-empt good land without any difficulty. Fruits of the temperate zone grow to perfection along the lower Fraser and in the valleys of the interior. Apples, pears, plums, peaches, cherries, strawberries, gooseberries, and other smaller fruits grow to perfection. All these fruits are better here than in California, for this reason:

in California the warmer climate forces them to maturity before they attain their qualities of flavor, while here the growth is slower and more uniform. and when they become ripe they are fully developed in every respect.

The opening of the railway has opened up a ready market for this kind of produce in the Northwest and Manitoba, the demand at present being far in excess of the supply, and a large quantity of California and Oregon fruits are shipped to eastern points daily which might be shipped from this Province. With the influx of settlers which the railway is bringing to our shores no doubt soon these markets will be supplied altogether from this Province.

There is still a great area of the Province unexplored, and no doubt in the interior west of the Fraser, large tracts of good land will be found.

The Province has as yet only been partially explored, and during the next few years valuable discoveries will be made in minerals, and fertile valleys hitherto unheard of will be brought to light. All classes of society can find a home in British Columbia, and there is no country in the world to-day which has the same brilliant prospects of prosperity.

Provincial Reports for 1886.

GOVERNMENT ESTIMATES.

The estimated revenues and expenditure for 1886-7, places the revenue at $576,161.05, and the proposed expenditure at $710,524.50, an excess of expenditure over receipts of $134,363.45. Following are the heads of the various accounts in receipts and expenditures :

HEADS OF RECEIPTS.

Dominion of Canada, annual payment of interest @ 5 per cent	$ 29,151 05
" " " " subsidy to Government and Legislature	35,000 00
Dominion of Canada, annual payment of grant per capita	48,000 00
" " " " for lands conveyed in trust	100,000 00
Land Sales	100,000 00
Land Revenue	5,000 00
Rents, exclusive of Land	200 00
Rents, Ferries	200 00
Rents, Timber Leases and Licenses	6,000 00
Free Miners Certificates	24,000 00
Mining Receipts, General	10,000 00

Licenses	$30,000 00
Fines, Forfeitures and Fees	6,500 00
Sale of Government Property	400 00
Reimbursements in aid	5,000 00
Miscellaneous Receipts	1,200 00
Marriage Licenses	1,400 00
Road Tolls	10,000 00
Arrears of Real Estate Tax, 1 per cent., 1885, 1886	50 00
Provincial Revenue Tax	75,000 00
Real Property Tax	24,000 00
Personal Property Tax	20,000 00
Income Tax	1,500 00
Wild Land Tax	10,000 00
Printing Office Receipts	1,700 00
Law Stamps	5,000 00
Registry Fees	15,000 00
Survey Fees	500 00
Asylum for the Insane	100 00
Interest on Investments of Sinking Fund	6,500 00
Tax Sale Deeds	100 00
Supreme Court Fees	2,500 00
Real Estate Tax Redemption	100 00
Revenue Service, Refunds	60 00
Dominion Government, Refund under the Chinese Restriction Act	2,000 00
Total	$576,161 05

EXPENDITURES.

Public Debt	$ 72,343 00
Civil Government (Salaries)	62,290 00
Administration of Justice (Salaries)	75,438 00
Legislation	19,800 00
Public Institutions (Maintenance)	9,650 00
Hospitals and Charities	21,250 00
Administration of Justice, other than Salaries	50,000 00
Education	94,405 00
Transport	3,150 00
Rent	48 50
Revenue Services	7,000 00
Public Works	225,350 00
Miscellaneous	69,800 00
Total	$710,524 50

Trade Returns

Exports of the Province of British Columbia, for year ending 30th June, 1886:

THE MINE—		
Gold in Dust and Bars	$746,690 96	
Coal	973,195 00	
Iron Ore	440 00	
		$1,720,325 96
Fisheries		633,110 00

Forest	$ 200,178 00
Animals and their produce	329,248 00
Agricultural produce	1,917 00
Manufactures	1,035 00
Total, the produce of B. C	$2,885,823 96
" not the " "	61,805 00
Total Exports	$2,947,628 96
In excess of the above exported to Eastern Provinces, Canned Salmon	40,846 00

Imports into the Province of British Columbia, for the year ended 30th June, 1886:

	Value of Total Imports	Entered for Consumption.	
		Value.	Duty Received.
VICTORIA—			
Dutiable Goods	$2,485,923	$ 2,549,975	$782,095 99
Free	409,572	409,600	
Leaf Tobacco, excise purposes	38,635	30,438	
Total	2,934,130	2,990,013	782,095 99
New Westminster, inclu'g Vancouver	721,908	721,908	57,006 36
Nanaimo	300,270	300,270	41,290 81
Total Imports	$3,956,308	$ 4,012,191	$880,393 16
In excess of the above goods imported from Eastern Provinces of the Dominion at			
Victoria	968,667	968,667	Free.
Nanaimo	29,366	29,366	
Total	$998,033	$998,033	

The Export trade of British Columbia to the United States, during 1886, was as follows:

Coal	$ 896,312 84
Treasure	693,815 36
Furs, Hides and Skins	299,721 95
Seal Skins (Undressed)	218,452 61
Canned Salmon and Fish Oil	53,676 60
Tobacco and Liquors	21,055 01
Opium, Rice and Chinese Goods	18,973 03
Miscellaneous	46,934 14
Total	$2,248,941 54

This is 11 per cent. increase on the average of the three previous years.

Vancouver's Sister Cities in British Columbia.

VICTORIA.

Victoria, the present capital of the Province, is situated on the south-east point of Vancouver Island. The city is well laid out and substantially built, its churches, schools, and other public buildings having an appearance of English solidity about them, while the suburbs of the city and approaches are decidedly beautiful. The most prominent public buildings are the Post Office, City Hall, Engine House, Custom House, Odd Fellows' and Masonic Temples, The Government Buildings, Public School, Colonist Buildings, Bank of British Columbia Building, Clarence Hotel, Opera House, Union Club, &c. Victoria has a population of about 12,000, which includes about 3,000 Chinese. It is the southern terminus of the Esquimalt and Nanaimo Railway and has communication by water with the principal ports on the Pacific coast. The Hudson Bay Company is actively represented in this city and many mercantile firms have their headquarters here. The press is well represented by four daily newspapers and two weeklies, the leading papers being the Daily Times and Daily Colonist. Victoria is the Brighton of British Columbia and will always be a favorite holiday resort.

NEW WESTMINSTER.

New Westminster is situated on a sloping hillside on the north bank of the Fraser River, about eighteen miles from its mouth, and about ten miles south of Vancouver. The city presents a very picturesque appearance from the river, and from the deck of the passing steamer its public buildings appear to the best advantage. In the fall of last year the branch line from the C. P. R. was opened and trains commenced running into New Westminster, from which time it has made considerable progress. The time is not far distant when the street car will maintain constant communication with the terminal city of Vancouver, and the two cities become so closely connected as to appear one. New Westminster has a population of about 6,000, and from its advantageous location on the main artery of the mainland commands the major portion of the business from the settlements on the banks of the river. It has communication with Victoria three times weekly by the

C. P. N. Co.'s steamers, also steamboat connection with Nanaimo and Puget Sound. Steamers also run up the river as far as Yale, a distance of 410 miles, and one of the most beautiful trips imaginable. It is the centre of the salmon canning industry, and a few miles down the river is located the canning establishment of Messrs. Ewen & Co., where the famous Lion brand is put up. Several sawmills also do a thriving business in its vicinity. Altogether New Westminster's future is a bright one, and from the excellent agricultural district which it commands must become an important business point. The press is represented in this city by the Columbian, a daily and the Mainland Guardian, a semi-weekly publication.

NANAIMO.

Nanaimo, the third city of the Province, was incorporated in 1874. It is the centre of the coal mining industry, embracing the extensive collieries of the Vancouver Coal Company, Dunsmuir & Sons, and the East Wellington Coal Company. The Vancouver Coal Company's mines in the immediate vicinity are the most extensive, taking in a large area. Since the general management was undertaken by Mr. S. Robins, wonderful progress has been made, many difficulties overcome, the output largely increased, and the profits of the company largely augmented. Mr. Robins is a most genial gentlemen, having the welfare of his employees always at heart, which has gained for him the regard of all. The collieries of Nanaimo and vicinity give employment to about 1,500 men, which makes Nanaimo quite a lively place. It has a population of about 4,000, nearly one-fourth of which are Chinese. Nanaimo is the northern terminus of the Esquimalt and Nanaimo Railway, which will create a better outlet for its coal. The city is distant from Vancouver about 40 miles across the Gulf of Georgia, and between the places about midway is Texada Island famous for its iron ore. Regular weekly communication is kept up between the two cities by the steamer R. Dunsmuir. The press is represented in the city by the Free Press, published semi-weekly.

KAMLOOPS.

Kamloops, though not yet dignified by the name of city, will soon be an applicant for that honor. It is situated at the junction of the North and South Thompson Rivers. It was located by the Hudson Bay Company in 1863, but did not

attract much attention till the construction of the Pacific division of the C. P. R. was commenced in 1880, after which it made rapid progress. In the vicinity of Kamloops and between it and Cariboo some valuable ledges of gold bearing quartz and other minerals have been discovered. A railway is contemplated between Kamloops and Cariboo which will further develop the mineral resources of that district. There is an extensive area of first-class grazing land around Kamloops which adds considerably to the attractions of the place. The press is represented in the town by the Inland Sentinel, published semi-weekly. Kamloops will grow with the development of the country, and will become an important station on the C. P. R.

There are many thriving settlements on the Island notably Alberni, on the West coast and Comox on the East coast, and also Chemainus, Cowichan and Saanich. On the Mainland from the mouth of the Fraser all along its banks nearly to Yale, healthy settlements have sprung into existence. Delta, North Arm, Alder Grove, Langley, Maple Ridge, Matsqui, Sumas, Chilliwhack, Popcum, &c. Chilliwhack is particularly worthy of mention as being, I might call, the garden of the Province. The farmers in this district are all in comfortable circumstances and their farms well under cultivation, producing the finest crops that can be found anywhere in the world. A railway company has been formed to run a line from Popcun, a few miles above Chilliwhack, to Ladner's Landing, near the mouth of the Fraser, south of the river, a distance of about 70 miles, which will greatly benefit the agricultural country south of the Fraser.

PROVINCIAL GOVERNMENT LANDS.

Crown lands in British Columbia are classified as either surveyed or unsurveyed lands, and may be acquired either by record and pre-emption, or by purchase.

PRE-EMPTIONS.

The following persons may record or pre-empt Crown lands, viz.: Any person being the head of a family, a widow, or a single man over 18 years of age, being a British subject, may record surveyed or unsurveyed Crown lands which are unoccupied, or unreserved, and unrecorded.

Aliens may also record such surveyed or unsurveyed lands, on making a declaration of intention to become a British subject.

The quantity of land which may be recorded or pre-empted is not to exceed 320 acres northward and eastward of the Cascade or Coast Mountains, or 160 acres in the rest of the Province.

No person can hold more than one pre-emption claim at a time. Prior record or pre-emption of one claim, and all rights under it, are forfeited by subsequent record or pre-emption of another claim.

Land recorded or pre-empted cannot be transferred or conveyed till after a Crown grant has been issued.

Such land, until the Crown grant is issued, is held by occupation. Such occupation must be a bona fide personal residence of the settler or homestead settler, or his family or agent. Indians or Chinese cannot be agents.

The settler must enter into occupation of the land within thirty days after recording, and must continue to occupy it.

Continuous absence for a longer period than two months consecutively, of the settler or homestead settler, and his agent or family, is deemed cessation of occupation; but leave of absence may be granted not exceeding four months in any one year, inclusive of the two months' absence.

Land is considered abandoned if unoccupied for more than four months in the aggregate in one year, or for more than two months consecutively.

If so abandoned, the land becomes waste land of the Crown, without any cancellation of the record.

The fee on recording is two dollars.

The settler may either have the land surveyed at his own instance, (subject to rectification of boundaries), or wait till the Chief Commissioner causes it to be surveyed.

After survey has been made, upon proof, by declaration in writing of himself and two other persons, of occupation from date of pre-emption, and of having made permanent improvements on the land to the value of two dollars and fifty cents per acre, the settler, on producing the pre-emption certificate, obtains a certificate of improvement.

After obtaining the certificate of improvement and paying for the land, the settler is entitled to a Crown grant in fee simple. He pays five dollars therefor.

PAYMENT FOR LAND AND CROWN GRANT.

The price of Crown lands pre-empted, is *one dollar* per acre, which may be paid in *four equal instalments*, as follows—First instalment, two years from date of record or pre-emption, and each other instalment yearly thereafter, until the full amount is paid. But the last instalment is not payable till after the survey.

The Crown grant excludes gold and silver ore, and reserves to the Crown a royalty of five cents per ton on every ton of merchantable coal raised or gotten from the land, not including dross or fine slack.

No Crown grant can be issued to an alien who may have recorded or pre-empted by virtue of his declaring his intention to become a British subject, unless he has become naturalized.

The heirs or devisees of the homestead settler are, if resident in the province, entitled to the Crown grant, on his decease.

If they are absent from the province at the time of his death, the Chief Commissioner may dispose of the pre-emption, and make such provision for the person entitled thereto, as he may deem just.

PRE-EMPTIONS FOR PARTNERSHIP PURPOSES.

Partners, not exceeding four, may pre-empt, as a firm, 160 acres, west of the Cascades, to each partner, and 320 acres, east of the Cascades, to each partner.

Each partner must represent his interest in the firm by actual residence on the land, of himself or agent. But each partner, or his agent, need not reside on his particular pre-emption.

The partners, or their agents, may reside together on one homestead, if the homestead be situated on any part of the partnership pre-emption.

For obtaining a certificate of improvement, it is sufficient to show that improvements have been made on some portion of the claim, amounting, in the aggregate, to two dollars and fifty cents per acre on the whole land.

MILITARY AND NAVAL SETTLERS.

Military and Naval officers, of 7 years' service, may acquire free grants of land, under the "Military and Naval Settlers' Act, 1863." This applies only to the mainland of British Columbia.

FREE GRANTS FOR IMMIGRATION.

The Lieutenant-Governor in Council may, subject to such provisions and restrictions as he may deem advisable, make special free, or partially free, grants of unoccupied or unappropriated lands, for the encouragement of immigration, or other purposes of public advantage.

FOR DRAINAGE AND DYKING.

The Lieutenant-Governor in Council may sell any vacant lands, or make free grants thereof, to any person or company, for the purpose of dyking, draining, or irrigating the same, subject to such regulations as he may think fit.

SALE OF SURVEYED LANDS.

Vacant surveyed lands, which are not the sites of towns or the suburbs thereof, and not Indian settlements, may be purchased at the rate of two dollars and fifty cents per acre. Surveyed lands purchased under the provisions of this section must be paid for in full at the time of the purchase thereof.

SALE OF UNSURVEYED LANDS.

The applicant to purchase unsurveyed Crown lands, after staking, posting, &c., must give two months notice of his intended application in the Government Gazette, and in any newspaper circulating in the district where the land is situate.

He must also have the land surveyed at his own expense, by a surveyor approved of and acting under the instructions of the Chief Commissioner.

The price is *two dollars and fifty cents* per acre, to be paid as follows:—10 per cent. at the time of application, and 90 per cent. on completion and acceptance of survey.

The quantity of land must be not less than 160 acres, nor more than 640 acres. The purchase must be completed within six months from date of application.

WATER RIGHTS.

Landholders may divert, for agricultural or other purposes, the required quantity of unrecorded and unappropriated water from the natural channel of any stream, lake, etc., adjacent to or passing through their land, upon obtaining the written authority of the Commissioner.

HOMESTEAD ACT.

The farm and buildings, when registered, cannot be taken for debt incurred after the registration; it is free from seizure up to a value not greater than 2,500 dollars (£500 English); goods and chattels are also free up to 500 dollars (£100 English); cattle "farmed on shares" are also protected by an Exemption Act.

TIMBER LICENSES.

Unlicensed persons, except for farm and mining purposes, etc., are not permitted to cut trees on Crown lands. A timber license may be granted for 1,000 acres for four years on payment of $10 annually, and 15 cents for each tree (except hemlock) felled, payable half yearly. No person can hold more than one license at the same time, and it is not transferable. Millowners cannot saw logs taken from Crown lands (in which are included lands leased at less than ten cents an acre) until the timber dues of twenty cents per thousand feet board measure are paid.

MINING LAWS.

Free Miners.

"Free Miners" only can have right or interest in mining claims or ditches. A "free miner" must be over 16 years of age. His certificate may be for one year ($5), or three years ($15), and is not transferable. He may enter and mine Crown lands, or, on making compensation, lands occupied for other than mining purposes. To recover wages, must have free miner's certificate.

RECORD, &C., OF CLAIMS.

Claims must be recorded ($2.50), and re-recorded ($2.50). Time allowed for record is three days after location, if within ten miles of office—one additional day for every additional ten miles, or fraction thereof. In very remote places, miners, assembled in meeting, may make valid rules temporarily. Transfers of claims or mining interests must be in writing and registered. Free miners may hold any number of claims by purchase, but only two by pre-emption, except in certain cases. Claims may be officially laid over, and leave of absence granted in certain cases, but the rule is that every full claim or full interest must be worked either by owner or agent. A free miner can, by record, get a fair share of water necessary to work claim. A claim is deemed open if unworked for 72 hours on working days, unless for sickness or other reasonable cause.

NATURE AND SIZE OF ORDINARY MINING CLAIMS.

Claims, as far as possible, are rectangular and must be staked by post or tree. Sizes are, "bar diggins," 100 feet wide at high-water mark, and thence extend into the river at its lowest water level. "Dry diggings" 100 feet square. "Creek claims" 100 feet long, measured in the direction of the general course of the stream, and shall extend in width from base to base of the hill or bench on each side, but when the hills or benches are less than 100 feet apart the claim shall be 100 feet square. "Bench claims" 100 feet square. "Hill claims" base line fronting a stream 100 feet—parallel side lines at right angles thereto at summit of hill. Posts 100 feet apart. Claim not to come within 100 feet of any gulch or tributary of creek. Measurements horizontal, irrespective of surface inequalities.

DISCOVERERS' CLAIMS.

To one discoverer	300	feet in length.
To a party of two discoverers	600	" "
To a party of three discoverers	800	" "
To a party of four discoverers	1000	" "

And to each member of a party beyond four in number, a claim of the ordinary size only.

The above increase of size applies to dry, bar, bench, creek, or hill diggings, not to quartz claims or minerals in lodes or veins.

A new stratum of auriferous earth or gravel situated in a locality where the claims are abandoned, shall, for the above purposes, be deemed a new mine, although the same locality shall have been previously worked at a different level; and dry diggings discovered in the vicinity of bar diggings shall be deemed a new mine, and vice versa. A discoverer's claim shall be reckoned as one ordinary claim.

Creek discovery claims shall extend 1,000 feet on each side of the centre of the creek, or as far as the summit.

LEAVE OF ABSENCE.

On discovery of new lode or vein containing minerals, 6 months.

On proving expenditure, in cash, labor, or machinery, of $1,000 on each full interest (without reasonable return), 1 year.

Under other conditions Gold Commissioner has option.

MINERAL CLAIMS.

"Mineral claims,"—that is, claims containing, or supposed to contain, minerals, precious or base (other than coal), in lodes or veins, or rock in place—shall be 1,500 feet wide, and, as nearly as possible, in rectangular form. Must have 3 posts (or tree posts) at equal distances along centre line, with a notice on each. Only one claim on the same lode or vein can be held, except by purchase. Quartz claims are deemed to be mineral claims.

In order to get a Crown grant for a mineral claim lawfully held, it must be surveyed by a surveyor approved by the Land Office; notice of application for the grant must be posted conspicuously on the land and on the Government office of the district, also inserted for sixty days in the Government Gazette and a newspaper, if any, circulating in the district, and proof must be given to the satisfaction of the Government officers that $1,000 have been bona fide expended in money or labor upon the claim. Or a Crown grant may be got by paying $50 per acre to the Government, in lieu of representation and expenditure on the claim.

General provisions for ordinary mining claims apply to mineral claims as far as may be.

The proper representation of a "mineral" claim requires that the sum of two hundred dollars, in money, labor, or improvements, shall be expended annually upon the claim, to the satisfaction of a Gold Commissioner, and that the owner shall have obtained a certificate from the Gold Commissioner to that effect, within a year from the location of the claim, and thereafter annually, and shall have recorded the certificate immediately after its issue.

An annual tax of $1 per acre, or fractional part of an acre, of every mineral claim is payable on the 31st December.

Leases of mining ground, ditch privileges, etc., may be issued, but will not in general be granted for a longer term than ten years, or for a quantity of ground greater than—

In dry diggings, ten acres;

In bar diggings, unworked, half a mile in length along the high-water mark.

In bar diggings worked and abandoned, one mile and a half in length along the high-water mark.

The regulations as to flumes, ditches and drainage need not be detailed. but it may be stated that the water taken into a ditch or sluice has to be measured at the ditch or sluice head. No water should be taken into a ditch or sluice except in a trough placed horizontally at the place at which the water enters it. One inch of water means half the quantity that will pass through an orifice two inches high by one inch wide, with a constant head of seven inches above the upper side of the orifice.

COAL PROSPECTING LICENSES.

A twelve months' prospecting license for 480 acres of vacant coal land, in one block, may be granted by the Government on payment of $25. The license may be extended for another year if the licensee has actually explored for coal, on payment of $50. The license is not transferable without notice being given to the Chief Commissioner of Lands and Works. If a licensee wishes to purchase coal lands, he may do so under the said Land Act at $2.50 per acre.

Brief History of the Canadian Pacific Railroad

FROM THE TIME IT WAS INCORPORATED.

The Canadian Pacific Railway Company was chartered by the Dominion Parliament in February, 1881. Previously to that time a portion of its lines existed as partially completed government enterprises in charge of the Canadian Minister of Public Works. Seven years ago, the projected railway was estimated as requiring 2,000 miles to be constructed westward to the Pacific ocean from the existing railway system of the Province of Ontario, at Callander, on Lake Nepissing, and Sanford Fleming was then the engineer in charge of the construction. Sir Charles Tupper, who was minister of Public Works, reported on June 30th, 1879, that there were 274 miles of railway in operation, and 433 miles under construction, about $11,500,000 having already been expended, and contracts made involving some $9,000,000 more. Work was being done upon three sections of the line, the westernmost being Winnipeg and Lake Superior. The anticipation then was that the through railway might be completed by the spring 1891. The Company was afterwards chartered with $100,000,000 authorized capital, and $5,000,000 was subscribed and paid in. Sir George Stephen of Montreal was made president, and has continued at the head of the enterprise ever since. At the close of 1881, when the company got fairly into operation, there were 367 miles of railway completed and 290 more from Ottawa westward to Lake Nepissing had been bought, to give a route from the capital of the Dominion, to the point where the charter made the new line begin. Westward from Lake Nepissing to Thunder Bay, on Lake Superior, a distance of 650 miles, but little work had been done, and in fact this section was among the last completed. From Thunder Bay further westward to Winnipeg, 425 miles, the railway was finished in 1882, and 200 miles more still further westward from Winnipeg, were also then completed, leaving a gap of 700 miles to the Rockies. Nothing had been done on the mountain section, and the Canadian Government was at that time constructing as a public work, the section between the mountains and the Pacific ocean. The government had also some time previously finished the Pembina branch, extending 65 miles southward

from Winnipeg to the United States boundary. In chartering the railway, Canada imitated the policy of the United States Congress towards the earlier Pacific Railways, by giving both a money and land subsidy. It promised $25,000,000 subsidy in money, and also 25,000,000 acres of lands along the route westward of Winnipeg to the rockies, to be available as short sections of the line were built. It also authorized the company to mortgage its land grant for $25,000,000, at 5 per cent. for 50 years to raise more money, and in addition to issue a mortgage on the line as completed, at the rate of $10,000 per mile.

The small beginnings of the great railway are shown, by the first financial statement for the year ending June 30th, 1881, when it had $388,527 traffic receipts, $347,116 operating expenses, and $41,411 net earnings.

The charter gave the company very large powers, including the right to build branches, open telegraph lines, and establish steamer lines from its terminals. By the close of 1882, there were 1,730 miles of railway acquired or built, and the company had then issued $20,000,000 land grant bonds, depositing the proceeds of their sales with the government, which allowed 4 per cent. interest thereon, and paid the principal back to the company as the railway construction proceeded. The remaining $5,000,000 land grant bonds were held by the government as security that the company would fulfil its agreements. It had at that time sold over 6,000,000 acres of lands, and with part of the proceeds redeemed nearly $4,000,000 of the land grant bonds. Over $15,000,000 had then been expended on construction, and the traffic receipts for 1882, had increased to $3,344,852, and the net earnings to $882,629. The railway at the close of 1883 had built or acquired 2,157 miles of the main line, and on November 1st of that year, the government guarantee of 3 per cent. dividend annually on the share capital for 10 years became operative. In addition to the main line, over 1,000 miles of branches had been acquired or built, and the capital stock issued was increased to $65,000,000. In 1884 the Ontario and Quebec system of railways was leased in perpetuity, making the eastern limit of the line at Quebec. There was also established a steamer line on the lakes, to cover the unfinished gap in the line north of Lake Superior. This gave a complete route by rail and water from Quebec to the Rockies. The government gave an additional benefit by loaning $22,500,000

during 1884, to aid construction, which had so far progressed, that an engagement was then entered into that the main line should be completed by May 31st, 1886.

At the close of 1883, over $78,000,000 had been expended on the lines, and at the close of 1884, this had increased to $112,000,000. The great work was completed across the continent in November, 1885, and through train service was commenced in the following June: The first train leaving Montreal on the evening of the 28th, and arriving at Port Moody on the 4th of July. The journey occupying 136 hours; the final completion of the railway, however, to Vancouver, its Western terminus was not accomplished until February of the present year, when, on the afternoon of the 23rd, the whistle of the first locomotive, was heard within the terminal city limits. The line on the Lake Superior and Rocky Mountain sections embraces some of the most difficult railway work ever undertaken.

The gauge is the standard of the United States—4 feet $8\frac{1}{2}$ inches, and the aggregate mileage of the Company is 4,338 miles including the leased lines.

The company last spring made a new financial arrangement with the Canadian government, which came into complete effect July 1st, by which, through the negotiation of its First Mortgage, five per cent. Bonds at 104 in London, it secured money to pay part of its government indebtedness, lands at $1.50 per acre being accepted to repay the remainder, and also the interest due thereon. It thus honorably discharged all its government obligations, repaid the money loaned to it, five years before the debt was due, and completed the contract for building the railway in half the time stipulated. Briefly stated, the gifts made by the Dominion, to secure the consummation of this great work were $25,000,000 cash subsidy, 712 miles of government railways, previously constructed at an aggregate outlay of about $35,000,000, and also 25,000,000 acres of lands. The other loans and advances made were repaid, and there still continues the guarantee of 3 per cent. annual dividends on the share capital until 1893. When the line was completed to the salt water and the company had made final settlement with the government, the total capital liability of the Canadian Pacific Railway stood approximately at $126,884,013, made up of $65,000,000 share capital, and the remainder bonded debt and capitalized leases. There are $35,000,000 First Mortgage Bonds, chiefly held in England,

(where most of the capital has been secured ;) the Quebec province is creditor for $3,500,000 on account of railways bought; there are $1,823,333 Canada Central Railway bonds, and the leases capitalized at 5 per cent. amount to $21,560,680. The financial statement for 1885 showed $8,368,493 gross receipts, $5,143,276 expenses, and $3,225,217 net earnings. For last year, the company's gross receipts for seven months ending with July, amounted to $5,158,691, the expenses to $3,406,854, and the net earnings to $1,751,837. The increased net earnings compared with the corresponding period of 1885 were $191,850. The net earnings for year ending December 31st, 1886, are in the neighborhood of $3,750,000. In addition to the gifts of money, lands and completed railways made by the Dominion government, other valuable advantages have been given to the Canadian Pacific Railway. All the lands used in construction for roadbed, stations, yards and water frontage at terminals have been a free gift, while the Dominion government admitted free of customs duty, all rails, timbers, and other materials imported for the building of the railway and telegraph lines. The charter also gave the company a monopoly for twenty years of the territory between its lines and the United States boundary, by prohibiting during that period the building of lines there, by other parties excepting roads running southwest, and they are not permitted to approach within 15 miles of the boundary. The company's properties of every description, and also its capital stock, are for ever exempted from all national or local taxation ; and this exemption is further extended to the land grant for 20 years, unless the lands are sooner sold or occupied. The company can take from the public lands, such stone, timber or other materials as they wish to use in construction.

They are authorized to establish "fair tolls" by concert with the government; and the charter prohibits the reduction of these tolls either by the government or by parliament "below such rates as would afford a profit of 10 per cent. per annum on the capital invested."

The grant of such great privileges as these, is unusual, but it was necessary to get the work undertaken at a time when the project of building a railway over the difficult and almost unexplored mountain ranges of British Columbia seemed almost impracticable.

The route of the Canadian Pacific Railway goes through a region of widely diversified characteristics. The first 350

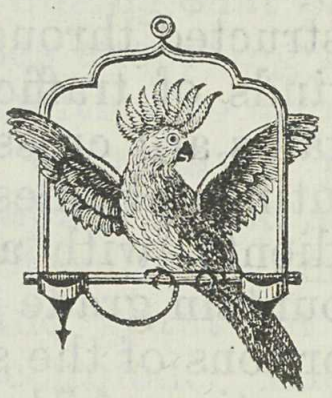
miles, carrying the lines westward from Montreal to Lake Nepissing, is through an old and well developed country, and commands the immense timber traffic of the Ottawa River valley. The next 1,000 miles reaches the edge of the great prairie east of Winnipeg. This section is developed only in portions. It passes through extensive forests and also valuable mineral lands abounding in copper, iron and silver. It is thinly populated, however, especially in the portions north of Lakes Superior and Huron. For 900 miles westward of Winnipeg is a prairie, one of the finest agricultural regions in the world, and being gradually developed by opening branch railway lines and the expansion of the many towns and villages that grow up at favorable locations. The settlement of this region was begun before the railway came along, but opening the line gave it a great impetus and started many new towns. In this district nearly the entire land grant of the railway is located, and the rich soil extends to the bases of the Rockies, gradually changing in character from agricultural to grazing lands. The remainder of the railway is over a rough country, traversing the various mountain ranges, where there are immense forests and magnificent scenery. There is a fine grazing region at Kamloops and good farming country along the Lower Fraser River. In fact the railroad is constructed through every variety of country, and it serves all kinds of traffic interests. In making the roadway the mountains are crossed at a lower elevation than upon the transcontinental lines in the United States, and the mountain gradients, with a single exception, are easy. The average mountain grade does not exceed 66 feet per mile, though on portions of the slope 116 feet per mile is reached, and in one section of $7\frac{1}{2}$ miles, at the summit of the Rocky mountain range, there is a gradient of 212 feet to the mile, requiring the use of extra locomotives in aiding the ascent or retarding the descent of heavy trains. The manner of construction of the Canadian Pacific line is admirable, and exceeds in stability and completeness most of the American railways.

Altogether the building of the Canadian Pacific railway, in the face of the many difficulties and obstacles, that have confronted the work was a stupendous enterprise most successfully performed. How important this route becomes when British interests on the Pacific are considered. Mr. Van Horne the manager of the line, has stated that he will undertake with the present equipment of the railroad, to

transport 8,000 armed men a day, with their baggage and appurtenances, from the Atlantic to the Pacific; that he could continue to do this for a week, and in no case would the transit occupy more than one week. Thus 50,000 men, with artillery and all baggage can be started from England, and within two weeks the advanced guard will have arrived on the Pacific coast; and all could be there in three weeks after their departure; an invaluable advantage and showing the importance of this great enterprise from a national standpoint.

The completion of this great work cannot therefore fail to benefit not only the Dominion of Canada and make her one of Britain's most valuable possessions, but also materially strengthen the British empire herself, bringing as it does her colonies and dependencies into a closer union.

Much more could be written on this subject but the limited space at my disposal prevents me from dwelling upon it in detail.



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