SUPPLEMENT TO THE

San Francisco Journal of Commerce

BRITISH COLUMBIA EDITION.

The New Orleans Exposition.

Since the Centennial no exposition has ever been held in the United States at all approaching in importance that now held at New Orleans, and in fact we may say that nothing like it has ever been seen in the country before. It derives its importance partly from the importance of New Orleans, partly from its location and partly because the Crescent city is the capitol of the French-descended portion of the population of the Gulf States. The situation of New Orleans is one of the finest in the world. Before the war it was the great metropolis of the South, and bids fair to be so in the future. Its population according to the census of 1880 was 216,090, and cannot now be less than 260,000. Its location at the mouth of the Mississippi and its forty-two navigable tributaries draining the heart of the North American continent is such, that nothing finer commercially can be imagined. The Mississippi and its tributaries drain twenty-one States and Territories—has a navigable waterway of 15,710 or nearly 16,000 miles. It is the natural outlet of all the States and Territories here referred to, and their teeming millions—the place where all their industries will some day seek a market, so far as they seek a foreign one, and into the port of which shall be poured the riches of the commerce of the earth into the lap of the valley of the Father of Waters. Directly opposite, almost, to New Orleans is the mouth of one of the great rivers of South America, the mighty Orinoco, which leads navigation right into the heart of the South American continent. The tributaries of the Orinoco interlock with those of the world of waters, the Amazon, while the latter, by its southern tributaries, is brought to the doors of navigation of the Rio de la Plata, thus leading through thousands of miles of waterway right through into the heart of the southern portion of the Americas, and perhaps the one greatest in natural resources. From Lake Itasca to Buenos Ayres, there is an almost uninterrupted navigation of nine thousand miles, with the Crescent city in the commercial centre. It has also direct communication with the great Congo Valley of South Africa and its hundred millions of people, while the proposed Nicaragua and Panama canals, and the proposed Tehuantepec ship railroad, brings it to the Orient and the Pacific.

The South is entering on a new life, and New Orleans will be the busy centre of that life. The seven million bales of cotton raised from the Ohio to the Mexique Bay, and from the Atlantic to the western border of Texas will all find a market there, and not only a market but a place of manufacture, whence it will be dispersed abroad to clothe the peoples of the world. The cotton alone is worth more than two hundred millions of dollars. Place the imports on what it will have paid for at a similar sum, and you have a possible outcome of commerce of four hundred millions per annum, and arising from a single article. Truly, cotton is king.

As a manufacturing center it has even a higher station in the future. These seven million bales of cotton were they all manufactured in the Crescent City would be worth nearly four hundred millions of dollars, where the raw material would be worth only one-half. We give this not with an intention to affirm that New Orleans is likely to center in herself all the industries of the South, but rather to show what an important future is before her and some points that indicate what that future may be.

New Orleans is one of the great ports of the United States through which the flood tide of immigration in future must flow. An immigration from Europe has centered here since the first French settlement. Attracted by consanguinity and by language, many of the sons of France who seek a foreign shore, find themselves irresistably attracted by that city looking out on the tropics that bears for name that which irresistibly draws to mind *la pucelle d'Orleans*, the renowned Joan of Arc. The original French settlement is thus being continually added to, and despite its American nationality the sons of France look upon it as an outpost of their country beyond the sea. Hence France, and Spain also, which too has contributed of its blood to build it up, Italy, and Continental Europe as a whole, will be attracted hither, as they could by no other American city. England is sending the Great Eastern with a full line of exhibits. When she is anchored in the stream she will serve as a great hotel for the city's guests. This exposition will, therefore, be the most representative ever held in America, and may be truly termed a peaceful congress of the nations.

CUSTOMS STATISTICS.

Imports Into the Province of British Columbia for 12 Years, Ending June 30, 1883.

	Value of Total Imports.	Goods Entered for Home Consumption. Dutiable Goods.	Free Goods.	Total.	Duty Collected.
Year ending 30th June, 1872..	$1,790,352 00	$1,600,361 00	$166,707 00	$1,767,068 00	$342,400 48
From Canada..........	22,215 00		22,215 00	22,215 00	
Year ending 30th June, 1873..	2,191,011 00	1,569,112 00	507,364 00	2,076,476 00	302,147 65
From Canada..........	75,604 00		75,604 00	75,604 00	
Year ending 30th June, 1874..	2,085,560 00	1,676,792 00	371,544 00	2,048,336 00	336,491 47
From Canada..........	66,104 00		66,104 00	66,104 00	
Year ending 30th June, 1875..	2,543,553 00	1,924,482 00	566,111 00	2,490,593 00	413,991 50
From Canada..........	117,054 00		117,054 00	117,054 00	
Year ending 30th June, 1876..	2,997,597 00	2,237,072 00	707,906 00	2,944,978 00	448,384 52
From Canada..........	129,735 00		129,735 00	129,735 00	
Year ending 30th June, 1877..	2,220,968 00	1,820,391 00	346,318 00	2,166,709 00	403,520 21
From Canada..........	163,142 00		163,142 00	163,142 00	
Year ending 30th June, 1878..	2,344,508 00	1,905,201 00	367,926 00	2,273,127 00	426,125 14
From Canada..........	144,754 00		144,754 00	144,754 00	
Year ending 30th June, 1879..	2,440,781 00	1,997,125 00	320,329 00	2,317,454 00	484,704 04
From Canada..........	184,951 00		184,951 00	184,951 00	
Year ending 30th June, 1880..	1,689,394 00	1,614,165 00	122 451 00	1,736,616 00	450,175 43
From Canada..........	208,072 00		208 072 00	208,072 00	
Year ending 30th June, 1881..	2,489,643 00	2,214,153 00	242,963 00	2,457,116 00	589,423 62
From Canada..........	387,111 00		387,111 00	387,111 00	
Year ending 30th June, 1882..	2,899,223 00	2,472,174 00	401,287 00	2,875,461 00	678,104 53
From Canada..........	449,768 00		449,768 00	449,768 00	
Year ending 30th June, 1883..	3,937,536 00	3,331,023 00	550,833 00	3,866,856 00	907,765 54
From Canada..........	624,207 00		624,207 00	624,207 00	
				Total for the 12 years	$5,833,237 13

IMPORTS AT THE PORTS OF VICTORIA AND NANAIMO, YEAR ENDING 30TH JUNE, 1884.

Year ending 30th June, 1884..	$3,475,736 00	$2,957,295 00	$403,743 00	$3,371,038 00	$790,675 91
From Canada..........	788,287 00		788,287 00	788 287 00	Ten.

MEMO:—Customs collections at New Westminister for the six months ending Dec. 31st were $61,367 46; excise, $4,632 76. Total, $65,000 22. For the corresponding period of 1881, the amounts were $34,031 84 and $3 025 89. Total, $37,057 73, showing an increase of $27,942 49.

Exports from the Province of British Columbia for 12 Years, Ending 30th June, 1883.

Year.	Mines.	Total Mines.	Fisheries.	Forest.	Animals.	Agricultural.	Manufact'rs	Total Amounts.
1872.	Gold..$1,234,390 S. Ore. 883 Coal.. 184,392	[illegible]	[illegible]	$214,377 Not the	$214,700 produce of	$142 British C	$1,549 olumbia,	$1,858,059 54,057
1873.	Gold..$1,035,254 S. Ore 3,329 Coal.. 180,960 Stone. 4.825	1,224,362	43,361	211,026 Not the	259,292 produce of	2,885 British C	1,197 olumbia,	1,742,123 50,224
1874.	Gold..$1,072,422 S. Ore 10 Coal.. 278.23	1,351,145	114 118	260,116 Not the	320,625 produce of	5,296 British C	443 olumbia,	2,051,743 58,881
1875.	Gold..$1,605,10 S. Ore 1.50 Coal.. 322.4	1,929,294	133,986	292,468 Not the	411,810 produce of	9,727 British C	.... olumbia,	2,777,285 47,527
1876.	Gold..$1,472,4 Coal.. 559.0	2,032,139	71,338	273,430 Not the	329,027 produce of	3,080 British C	68 olumbia,	2,709,082 41,705
1877.	Gold .$1,188.73 Coal.. 520,10	1,708,848	105,603	287,642 Not the	240,893 produce of	3,083 British C	1,500 olumbia,	2,346 969 25,115
1878.	Gold..$1 031,46 Coal.. 727,71	1,759,171	423,840	327,360 Not the	257,314 produce of	462 British C	.... olumbia,	2,768,147 30,713
1879.	Gold.. $943 703 Coal.. 586.909 Ir.Ore 200	1,530,812	633,493	273,366 Not the	268,671 produce of	2,505 British C	57 olumbia,	2,708 847 47,125
1880.	Gold.. $964,484 Coal.. 700,142	1,664.626	317,410	258,804 Not the	339,218 produce of	3,843 British C	100 olumbia,	2,584,001 59,569
1881.	Gold.. $576,918 Coal.. 739,351 Ir.Ore 600 S. Ore 10	1,317,079	400,984	162,747 Not the	350,474 produce of	248 British C	22 olumbia,	2,231,554 24,199
1882.	Gold.. $723,225 Coal.. 713,147 Ir.Ore 700	1,437,072	976,903	362,875 Not the	300,429 produce of	946 British C	2,616 olumbia,	3,080,841 36,050
1883.		1,309,646	1.333,385	407,634 Not the	287,394 produce of	6,791 British C	443 olumbia,	3,345,263 38,079
Total	Exports							$3,383,342

EXPORTS FROM THE PORTS OF VICTORIA AND NANAIMO, YEAR ENDING 30TH JUNE, 1884.

1884.		$11,062	$893,693	$3,623 Not the	$270,866 produce of	$1,625 British C	$2,748 olumbia.	$2,613,607 25,287
Total	Exports..........							$2,638,894

Total for the September quarter of 1883.......... $812,959
" " December " " 1,338,934

Total for the half year ending December 31st.......... $2,151,893

MEMO.—These returns do not include the Lumber and Fish exports of New Westminster the past half year. New Westminister, etc., make direct returns to Ottawa.

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San Francisco Journal of Commerce

SPECIAL EDITION ON

BRITISH COLUMBIA

Vol. I. SAN FRANCISCO, CALIFORNIA, FEBRUARY, 1888. No. 8.

VICTORIA

The Capital City.

Increasing Importance.

Her Splendid Geographical Position.

HOLDS THE FORT WHETHER IN PEACE OR WAR.

The Pacific Watch Tower.

Her Victualing Yards and Coaling Stations.

INTRODUCTORY.

FLIRTATION.

It is related of one of the Kings of France that his Father Confessor took him to task for too freely indulging in the society of the ladies of his court to the neglect of his own lovely and charming consort.

The hint was taken in good part and apparently forgotten.

At dinner, however, the King quietly asked the Good Father, who was a noted epicure, what was his favorite dish. "Partridges, your Majesty," replied the unsuspecting priest.

The *chef de cuisine* was accordingly forthwith instructed to prepare for the future nothing but plump little partridges for this priestly disciple of Epicurus.

For the first few meals the Holy Father did ample justice to his repast, but at the end of the third day complained to the King that he was feasting upon nothing but partridges, and learned to his surprise that it was by his Majesty's express command! "*Ma foi*, yes," said the King, "did I not ask you to tell me your favorite dish?" "Your Majesty is really too kind. Partridges are of a certainty very nice, *mais toujours perdrix!*"—and the nauseated expression of countenance finished the sentence!

The priest was allowed to return to his varied courses, but never again did he tackle the King upon his inconstancy. "Toujours perdrix" was a text that he remembered. So will the SAN FRANCISCO JOURNAL OF COMMERCE, we think, be pardoned a trip into other lands. California is very charming; her wild Sierras, her deep Yosemite, her graceful redwoods, her mammoth Sequoias, her rich valleys and her sunny homes, "*mais toujours perdrix!*" However good the tempting morsel, a change is none the less appreciated. There is something fresh and piquant in this outside flirtation, and our readers, we know, will enjoy a glimpse beyond our borders as well as ourselves.

Before proceeding to give our impression of this wonderful country or to describe the points of interest and of beauty that have met us on every hand, it will be expedient to refresh our memories somewhat respecting its situation, its governmental and political aspects and the like. First then

THE DOMINION OF CANADA,

Of which British Columbia forms a part, is a confederation under the British flag, composed of the provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Manitoba, British Columbia and Prince Edward Island, and of the Northwestern Territories. It has a total area of 3,372,390 square miles, and embraces all the British possessions in North America, with the exception of the island of Newfoundland and the coast of Labrador. It is bounded on the North by the Arctic Ocean, on the South by the United States, on the West by the Pacific Ocean and Alaska, and on the East by the Atlantic.

The Dominion was created by an Act of the British Parliament in 1867.

The form of government, while in some respects similar to that of the United States, differs widely from it in others. Executive power is vested in a Governor-General, who is appointed by the British Government, and exercises authority in the name of the Queen. His advisers are the members of his Privy Council, whom he appoints and removes with the concurrence of the House of Commons.

The Queen is vested with the command of the naval and military forces, including the militia. Legislative power is entrusted to two Houses of Parliament, the Senate and the House of Commons. The members of the Senate are appointed by the Governor-General, on the recommendation of the Privy Council, and are apportioned between the provinces, three falling to the share of British Columbia. A Senator must possess free-hold and personal property to the value of $4,000 each, and must be a resident of the province for which he is appointed. The tenure of office is for life, vacated only by loss of his qualifying property, or upon conviction of some infamous crime.

The House of Commons consists of 206 members, six of whom are returned from British Columbia. All appropriation bills must, as in England, originate in this house, to which the Privy Council is responsible, it being in accord with the views of that political party which, for the time being, has the majority.

The Dominion Parliament has exclusive control of the currency, postal service, public debt, raising of money by any mode of taxation or by borrowing, regulation of trade and commerce, the militia, savings banks, marriage and divorce, criminal law, navigation, shipping, bankruptcy, and all subjects not specially assigned to local legislatures.

The Provincial Legislatures have the rights to levy direct taxes and borrow money for provincial purposes, the management of the public lands, public works lying within the provinces, municipal institutions, hospitals, prisons, asylums and charities, and generally all matters of a local or private character.

All judges are appointed by the Dominion Government (except those of some minor courts in the maritime provinces), and hold their appointments for life, removable only by their own resignation, by impeachment or by death.

The merchant marine of the Dominion ranks as the fourth largest of the world. The manufacturing interests of the Dominion have so developed within a few years that the data furnished by the last returns are now of little value.

From this rapid sketch of the Dominion in general, we turn to an equally rapid sketch of

BRITISH COLUMBIA

In particular. This Province is the westernmost of those composing the Dominion of Canada. It lies between latitude 48 minutes 18 seconds and longitude 113 degrees 136 degrees west. It is bounded on the north by the sixth parallel, and on the East by the Canadian Rocky Mountains, on the South by the Pacific States, and on the West by Alaska and the Pacific Ocean. Its area is 356,000 square miles (larger than England, Scotland, Wales and Ireland, and more extensive even than California, Oregon and Washington Territory combined).

This province was formerly under the Hudson Bay Company, but in 1858 (owing chiefly to the influx of inhabitants caused by the discovery of gold on the Fraser river), it was created a distinct Territorial Government. In 1871 the Province joined the Dominion of Canada, it being a condition precedent that the Dominion should connect the Atlantic with the Pacific by railway. Victoria, situate on Vancouver Island, is the capital of the province. The form of government is similar to that of the other provinces. A Lieutenant-Governor and Cabinet of five, a Legislative Council and Assembly, the latter elected by the people.

VANCOUVER ISLAND

Has an area of 16,000 square miles, being 275 miles long, by an average breadth of 85 miles.

In 1843 the Hudson Bay Company established a trading post on the island, which was for some time claimed by the United States as constituting a part of the Louisiana purchase. By the treaty of 1846, however, the possession was confirmed to Great Britain. It was made a colony in 1859, and was finally consolidated with British Columbia seven years later. The rivers are small and not navigable. Nootka and Nilinat sounds contain excellent harbors. The island is separated from the continent by the Gulf of Georgia, twenty-five miles in width, which communicates with the ocean, by Johnson's strait on the north, and the Strait of Juan de Fuca on the south.

The principal rivers of British Columbia are the Fraser, rising in the Rocky mountains, navigable for 100 miles and emptying into the Gulf of Georgia, the Stickeen, the Nass and the Skeena. The Columbia river also rises in this province.

THE CLIMATE

Is much milder than that of the Atlantic Coast in the same latitude, though on the uplands, back from the coast, 40 degrees below zero is no uncommon temperature.

The eastern portion of the country is occupied by the

ROCKY MOUNTAINS.

The highest summit being Mount Hooker, 15,700 feet, and Mount Brown, 16,000 feet. The Cascade mountains, a continuation of the Sierra Nevada, traverse the province from north to south, at a distance of 100 miles from the coast. There are large tracts of

FERTILE LAND

Along the seashore and in the valleys of Thompson and Fraser Rivers, and crops of wheat, rye, oats, potatoes, turnips and hay have been raised. The valleys and hillsides are well wooded, the

PRINCIPAL TREES

Being cedar, fir, pine, willow and poplar, some of immense size. The principal

SOURCE OF WEALTH

Of the province hitherto has been in its gold mines, together with fish, lumber and coal, but what undeveloped riches may result from the advent of the New Canadian Pacific Railway it is impossible to estimate.

Gold exists in all parts of the province, but the greatest quantity has been taken out along Fraser River. Only the alluvial deposits, where the gold is found in grains, have thus far been worked. Veins of silver, copper, lead and iron ores have been discovered. Bituminous coal exists in the valley of Thompson River, one of the affluents of the Fraser. There are also large deposits on Vancouver Island, which have been very successfully worked for some time, as also two on Queen Charlotte Island.

THE ARTICLES OF EXPORT

Are gold, furs, lumber, spars of great size, fish, fish oil and cranberries. The imports are provisions, clothing, furniture and the like.

A PROTECTIVE DUTY

Is imposed on all imports, and, although all Canadian goods and products are admitted free of duty into the mother country, England pays the same duty as America or any other country for all goods she sends into the Dominion. Of course we do not mean by this that Canada can ship free of duty goods into the mother country that are in themselves subject to taxation in England—such as wine, spirits, tobacco and the like. What we mean is that Canadian goods and products are as free from duty in England as if they had been produced or manufactured in England itself—and that with these few exceptions all Canadian goods are admitted free into English ports, whereas England pays Canada duty upon all goods shipped to the Dominion, just the same as any disconnected foreign country would do.

Our readers will, we trust, pardon us this introductory article, dealing with matters we within the covers of a school geography, having thus

CLEARED THE WAY

By recalling the general "situation" respecting the country of our visit, we feel that we can the better enlarge upon the special description of each section that we pass through.

OUTWARD BOUND.

"Why, there's quite a crowd aboard," remarked Pencils, as he cast his eyes aft in search of a "subject," and Pencils was right for once. We say "for once," because you had better know right here that Pencils, who accompanies us on this trip, has a most poetic soul, and is apt to indulge in flights of imagination. He goes into raptures over some dirty Indian in a red blanket, whilst the more tumble-down the shanty, the less roof there is to a house, the less safety there is in a bridge or the like, by so much the more anxious is he to "slap it in." If we did not keep him somewhat in check, this edition would be literally *ruinous*.

On this occasion, however, Pencils' remarks set us thinking and inquiring, and we found that the passengers on board the

STEAMSHIP GEO. W. ELDER

Were principally Americans, and were not all on pleasure bent to spend a quiet month in the Switzerland of America, but were mostly booked to the East via the new Canadian Pacific Railway. They appeared to be satisfied on the whole, that although they were losing a little time they were saving considerable money, the rates being appreciably less, and the quantity of baggage allowed free much greater.

The tediousness of the journey, moreover, is relieved by a far more interesting route—that is to say, the chief scenic effects on the American lines are passed through at night, whilst the Canadian line takes you by day as well as by night through one continued panorama of the grandest and most sublime scenery that the globe contains. Hence then the Elder was pretty full. Pencils was soon engaged in a surreptitious sketch of the most charming "little woman" aboard; in due course we are under way, the Golden Gate is passed and we

Captain Ackley feels good over his cigar. Our Special Artist feels badly over the tafrail.

are at last fairly ploughing the rolling waves of the grand Pacific.

Sea voyages, even when described by the most superb writers, are at best but old friends in turned coats, and we will not therefore trouble our readers with any long account of our interesting passage in the Geo. W. Elder. Suffice it to say that the excellent Captain, his officers and men all did their level best to make things pleasant, that the weather was charming, and that the view of the California shore, which is always kept in sight, and indeed for the greater part of the passage at only a few miles distant, helped considerably to break the monotony of the voyage. There were, of course, the usual incidents, fogs and rollers, spouting whales, saluting boats, full tables to start with, and many vacant chairs from the first breakfast onwards, a gradual reappearance of almost forgotten faces as we drew near our destination and a most regretful knowledge that things in general and other things in particular were just beginning to get very pleasant when the time approached to say good-bye. On the whole the journey was brief and a very

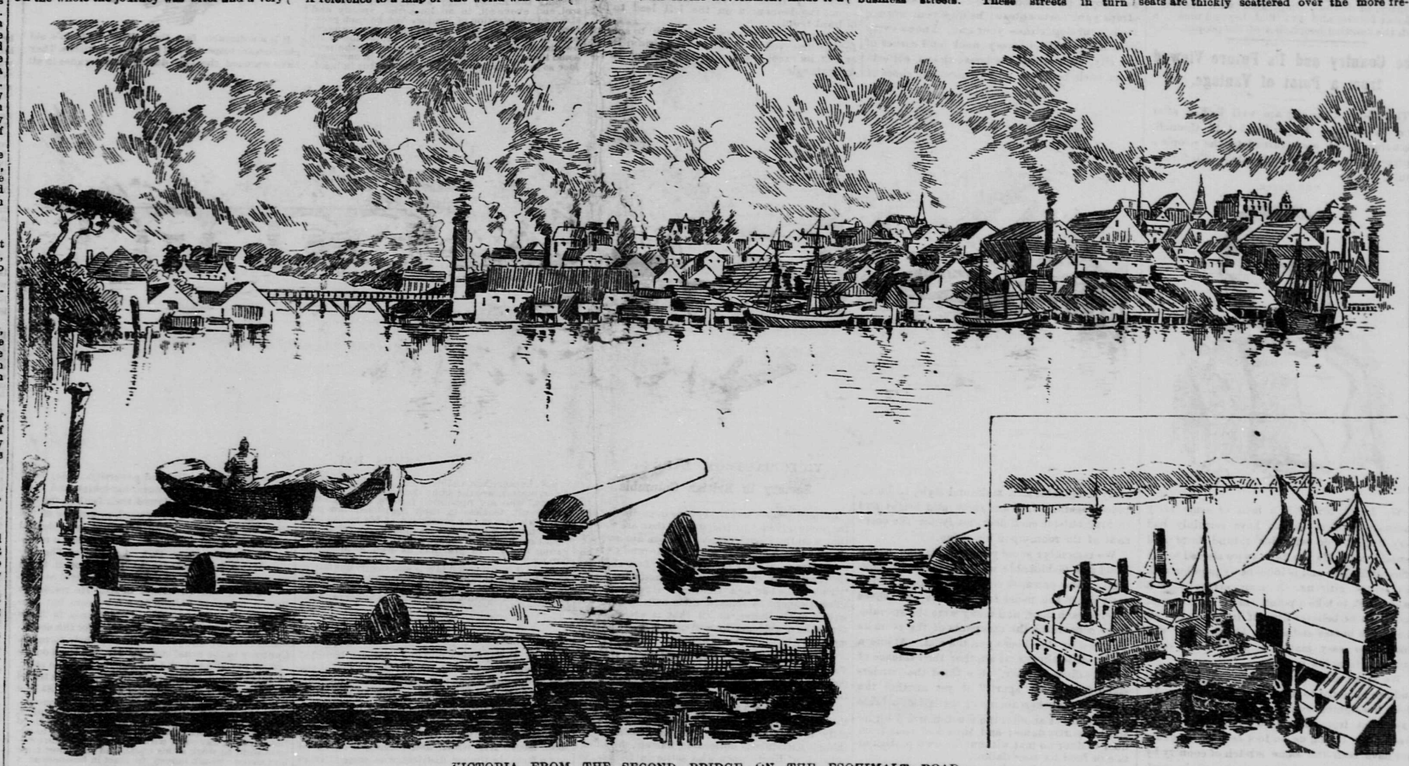
ARRIVED AT VICTORIA.

British Columbia in general, and Victoria in particular, unquestionably holds a very important

GEOGRAPHICAL SITUATION.

A reference to a map of the world will show it at a glance. Not only are the distances comparatively favorable across the ocean to Japan, China and Australia, but the direction of the trade winds, the open harbors and vast coal fields must be taken into consideration. Moreover, now that the Grand Trunk road is an accomplished fact—a road that links the Pacific Ocean with the system of the St. Lawrence navigation on the Eastern side of the American Continent, and traverses, en route, one immense region rich in the products of the soil and wealth of minerals—it is impossible to overestimate the growth of the widely extended commerce that must of necessity follow. Turning from the map of the world to that on the seventh page of this edition, the importance of the geographical position of Victoria, the capital of the Province, is equally observable. This map includes but a very small portion of British Columbia, as we were anxious to show, on a larger scale, that section of the country over which we traveled, and its general relationship to the Pacific Coast.

In referring to this map our readers may be surprised to find the exceptional type used to denote Vancouver, and we will here repeat, therefore, as we mention in another article, that we have purposely emphasized the three Vancouvers as a warning to the unwary by calling particular attention to the fact that Vancouver on the *Columbia river* is a different place altogether from Vancouver in *British Columbia*, and that neither of the two Vancouvers is situ-



VICTORIA FROM THE SECOND BRIDGE ON THE ESQUIMALT ROAD.

enjoyable one. The third day you lose sight of land entirely, but after the third night you awaken close to the bewitching shore of Washington Territory, and shortly enter the Straits of Juan de Fuca.

It appeared to us as though we had taken

A TRIP TO FAIRYLAND

And were unconsciously drifting through the clouds on our way to their shadowy home. The straits average some twelve miles across, and Victoria is distant from the ocean about seventy miles. The morning of our entry was calm, still and hazy. The water was like a sheet of burnished steel, whilst the bay, the mist, the clouds and distant mountains, were blended into one, and for all we could tell we might have been floating in some aerial machine. It was impossible to tell where water ended and where earth and sky began. Towards noon the mountains assumed a more definite shape, yet even then the fickle Dame seemed coy and like a skilful flirt desirous to let imagination lend enchantment to the scene. In parts the haze and distant clouds seemed interwoven as a gauzy mantle which Nature in artistic mode had donned and wrapped around her charms, disclosing just enough to make you wish for more. On our left the craggy mountains of Vancouver Island with glistening inlets and thickly wooded little islands; on our right the vast forests of our distant Territory, surmounted by the Olympian range that now and again thrust its snow-capped peaks beyond the clouds, content at last to dwell in the everlasting azure of the vault of Heaven.

As we drew near Victoria, Pencils became excited and declared that we had been

TRANSPORTED TO SWITZERLAND.

Indeed he went so far as to point out the exact spot on Lake Lucerne that we were just then passing. A gun from the saluting battery awoke him from his dream, and we turned our attention to

VICTORIA.

The most picturesque view of this place is from the deck of the boat as you approach. The city lies scattered on a rising slope above the water, with various prominent landmarks standing out before you. Central above them all, on the highest point of the middle distance, is the Church of England Cathedral—a modern Gothic wooden building to which distance lends enchantment. On the right, a little underneath, is the Reformed Episcopalian Church, whilst to the left stretch away the principal business houses of the city. As you approach you catch a glimpse of Esquimault harbor to the left, and of Beacon hill in front, towards the right.

On landing, the revenue officer, who was very polite and obliging, soon discovered "from the cut of our jib" that we were not on smuggling bent, and forthwith put his magic touch of chalk upon our baggage without even undoing a strap.

The scene at the wharf was "very English, you know." Not a 'bus, not a horse car to be seen, though the city claims some 14,000 inhabitants; but instead a whole line of "hansom" cabs, "landaus," "victorias" and other conveyances; whilst for style the private teams, tandems, wagonettes, dog-carts and the

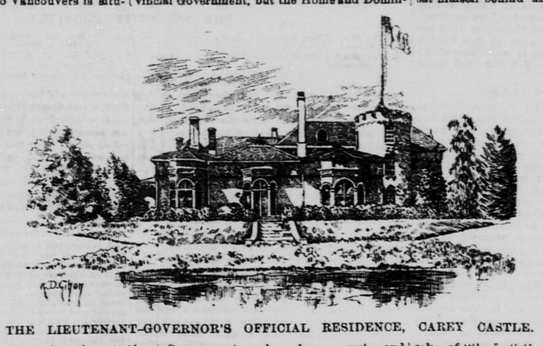
HIS HONOR HUGH NELSON.

The Lieutenant Governor.

ate on Vancouver Island. Returning, then, to the geographical position of Victoria, it will be seen that she

COMMANDS THE WHOLE

Of the rich sounds and gulfs and inlets which



THE LIEUTENANT-GOVERNOR'S OFFICIAL RESIDENCE, CAREY CASTLE.

condition precedent to the granting of the large subsidy to the new line of steamships (referred to in another article), that all their boats, outward or inward bound, must call at Victoria.

Moreover, not only is it the seat of the Provincial Government, but the Home and Dominion Governments also have vast and special interests in Victoria, and there is no doubt that the near future will see strong fortifications at this commanding point, with extensive arsenals and victualing yards, navy yards and coaling stations established as the headquarters for the British fleet in the Pacific waters.

Such then, briefly, is her important geographical position for commerce and trade and naval and military defense, nor is her position for health and enjoyment, as a residential center, less attractive.

It is indeed

A VERY INVITING CITY.

The town site, as will be seen from sketches on the first and second pages of this edition, rises gradually from the water until it reaches a higher level, where will be found the principal business streets. These streets in turn stretch away beyond, and on to still gradually rising ground, where are located some of the principal residential houses. In London, the metropolis of England, the seat of government is removed a short distance, namely to the Court of St. James at Westminster, and so here, the seat of government is removed across the bridge to the Westminster of Victoria, on James' Bay. This small bay and bridge is shown in the sketch on the second page. The government buildings are situate just over this bridge on the right, and here also will be found many of the principal private houses. Another "arm" of the harbor extends in a southerly direction several miles inland, and reaches nearly to

ESQUIMALT.

Here will be found the Deptford and Woolwich of Victoria, but instead of encountering the greasy, grimy Thames you have spread before you a most magnificent harbor, protected from every wind, deep, clear, bright—a perfect paradise for sailors, and lying peacefully at anchor will be seen an iron-clad monster of the deep, with several saucy looking little corvettes to keep her company. Here has just been completed a large drydock, and orders have recently been issued to construct extensive fortifications. The Home Government have undertaken to supply guns of the heaviest calibre. Here also at present is quite an extensive navy yard, to be shortly greatly enlarged, and here likewise will be established a very important coaling station, as referred to above.

Our readers will notice a sketch of the lighthouse at the entrance to this harbor, known as the "Fisguard Light." Esquimalt. Pencils sat himself behind an interesting relic for the

quented parts, and near by where the band plays (see sketch). Here in fact, on a Saturday afternoon is quite a gay and festive scene. The military band, the appreciative company, the sparkling eyes and rosy cheeks (no powder and paste here, fair daughters of San Francisco), the blooded horses, the great variety of carriages make quite an animated picture. There some "sweet little thing" on a bobtail nag, there another, just as sweet, in full charge of a dog-cart, with her "tiger" behind, and a far more vicious looking animal in front, and thus and thus in every direction, an interesting crowd. Then on past the oaks and firs to grassy slopes and sunny lawns where many a hard-fought game of baseball or cricket has been lost and won, and on till you reach the summit of a gentle incline known as Beacon Hill. This hill slopes rapidly to the water, and around its base—skirting the edge of the grove on either hand—is a magnificent driveway. The view is beyond description. Beneath you the blue waters of the Straits of Juan de Fuca, stretching down towards the ocean on your right, and Puget Sound towards your left, whilst the opposite shore (Washington Territory) flanked along its entire length by the ramparts of snow that crown the Olympian Hights, seem charged with the good advice to the people on either side, "Thou shalt not covet thy neighbor's land." Glancing over your shoulder towards the east, you discover Mount Baker proudly raising his hoary crest in the full majesty of his splendor. It is, in short, impossible for any city to be blest with finer, grander, more perfect recreation grounds than are set aside for the people of this city.

THE COUNTRY DRIVES,

Moreover, in every direction, would make a Californian's mouth water. The roads everywhere are perfect. The reason for this was apparent, for upon inquiry we found that the roads were made and maintained, not by individuals, not by corporations, not by communities even, but by the Government itself.

Victoria undoubtedly possesses fine advantages as

A RESIDENTIAL CITY,

And as she becomes better known and more largely advertised, there is no question that year by year will add to her increasing popularity with the traveling public, and that Americans generally, and Californians in particular, will seek to spend a portion of the year in her bracing air, enjoying not merely her Alpine scenery, her evening twilight, her perfect roads, charming society and kindred pleasures, but the restfulness ever produced by an entire change, such as can alone be obtained by occasionally crossing the border and mixing with people holding different customs, and habits, and modes of life to those we are accustomed to at home. As we remark in another column, to an Englishman British Columbia is very American in its tone and appearance; an American, however, would find here quite a striking difference and much food for observation and enjoyment accordingly.

As the seat of Government and

CAPITAL OF THE PROVINCE,

Victoria holds a very exceptional position. And not merely is she the capital of the province, but it may be said that she holds the *capital* as well, for Victoria is a wealthy city, and many is the large pile that is bordered within her walls.

THE IMPROVEMENTS,

Additions and new structures that have been made and erected in Victoria proper and its suburbs within a recent date, are numerous, costly and judicious, and have added greatly to the commercial standing and appearance of this conservative place.

The business buildings are solid and substantial, and with but few exceptions built of stone and brick. The public institutions and Government buildings are of a superior class and style of architecture, and attractive to the eye. The several architects certainly deserve great commendation, not alone for their skill, but for the evident painstaking care and forethought of their designs. One new building in particular deserves more than passing mention, namely, the new Law Courts, now nearing completion. The building will cost about $50,000 when finished, and the citizens are justly proud of it. It has a fine, commanding location, and is built of red brick with a solid foundation of sandstone.

Other

PUBLIC AND BUSINESS BUILDINGS,

To say nothing of private residences, are in process of erection, whilst some are already finished. Among these may be mentioned the George Stetly building, corner Blanchard and Johnson streets, a fine three-story brick building, costing $15,000; the solid brick block of Louis Willie, on Johnson street, costing $6,500; the residence of the late Premier, Smythe, on Menzies street, a finely finished dwelling house, costing about $9,000; A. J. Langley's house on Fort street, $5,000; F. E. De Veulle's on Menzies street, $3,000; E. H. Fisher, Pandora street, about $5,000; Robt. Erskine, King's Road, $3,500; Frederick Williams, Superior street, $5,000; J. B. Rellietiere's, Fisguard street, $7,500; Joseph Summers, Yates street, $2,500; Joseph Spratt, improvements, $2,000; C. E. Benonf, Dallas Road, $2,500; the Goldstream House, Jas. Phair, prop., $5,000, and many others. It is estimated that a sum total of $573,800 is being expended on the new buildings now in course of erection and in the hands of architects, and the results achieved are a sure indication of the prosperity and healthy state of affairs existing in the community, as well as a prognostication of the confidence felt in the future. Never before has commerce and trade been carried on to such good advantages. An able Government is at the helm, and conducts the public affairs with great judgment, firmness and discretion. The public school system is renowned for its educational facilities and completeness.

THE CHURCHES AND RELIGIOUS INSTITUTIONS

Are conducted excellently, and on a most sound and philanthropic basis. Among these are many denominations, comprising Church of England, Roman Catholic, Reformed Episcopalian, Presbyterian, Methodist, Baptist and Jewish religions. There is also a high school for advanced pupils, a number of public schools, controlled by a Board of Trustees, and maintained free of cost to the parents of the children attending, all handsome and substantially constructed, besides a number of private schools.

The city has an excellent

TELEGRAPHIC SYSTEM

And telephone connections, and has a number of lines established, whereby San Francisco, Portland and other ports of importance to its commerce can be readily reached.

A splendid system of

WATER WORKS

Has been completed at an expense of $200,000, and the city is abundantly supplied. The water is brought by powerful conductors from Elk Lake, a pretty body of water seven miles distant.

The

GAS WORKS

And a number of strong electric lights, suspended at advantageous points about the city, keep the place well lighted on the darkest nights and loom up high above the houses and beautiful drives. There are a number of societies and clubs, and

THE MANUFACTURING INDUSTRIES

Are represented by iron and brass works, saw mills, rice mills planing mills, soap works, boot and shoe factory, cigar and match factories, glove factory and a number of others, which do a thriving business. Four solid banks, a large and handsome post office, a dozen good hotels, two express companies and a number of livery stables serve to complete a city that justly holds the position of capital of the province.

The Provincial Government.

As mentioned in our introductory article, the Provincial Government has the right to levy direct taxes, and to borrow money for provincial purposes. It undertakes the management of the public lands, public works lying within the province, municipal institutions, homes, hospitals, prisons, asylums, charities, and generally all matters of a local character, that is to say, "home rule," so far as the province is concerned. First on the list is the Chief Executive and representative of the Crown.

THE LIEUTENANT-GOVERNOR.

His Honor, Hugh Nelson, was born in Ireland on the 25th May, 1830, at Larne, County Antrim. He settled in British Columbia as far back as 1858. In 1866 he became a partner in the firm of Moody & Co. at Moodyville, Burrard Inlet, described in another column. He was Vice-President and manager of the Moodyville Sawmill Company till 1882, when he retired from business. He represented New Westminster in the British Columbia Legislature from November, 1870, until its dissolution in 1871, on the confederation of that colony with the Dominion of Canada. Returned to the Commons for that constituency November, 1871, and again at the general election, 1872. He sat in the Senate from the 12th December, 1879, until February 8, 1887, when he was appointed Lieutenant-Governor. He receives a salary of $9,000.

A portrait of his Honor will be noticed on this page as also a sketch of his charming official palace in the environs of Victoria.

The Cabinet or

EXECUTIVE COUNCIL

Is composed of:

The Honorable Robert Dunsmuir, the President of the Council.

The Honorable A. E. B. Davie, Attorney General and Premier.

The Honorable John Robson, Provincial Secretary and Minister of Mines.

The Honorable John Herbert Turner, Minister of Finance and Agriculture.

The Honorable Forbes Geo. Vernon, Chief Commissioner of Lands and Works.

Portraits of these several gentlemen will be noticed on the second page of this edition.

THE HONORABLE ROBERT DUNSMUIR, J. P.

Was born in 1825 at Hurlford Ayrshire, Scotland, where his father and grand-father before him were coal masters. He is a large colliery proprietor and ship owner, President of the Esquimalt and Nanaimo Railway and a Justice of the Peace.

A more extensive sketch of his life appears in another column.

THE HONORABLE ALEXANDER EDMUND BATSON DAVIE, Q. C.

Is a son of John Chapman Davie, surgeon, who emigrated from England to British Columbia in 1862, and was born in Somersetshire, England, in 1848. He was called to the Bar of British Columbia in 1873 and appointed Q. C. in 1883. He is one of the Benchers of the Law Society, became Attorney-General in the administration of the Honorable William Smythe. Upon the death of Mr. Smythe in 1887, he succeeded him as Premier and President of the Council.

THE HONORABLE JOHN ROBSON

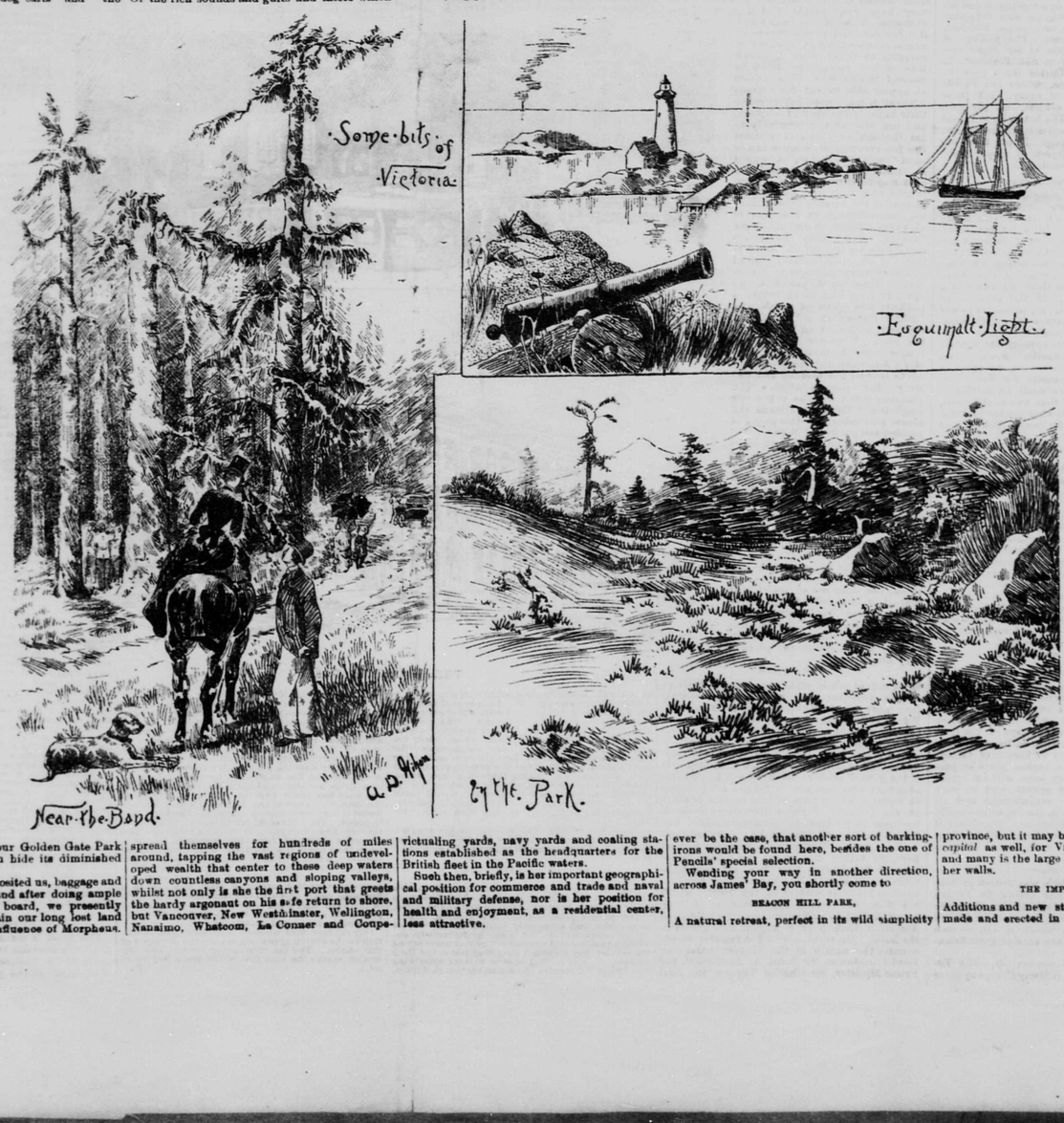
Is a son of the late Mr. John Robson, a native of Scotland, who emigrated to Canada in 1820. He was born at Perth, Ontario, in 1824, and settled in British Columbia in 1859. He wields a powerful pen and is equally forcible as a speaker. He established the *British Columbian* newspaper at New Westminster, and was editor, likewise, of the *British Colonist*, at Victoria, for nearly six years. He has filled many very important public positions, and being a legislative Councilor at the time of the Union, the title of *Honorable* was conferred on him for life.

THE HON. JOHN HERBERT TURNER

Is a son of Mr. John Turner, of Ipswich, Eng. He was born at that place in 1834. He came to Halifax, N. S., in 1856, and settled in British Columbia in 1863. Some further notes respecting Mr. Turner and his enterprise will be found in another column. He was connected with the volunteer militia from 1859 to 1875, when he entered the reserve militia. Was appointed Lieutenant-Colonel in 1879. Was Mayor of Victoria for three years from 1879, and was first returned to the Legislative Assembly at the last general election.

THE HON. FORBES GEORGE VERNON

Is the third son of I. E. V. Vernon, Esq., D. L., of Clontarf Castle, County Dublin, Ireland. A full account of his family and lineage appears in Burke's Peerage. He was born at Clontarf Castle in 1843, was educated in England and received a commission in the Royal Engineers. This, however, he resigned after short service, and settled in British Columbia in 1863, and now owns one of the finest ranches in the province. He was first returned to the Legislative Assembly at the general election in 1875, re-elected at general election 1878, re-elected at last general election, appointed Chief Commissioner of Lands and Works April 1, 1887, and subsequently re-elected.



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EXPLANATORY AND DEDUCTIVE.

Although this edition of our paper is dated February, 1888, our readers will please remember that the data was collected in the months of September, October and November, 1887, and that most of the articles were written in British Columbia during that time. It will readily be understood that the finishing and reproduction on zinc of so large a number of original hand sketches necessarily delayed publication for some little time after the return of our representative and special artist to this city.

With reference to the scope of the work itself, we should say, moreover, that, although from the title of the edition, it might be gathered that we intended to take our readers through the whole of this vast province, yet it will be seen that we confine ourselves to a comparatively small section.

It is no part of our duty as a commercial paper to visit distant wilds and unoccupied districts. We therefore simply confined our attention to those places and districts that are already pushing themselves to the front in this rapidly growing and prosperous country. We have no desire to do the work of the prospector. Our object is merely to call attention, to foster inquiry, and to afford our long list of commercial constituents correct data upon which to formulate their plans whether for the placing of their capital or their merchandise, whether for the opening of a mine, the development of agriculture, the establishment of workshops, the sale of machinery, or whatever may be the object of their search. Having called attention to the various places of growing importance or special centers of industry by rapid and necessarily superficial sketches—but sufficient withal for all practical purposes of an introductory character—it rests with each intending settler, merchant, man of capital, or any one else who may desire to embark his time, skill, energy, or means in this comparatively new and apparently abnormally rich field of enterprise, to make his own particular inquiries. This can be done, if needs be from a distance, simply by addressing "the Minister of Finance and Agriculture. Victoria, B. C." Reliable information, statistical and otherwise, will be forwarded on application. Many excellent works have been compiled under Government authority, for the information and guidance of intending settlers. These pamphlets treat specially of every district, and the particular resources (so far as known) of each section of the country, whether of the coast or the interior; whether of coal, iron, gold or other mineral; whether of agriculture, cattle-raising, fish, logging, or what not.

Although it is possible, therefore, that we may refer here and there in this edition to various smaller places and outlying districts, it should be borne in mind that we are in such cases speaking from hearsay and not from personal observation. In fact, we purposely treat only of those districts that lie within the belt of the more thickly-populated portion of the province, and even of these places, as we hinted at above, superficially and not exhaustively.

As we are over the border, and this edition will find its way to the uttermost parts of the world, a word to our many kind and new-made friends in Canada, and to our foreign readers wherever they may be, about ourselves, and our reasons for this distant visit, may not be out of place.

Our journal, as a daily and weekly paper, is devoted to the interest of trade and commerce on the Pacific Coast. Arising naturally from this we issue, from time to time, special editions dealing with particular industries—one week may be a "lumber edition," the next a "coal edition," an "iron edition," or anything else of commercial interest. Carrying this line still further, we issue special editions relating to places or localities. Is there for instance a new gold mine discovered, a new railroad completed in any particular section; has a place developed anything of value to the commercial world, anything that attracts general attention, or that is likely to lead to rapid developments, to profitable investments, to the placing of merchandise, or that offers a new field of enterprise to our commercial constituents, there we send our representatives to unearth the particulars and to write of that place, that enterprise, that event or what not, without color or bias, fear or favor, exactly as it "pans out." The information we thus issue is of great value to our commercial clients. Every place or individual of any enterprise or deserving of any notice is equally anxious to secure representation and to accept such an opportunity of being able, in so extensive and far-reaching a manner, to make known the exceptional enterprise, industry, section of country, or as the case may be, to which it is desired to call attention; to foster or stimulate its growth, to induce the flow of capital or of labor, of settlers or of trade, according to the exigencies of the case.

From the foregoing it may be readily surmised that our agent is not to be found amongst dead-heads and deserts, and that a representation in our columns may, in itself, be taken as *prima facie* evidence of a successful business, a thriving enterprise, a prosperous community, or the like.

Towns and localities are very like individuals—we by no means intend to suggest that there are no first-class merchants in any given place excepting those who have advertised in our paper, but we do say that our advertising columns as treating of individual enterprises, and the schedules of sales of this edition as bought up for distribution by communities, both form very good mirrors wherein is pretty frequently represented a true gauge of the probable future development whether of the individual or of the place itself. Furthermore, we also contend that people seeking investment for capital or settlers looking for a new home wherein to place their energy and skill, may, with great advantage to themselves, read between the lines and measure out the spaces in our advertising columns.

Let a man deal with a shopkeeper, an estate agent, or any one else, lacking energy or enterprise, and sooner or later he will have some cause to be dissatisfied; and so with any intending new settler, let him strike out for that place which is in its corporate capacity showing the most energy and enterprise, and he will never regret his choice, though some other place hard by may have ten times the natural advantages.

There is another point we wish to touch upon.

We should be extremely sorry if any of our readers were misled by any glowing description in these pages into the belief that there is a fortune, or an opening even, in this land of milk and honey, for everybody and anybody, no matter what may be his capacity or calling. Men with trained muscles and not afraid to work will find ready employment and remunerative wages. The same may be said of skilled artisans, the same of domestics. The clerk, no matter what his ability, what his training, how high his education, will find but very poor encouragement. We came across several instances of university men—men who had taken their degrees at Oxford or at Cambridge—who were employed as day laborers, working on the roads or handling lumber at the saw-mills. The hanger-on or office-seeker will find no soil so poor in any quarter of the globe.

Anyone with a knowledge of farming and some little capital may, by a few years' thrift and steady work, become a wealthy man. There is plenty of good land yet to be taken up, and ready home markets.

We are convinced that the gold deposits are the richest in the world, but most of the best districts are at present difficult of access, and a man should have some little "pile" to draw upon before he can hope to obtain success in this field of enterprise. The whole province is essentially a mineral country, and to men of means there is a wide scope for the profitable employment of capital. We often hear men complaining that they were born too late or bewailing the fortunes they could have made had they lived in '49. But let us tell them, there is the same chance of making a fortune now as then, in fact a better chance if they are willing to show the same grit and energy as was displayed by the California pioneers. Where do we find to-day a man willing to traverse for thousands of miles a wild, unexplored continent, trusting merely to his horse or caravan? Men begin to think they have done wonders by going fifty miles beyond a railroad track, and are content to boast of what they could have done if they had been first in the field! Well, they need no longer complain. There are millions of acres of unworked minerals in British Columbia. The gold deposits are as rich, the frontier line is not so distant. The Indians are peaceable and helpful instead of hostile and savage. Why complain then of not living in '49? These are points for consideration by men of small means To capitalists, however, this rich and undeveloped country offers the most tempting opportunities. When men like Leland Stanford, Crocker, Huntington, Hopkins, W. T. Coleman, Welch, *et hoc genus omne*, are turning their attention to its resources, it may be safely inferred that other men, with more time at their disposal, though maybe smaller capital, may find profitable investments here, more especially by giving personal attention to their interests.

One word more. Our friends will notice that we have not spared the rod where we thought criticism beneficial to the community; neither in our encomiums have we at all overcolored the picture. We have, in short, endeavored to write of places and things, of individuals and industries, just as we found them. As a foreign newspaper we have nothing to fear on the one hand, and no favors to curry on the other.

We were simply charmed with our visit to this country, profoundly impressed with its magnificent future, and gratified beyond measure with the genuine hospitality of the people.

The Country and Its Future Viewed from a Point of Vantage.

The affairs of the city are well looked after by a "worshipful Mayor" and City Council, We naturally at once turned to the people's representative as our first fountain of information.

THE MAYOR.

We found Mr. Fell a man of some sixty summers (winter storms have certainly had very little to do with his rotund form and genial face). He has been twice elected to the office of Mayor, and is immensely popular with his fellow citizens. A man evidently well read, quick to take a point, smart at repartee, and when he believes himself in the right "all the king's horses and all the king's men" will find it no easy matter to trip him up, or to turn him from his purpose.

We spent many happy hours with Mr. Fell and are indebted to him in many ways. Although weighing some 3.0 pounds, he piloted us on foot from 10 A. M. to 5 P. M. over three steep hills, taking us on foot because we could not have seen the same stretch of country by any other means, stepping out the while with the best of us, and accomplishing his seven hours' walk without turning a hair.

The third hill we climbed, namely,

MOUNT TOLMIE,

Was a pointed cone, from the top of which we could see the whole of the surrounding country by simply turning where we stood, as if upon a watch-tower. To the south we commanded a full view of the city of Victoria, and beyond, the straits of Juan de Fuca, stretching away towards the ocean. A little to the right of the city we could discern the Esquimalt harbor, destined for so much in the future. To the west the thickly-wooded range known as the Sooke Hills, rich in undeveloped gold mines and other minerals To the northwest the Gulf of Georgia, to the north James Island and the Island of San Juan, so long a bone of contention between America and England, but ultimately ceded to us under the award of Emperor William of Germany. To the east we trace the entrance to Puget Sound, and turning from there a little to the south, we can just distinguish the smoke arising from Port Angeles in Washington Territory, whilst beyond some fifty to sixty miles distant, appear as a noble background, the magnificent chain of the snow-capped Olympian range. Casting our eyes nearer to the foreground we observe stretching away beneath us in every direction, cultivated fields, luxuriant orchards, fertile valleys, and park-like undulations that help to complete a panorama at once the most grand, the most varied, and the most unique it has ever been our good fortune to see in any quarter of the globe.

The morning was exquisite, and as we sat down to rest and viewed the country from our point of vantage, the

MAGNIFICENT FUTURE

For this city forced itself upon our notice. The metropolis of a country so vast in its extent, so unlimited in its resources, the first "House of Call," so to speak, in what will undoubtedly soon become one of the most important of the world's highways, it is impossible to gauge at present the rapidity of her unquestionable development. Nor is she dependent upon one string alone to her bow, for, whilst she is the first port of entry from the ocean, and, whilst all the traffic of the province, all the shipments of the grand new railroad pass through her gates, yet, even beyond this, as we viewed the country from the top of this Nature's watch tower, we could not but notice the

SMALL STRETCH OF WATER

That divided her from Washington Territory, only some ten or eleven miles from point to point.

There can be no doubt, therefore, that American lines will shortly reach these points, and, even now, considerable shipments are dispatched and received by the way of Puget Sound, connecting with the rapidly developing system of our West Coast lines. The time is not far distant when ferry boats will run from point to point with the same readiness as the ferry from Tiburon to San Francisco (about the same distance) carrying passengers and all sorts of freight, express wagons and furniture vans, buggies, carriages and teams, and may be, even whole trains of cars. The passage of the straits of Juan de Fuca is far more protected than the passage from San Francisco to Tiburon, for here the ferries must pass the mouth of the Golden Gate, where the Pacific rollers have free right of entry. Yet these boats carry every sort of vehicle, and ply with the utmost regularity. The better to work out this line of thought we will ask our readers to inspect the map on page 7 of this edition. Whilst on the subject of maps, moreover, we will also call attention to

"THE THREE VANCOUVERS,"

Lying within so small a compass. Vancouver Island, Vancouver (late Granville), and Vancouver on the Columbia river. This is, we think, to say the least, a little bit confusing and might have been avoided; perhaps the "powers that be" may not think it even yet too late to remedy it. If Vancouver were on Vancouver Island even, there might have been some excuse, though even then we think it a pity to multiply names. If the schedule of names in the world is run out, inventive power is at a standstill, and names in consequence must be multiplied, it appears to us, that "Columbia" would be far more appropriate, though why its old name of "Granville" was not good enough, we cannot discover on so short a visit. When we take passage for Vancouver we naturally presume we shall be carried to the well-known island of that name, and shall, anon, find ourselves somewhere on the looking-out place across the Pacific ocean, but such is not the case, oh! readers.

Vancouver, the terminus of the Grand Canadian Pacific Railroad, is situated on Burrard's Inlet, at a point formerly known as Granville. On the map above mentioned we give the location of all three Vancouvers in big type, so that our readers may in no wise be misled by the strange coincidence of there being three important places of the same name in the same quarter of the globe. Our readers, we trust, will pardon us this long digression. We have been sitting the while upon the hill-top, overlooking the country, and these were some of the thoughts that engaged our attention.

With appetite awakened by the glorious air, we next thought of the groaning larder at the Driard Hotel, and, beckoning to Pencils, who had posed "his Worship" as a foreground, we beat a hasty retreat toward the city.

During our long walk we passed by

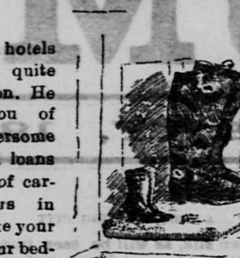
ORCHARDS,

The trees in which were laden with the most delicious fruits, the boughs just bending and breaking with their burden. We have never seen a more magnificent show in any part of our Golden State, whilst the flavor of the fruit is certainly finer than in most sections of California, and as fine as any we have ever tasted. Peaches, apricots, plums, apples, pears we personally sampled and they were, without question, of the most perfect growth, and we were informed that cherries, strawberries and all sorts of berries, not then in season, were equally luxuriant and equally luscious. We observed that roots of all sorts were doing well and that the vegetable gardens everywhere were in splendid condition.

NOTE.—The above article was written in September, shortly after our arrival in British Columbia. Upon our return to San Francisco in December, we received the following from British Columbia, from which it will be seen how soon our surmises are receiving confirmation:

VICTORIA (B. C.), November 30.—The Esquimault and Nanaimo Railway Company gives notice of application at the coming session of the Legislature for a charter to construct a branch line to a point on the Straits of Fuca, opposite Port Angeles, Washington Territory. The intention is to connect with a line to be built from Portland to Port Angeles by means of a train transfer boat, thus bringing Victoria in direct communication with American railway systems.

A FEW IMPRESSIONS.



In English hotels "Boots" is quite an institution. He relieves you of those cumbersome articles and loans you a pair of carpet slippers in which to bake your toes over your bedroom fire. He brushes your clothes and acts as messenger boy; he uncords your trunk and unstraps your portmanteau; he digs your worms, feeds your dog, cleans your gun, knows every pool in the district, every nook and corner of the city, and, whilst the house sleeps, collects from each bedroom door, boots and shoes of every imaginable size, make and style, to be replaced again, bright and early and bright and shining outside each door, ready for the occupant of the room upon his rising.

We remember some years ago staying at an hotel in a fashionable watering place in England. The passages contained at night and at early morn the usual row of boots and shoes outside each door, and many were the speculations concerning the occupants of the room as pictured by the shoes upon the mat. At one a dainty little slipper, at another the evidence of a gout-afflicted owner, at a third the "understandings" of a "sport," at yet another the proof of the whereabouts of the last new bride and groom; at another the much-married squire and his portly dame; and thus and thus from door to door no mat without its own particular tale or food for speculation.

A stay of a few days in any English hotel and you have no difficulty in fixing at once the occupant of every room. Each lovely Cinderalla is soon fitted to her slipper.

In the present instance, No. 12 was held by a ringletted "miss" of a very uncertain age, who retired early and arose late. Everyone in the hotel as they passed her door after she had retired at night and before she arose in the morning noticed her charming little shoes upon the mat. No. 15, nearly opposite, was occupied by a hot-headed Major—a strong disciple of Nimrod. One evening, tired with his long day's hunt, he retreated early to his room and arose proportionately late the next morning. Everyone as they sauntered up to bed took special notice of the Major's massive shooting boots on the mat of No. 15 and cast an envious glance at the delicate shoes on the mat of No. 12. Alas! some wag, who arose with the early worm, conceived the diabolical plot of placing the massive boots alongside the delicate shoes on the mat of No. 12. Each guest on filing down to breakfast took in the situation.

The whispered conversation, the smothered laughter, the sparkling eyes were tell-tale signs, and showed too plainly how well the plot had worked—how thoroughly the joke was understood.

The Major was furious and thirsted for gore, but the wag held his secret. Poor Miss Ringletts, though obtaining the sympathy of everyone, could not face the quizzing looks and was compelled to seek for pastures new.

We are afraid if American hotels had such a crop of leather in the passages these same boots and shoes would soon get still more "mixed" in some capacious bag that would not readily surrender its contents.

It is strange how this custom of planting your boots at your threshold sticks to the British flag. Though thousands of miles distant from England, one of the first things on crossing the border into British Columbia that reminded us we were no longer in the United States, was the row of boots and shoes along the corridor of our hotel. Not but that there are many other very

STRIKING DIFFERENCES

That are at once noticeable. Considering that an imaginary line only divides the two countries, that the people are of the same race, blood and language, the points of difference are indeed very interesting and curious. Some in favor of one country, some in favor of the other. A hansom cab, for instance, rattled us off to the Driard Hotel. No cable-car, no horse-car, not even a 'bus was in sight. The roads are hard mettled and even, and pleasant to drive over; no cobbles to jolt you out of the buggy, no car-rails to twist your wheel off. The streets are more picturesque than with us, not all alike in interminable straight lines. Men, when smoking, are mostly smoking pipes, instead of cigars. The place has a quiet, subdued, restful appearance, not the same hurry-scurry, rush and push in the streets. Laughter is not so boisterous; conversation not so loud. In the hotel, electric bells are found in every room, even to the bath-rooms and closets. Meals are served as and when you want them, as early or as late as you please; no meal bells, no gongs vibrate the very appetite out of you; no fear of finding the dining-room door locked if you oversleep yourself. You may have your breakfast at 2 P. M. if you so desire. The "House" can stand it if you can, and no one frowns in anger, no one raises an eyebrow in surprise to think that a grown man is free enough to do as he himself thinks best. The guests all appear able to eat their meals without being compelled to make their knife do the duty of a spoon, and are also able comfortably to get through each course without the intervention of some score or so of "individual dishes," arranged in semicircles in tier upon tier, centering from their plates. Again, considering it is the border line instead of the Atlantic that divides us, the difference in language is also very marked. A man no longer "layefs," but "larfs;" he speaks of *advertising* instead of *advertising*; of an advertisement instead of advertisement; an apricot has returned from an ap'pricot to an apricot; a pa'tent is no longer a pat'ent; you speak of a calf as a "carf" instead of a "cayef"; an engine is no longer an *ingine*, and the like. Moreover, we are no longer under the thraldom of Webster's American dictionary (so called) to murder the spelling and destroy the pronunciation. [In glancing through these pages our English and Canadian friends will please remember that this paper is printed and published in San Francisco, where what remains of Webster's (very) original dictionary still rules supreme.] All these things are trifles, but they all tend greatly to affect the general character of the picture. At the same time the people are

VERY COSMOPOLITAN.

They keep the Fourth of July with the same regularity as the Queen's birthday. The place is both English and American in its ways and ideas; the lines are so intermixed that it is impossible to tell where Americanisms begin and where Angloisms leave off. To an Englishman the place is very American; to an American the place is very English.

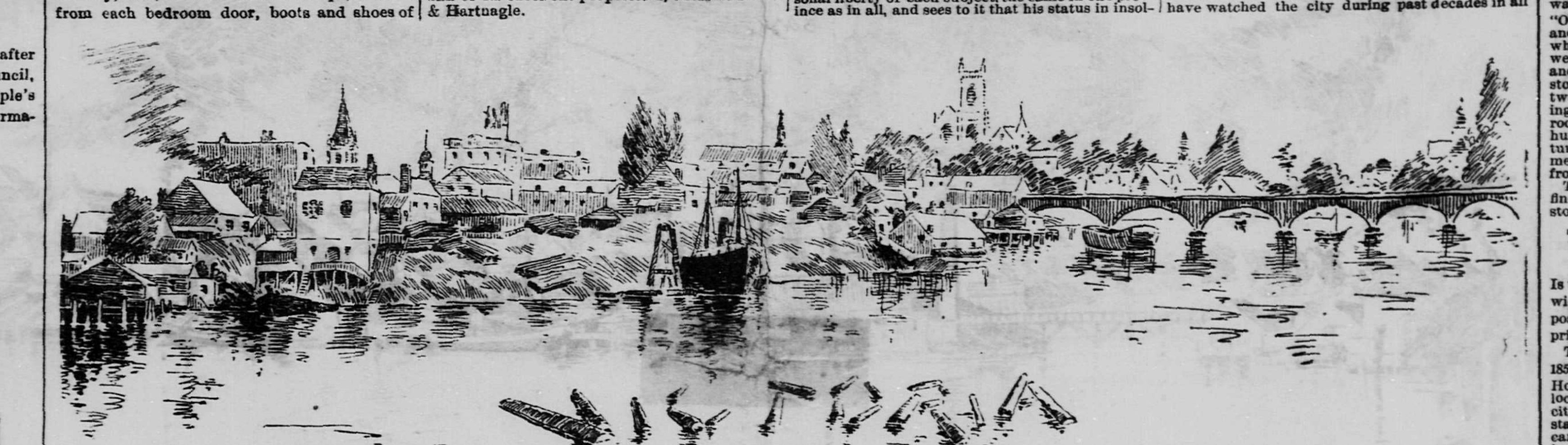
THE HOTELS

Have not as much style about them perhaps as the American, but what they lose in style they more than make up in good solid comfort. Whilst at Victoria we stayed at the Driard, and can say without hesitation it is the most comfortable hotel on the Pacific Coast, English or American. What the Palace Hotel is to California, the Driard is to British Columbia. It is the general rendezvous of the coast. Whereever bent everyone always breaks his journey at Victoria, and anyone of note invariably stays at the Driard. Princes, Governors-General, business men, tourists, pleasure-seekers and health-seekers, all alike, make the Driard their headquarters. During our protracted visit here, Sir Arthur Blackwood, the Chief Secretary of the British postoffice, sat next us at table, an ex-High Lord Chancellor of England smoked his cigar with us in the lobby, whilst Sir Wm. Des Voeux, the Governor of Hong Kong, some four or five prelates, including the American Bishop of Shanghai were guests in the hotel. On turning over the register we encounter the names of the Governor-General, Lord Lansdowne, Sir John A. McDonald, the Prime Minister, Sir Charles Tupper, the Earl of Huntley, the Marquis of Queensbury, and the like. Nor are Americans unrepresented. We find Henry Ward Beecher, Bob Ingersoll, Chief Justice Wait, General W E. Sherman, Charles Crocker, J. W. Mackay, Professor John Fisk of Harvard and others, to say nothing of the Siamese princes These are just a few names called at haphazard.

The chief attraction, however, of the Driard lies not in its guests, however exalted, but in its management. The proprietors are eminently "hotel men," who know their business. The general arrangements are good and you feel that a master eye is looking after your welfare. The bells are not in your room for show, but an answer to your summons is promptly and willingly given, and the waiters, moreover, at all times are civil and obliging. In the dining-room, not only is the table good and the service and attendance admirable, but it is patent at once to the casual observer that the proprietors themselves know what to eat, and how to eat it, and the result is an entire absence of all those galling little trivialities that after all, in the aggregate, affect our appetite and digestion more than most of us care to acknowledge even to ourselves.

The accompanying view of the Driard House was drawn from a photograph by Mr. Hastings Fort street, Victoria The top sketch shows a portion of the office and reading room, the doors seen on the left lead to the billiard-room.

It requires but a very short visit to account for the deserved popularity of the Driard Hotel, and of its excellent proprietors, Messrs. Redon & Hartnagle.



VICTORIA FROM LAUREL [illegible] SMES BAY.

Society in British Columbia.

Eastern people, and Europeans in particular, are far more given "to hospitality" than are the old-timers on the Pacific Slope. Californians are very slow to admit strangers within their family circle, no matter what their credentials, or how close the tie created by the "letter of introduction." A "drink at the bar" or a "free lunch" is generally considered enough to redeem their obligation to the writer of the letter, or all that is necessary to accord as a welcome to a stranger, however remote may be the region whence he comes.

THE OBLIGATION DUE FROM SOCIETY

To a stranger is viewed from a different standpoint, however, in British Columbia, especially from the new blood now pouring in from the old countries. This is a good sign. Speaking generally, the people are more refined, and society is established on a firmer basis. One thing is particularly noticeable, namely, the different style of Englishmen who settle in Canada to those who generally favor the United States.

IN CALIFORNIA

We have enough and to spare of the irrepressible "'Arry abroad," with his "loud" check suit and his still louder tongue; we have Cockneys in shoals, till we are given to imagine that all Britishers alike play murderous havoc with the poor letter H; we have parvenus of the snob, or "dude" class, who, by reason of a long purse, think they can pass in the United States for genuine "English gentlemen;" we have the uneducated, poverty-stricken immigrant; we have not a few of the discontented, unpatriotic Radicals, who simply want the earth, and at the end of six weeks grumble as loudly in the States, or in Canada, as they do at Home, because they cannot get it; we pretty frequently have also some poor specimens of the aristocracy—degenerate sons who have brought disgrace merely upon themselves, but upon their whole patrician class, and for this reason—though still sporting the title of "My Lord"—ostracised at Home and compelled to seek the United States as their only refuge. No wonder that an English "Lord" is only a synonymous name for a knave or a fool, for thus far the better part of the nobility never seem to visit us. But amongst all the various classes of Englishmen that come to our shores, either to visit us or to stay, how seldom do we find the good old English country gentleman represented. The class that go to make up the very backbone, so to speak, of the English nation, rarely sends a representative amongst us. The great strength of the English people, the pivot upon which the nation turns, the "upper middle classes," "the younger sons," "the squires" and "county families," are almost unknown to us—men from whose ranks are drawn "the great unpaid" (the magistrates), the bar, the clergy, and in days gone by, and still to some extent, the officers of the army, navy and the civil service; men, taking them as a class, whose word is above question, any one of whom having pledged "his honor as a gentleman" would fulfill his obligation or die; men whom untold millions could neither bribe, nor buy, nor turn from "the right."

These men seldom come amongst us and are rarely tempted to leave their home but for a few weeks at a time. There is something unmistakable about the

RING OF GENUINE METAL.

You do not want to examine further, and so with the class of Englishmen it was our good fortune to associate with during our stay in British Columbia.

The people generally are law-abiding, happy, prosperous and eminently contented. A wee bit conservative may be, not quite so nervously go-a-head, rushing and excited as their cousins across the border, but although they may not count their millions so rapidly, they appear to have something else to live for besides the accumulation of dollars, and obtain more "solid comfort" out of this life before "joining the great majority" than Brother Jonathan dreams of.

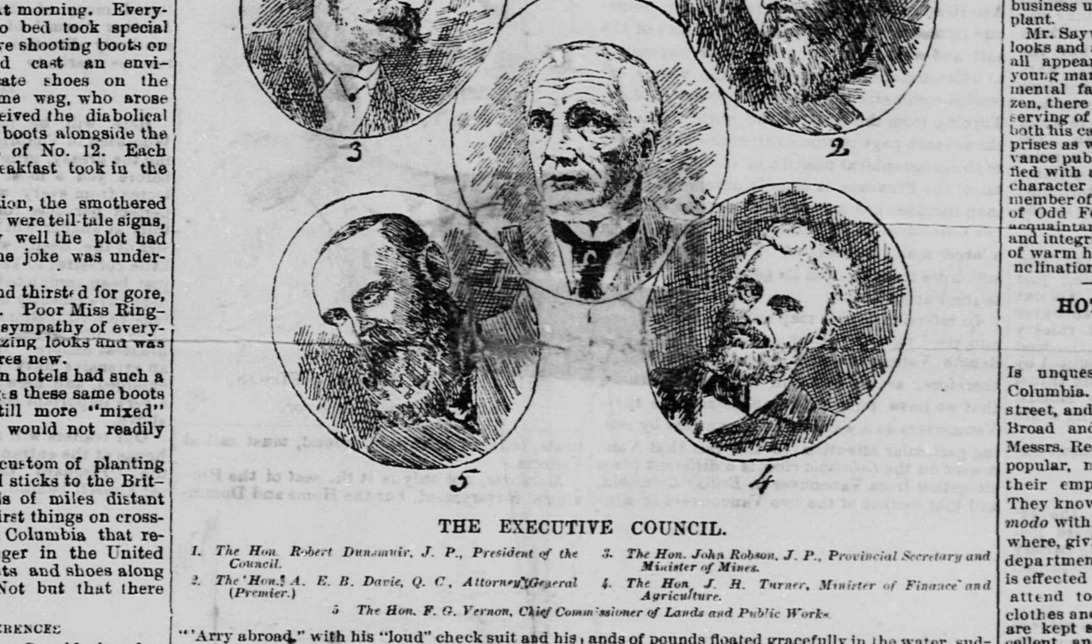
IN OUR OWN FREE COUNTRY

A man may lose his personal liberty in one State for that which across the line of the next State would not be even an offence. In another a man may indulge in the most barefaced flirtation, whilst in the next city, flying the same flag, he would, for the same amusement, find himself a too much married individual. In another mere incompatibility of temper will readily burst the bonds of matrimony, whilst in yet another the grossest infidelity will scarcely be sufficient to unlock the galling chains. The judges, elected to their office for a specified term and seeking re-election, too often view the legal questions brought before the Court through the spectacles of the local "political boss." Because we live under a republican form of government and preach the noble sentiment of "a government of the people, for the people, by the people," we are too apt too think that we alone are "free." It is well now and again to get

BEYOND OUR BORDERS

And to take honest note of the points of difference between ourselves and our neighbors; to weigh the pros and cons, and to recognize that neither side perhaps has yet attained perfection. Living unquestionably under the best form of government suitable for our own happy land, it is hard to understand that equal freedom can be obtained in other countries under a different form of executive.

The people of the Dominion are profoundly loyal to the Crown and appear to recognize that true freedom consists, not in the name or form of the executive, but in the will of the people being dominant in a representative form of government; in keeping the money bags within their own control, and, above all, in an impartial, speedy and strict administration of justice. Whilst each province is allowed absolute discretion in the management of its own affairs and in the protection of its own interests, the Dominion law protects the personal liberty of each subject, the same in one province as in all, and sees to it that his status in insolvency, in marriage and divorce, and in all other social matters are the same the country over. The judges, who are appointed for life, are, as a natural result, fearless in their decisions; the poor man feels safe in the protection of his rights, and the rich man knows that no money, no "ring," no "political boss" will secure him immunity from his wrong doing. In practice, as well as in theory, the law for the poor is the same as the law for the rich. As a result lynch law is practically unknown; no "shooting scrape" disturbs the equilibrium of the community and each man feels secure in the protection of his life, his liberty, his honor, and his home.



THE EXECUTIVE COUNCIL.

1. The Hon. Robert Dunsmuir, J. P., President of the Council.
2. The Hon. A. E. B. Davie, Q. C., Attorney-General (Premier.)
3. The Hon. John Robson, J. P., Provincial Secretary and Minister of Mines.
4. The Hon. J. H. Turner, Minister of Finance and Agriculture.
5. The Hon. F. G. Vernon, Chief Commissioner of Lands and Public Works.

Mr. W. P. Sayward's mill and yard are bounded by Constance street and the bridge, known as the first bridge on the road to Esquimalt, on the one side, and Rock Bay and the inner harbor on the other. It possesses storage accommodations for millions of feet of lumber. A glance at some of the huge logs floating securely in the bay, and at a raft of some 200,000 feet which had recently been towed down from the timber districts, was suggestive of what a mighty thing was man's ingenuity over the giant products of the forest. As we watched we noticed that a log weighing thousands of pounds floated gracefully in the water, suddenly a man descends from the mill with a grappling hook attached to a heavy chain, sinks it into the log, and away it is whirled rapidly up a long slip rolled skillfully on to a sliding platform, and in a few minutes is disposed of in various shapes and sizes about the yard. It is truly a wonderful thing. Mr. Sayward built his mill at a cost of some $40,000 nine years ago. He also owns a mill at Port Madison, and employs two vessels—a steamer and schooner—in the interests of his business. His lumber is towed from the East coast and mainland, and is received in rafts of from 200,000 to 500,000 feet. He does all his own planing, uses the improved double circular Spaulding saw and trimmers, and cuts an average of 30,000 feet per day. He manufactures about six million feet annually of pine, cedar and spruce, of which Oregon pine is held most in demand. His principal engine is a 75-horse power and drives the main saw, also furnishing the power for hauling logs up the slip. The second engine runs the planer, large saw and trimmer, and his Tatum & Bowen lath saw enables him to manufacture all his own laths. He has also an improved log trimmer, and the slabs and sawdust that are apparently of such little value, he makes, by a most ingenious arrangement of shafts, do duty as fuel for his engines. He also has built a square brick furnace, 16x25 feet, which, being roofed over and grated inside, receives the surplus sawdust and consumes the same in a living bed of fire. This, Mr. Sayward asserts, he finds cheaper than carting away the stuff, there being little or no demand for it. With this constant glowing furnace Mr. Sayward might successfully run an engine of great power, such, for instance, as the electric light, or utilized for burning lime. Besides a number of men in the logging districts, he employs about thirty or forty hands in the mill. His own private wharf offers a secure moorage for vessels of all descriptions, and his shipments up the coast and to local fields are large and valuable. In the past Mr. Sayward has made experiments in shipments to the Sandwich Islands and Australia, but has never found it very profitable on account of the high duty imposed. The duty of $2 per thousand imposed by the San Francisco ports is rather a large one, and prevents shipment from this Dominion, but it is more than likely that the tariff will some day be removed, which will allow this port to compete, and compete successfully, with Oregon, Washington Territory, and the Northwest. Mr. Sayward has provided very well arranged hose, attached to a fire plug, easily reached, and commanding all parts of the yard and mill. His business is vast and profitable, and he enjoys the respect and admiration of the trade and community.

Our readers will observe a distant view of this mill in the sketch appearing on the top of page 1 of this edition. The tall chimney on the left, near the bridge, marks the location of the Rock Bay Sawmill. R.

W. P. Sayward.

It is a noticeable fact that all of Victoria's old pioneers are respected and prosperous citizens. They have watched the city during past decades in all its stages of prosperity and adversity. They have all seen feasts and famines, hardships and comforts, yet have never allowed their faith in the city to waver. Mr. W. P. Sayward, proprietor of the Rock Bay Sawmills before described, is a splendid representative of this class. He has been a resident of Victoria since 1858. A native of Thomaston, Maine, he left there at the age of 21, being possessed of a spirit of adventure, a level head, a strong arm, and an honest heart. He resided in Boston, as also in Florida for a few years, but during the gold excitement in California in '49, he with four or five companions, started for the newly-discovered Eldorado, to seek out their fortunes. Contrary to the usual custom, Mr. Sayward on his arrival in California did not join the pick and shovel brigade, but commenced to work at his trade, which was that of a carpenter and builder. Skilled labor and men with a trade were in active demand, and in consequence were paid very high wages. Finding that the hills and valleys were not lined with gold, as many had been foolishly led to believe, young Sayward with characteristic shrewdness went to work at his trade, and in a short time had saved enough money to start in business as a baker in Sacramento with one of his companions—also a baker—who had accompanied him on his trip to California. At this time, of course, this was a most remunerative business, and it was here that Mr. Sayward can be said to have obtained his first start in life. In three years he made sufficient money to buy out the lumber establishment of S. S. Smith in San Francisco, and thus drifted into a line of business which came more directly under his knowledge as a practical carpenter. By honest and honorable dealings in the products of the forest, Mr. Sayward built up a large fortune. In 1858 he came to the Northwest, which he thought possessed better scope for ability. He built a lumber mill near Saanach in 1861. There he remained, conducting a profitable and constantly increasing business until 1878, when he established his present plant.

Mr. Sayward is now 61 years of age, though he looks and acts like a much younger man, being to all appearances, active strong and healthy as a young man of 35, and in full possession of all his mental faculties. Although an American citizen, there are no residents in Victoria, more deserving of eulogy than Mr. Sayward. He has used both his capital and influence to forward such enterprises as were calculated to benefit the city and advance public interests, and has been closely identified with all noteworthy movements of a business character organized in the city. Mr. Sayward is a member of the Pioneer Association, as also the Order of Odd Fellows. By his customers and business acquaintances he is respected as a man of honor and integrity, and by his friends beloved as a man of warm heart, generous impulses, and charitable inclinations. R.

HOTEL ACCOMMODATION.

The Driard House

Is unquestionably the leading hotel of British Columbia. It is situate on the south side of View street, and occupies the entire block lying between Broad and Douglas streets. The proprietors Messrs. Redon & Hartnagle, are very deservedly popular, not merely with their guests but with their employees, and also throughout the city They know well how to combine the *Sauviter in modo* with the *fortiter in re*. Their eyes are every where, giving every good proof how much each department, down to the merest mechanical office, is effected by a competent executive. The waiters attend to your wants with alacrity, the table clothes and napkins (which are of the finest linen) are kept spotlessly white, the service also is excellent and in every respect the comfort of the guests seems at all times, and at all seasons, to be the special study, end, aim and object of the house and every one in it from the proprietors down to the dishwasher.

The Driard cannot of course compare with the Palace in style or in size, but it very favorably compares in everything else. The dining-room is capable of seating about 200 guests, and there are also besides two other private dining-rooms. The office is a comfortable room, also used as a smoking and reading room, some 60x25 feet. Entering through this is a billiard room of about the same size and here also is a handsomely fitted bar.

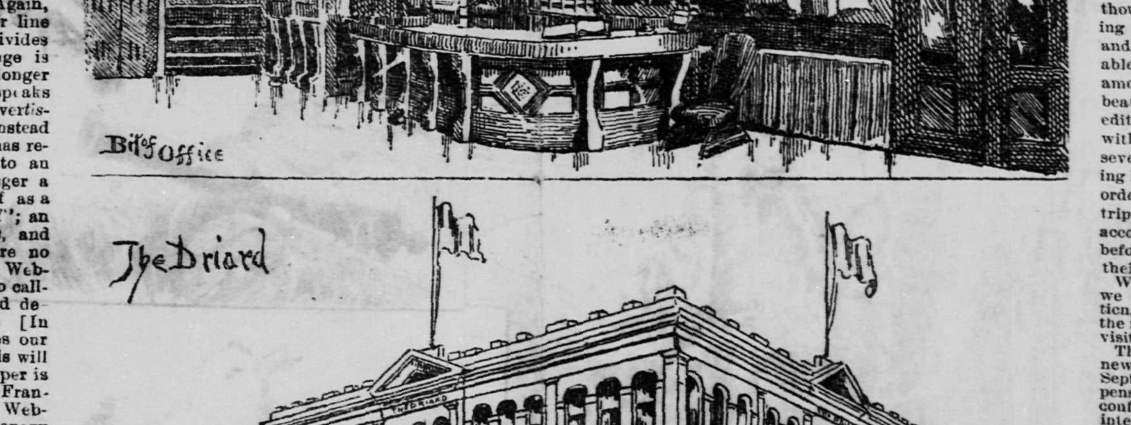
The drawing-room is very nicely and tastefully furnished, its dimensions are about 40x30 feet. There are altogether about 125 bedrooms in addition to private sitting rooms, bath rooms, offices and the like.

The kitchen is presided over by a very capable French *chef de cuisine*, assisted by another French artiste, and their cooking cannot be surpassed in the Avenue de l'Opera. The dining-room is attended by a steward and ten excellent waiters. There are altogether some 35 or 40 hands employed about the place.

The house is lighted throughout by a very free use of incandescent electric lamps, giving a very soft, steady, yet brilliant light. Electric bells communicate with the office from every room in the house, as also a telephone to any part of the city.

The "old" hotel was built about 20 years ago, but a very large addition was made some two years since, and already there is a pressing demand to enlarge the stakes. Fortunately the proprietors have ample room to build another large wing on the site of the garden. This will then make indeed a very fine hotel.

The accompanying drawing from a photograph by Mr. Hastings, photographer of this city, will best describe the exterior, and shows also a section of the office.



THE DRIARD HOUSE.

Clarence Hotel.

Now that Victoria is attracting such a wide-spread reputation throughout the United States, Canada and Europe, and that so many thousands of visitors are daily flocking in to enjoy her glorious summer, and to spend a few weeks of pleasurable recreation in fishing or hunting among her picturesque hills and beautiful lakes and streams, this edition would scarcely be complete without some special mention of the several hotels, restaurants, and lodging houses to be found in this city, in order that persons contemplating a trip to this locality may know what accommodations they may look for before starting, and be able to make their arrangements accordingly.

With this special object in view we started out on a tour of inspection, and having heard so much about the new Clarence Hotel, paid our first visit there.

The Clarence Hotel, an entirely new building, was completed only September, 1886. No trouble no expense, has been spared to make it conform in all respects to the original intentions of the owner, viz., to have it constitute not only the finest block in Victoria, but the best hotel in the province. The dimensions of the structure are 60x100 feet. It is situated on the corner of Yates and Douglas Streets, in the very heart of the city, and has the most eligible site here for a hotel. It is four stories in height, with a basement, and is built of fire-proof brick of a dark red color, and is the most elegant and imposing structure of which Victoria can boast. The main or office entrance is on Douglas street, as also the ladies' entrance, and a large and spacious bar and billiard room is on the Yates-street side.

There are altogether over 90 rooms in the hotel, all elegantly furnished, with a view to the comfort of those who may occupy them, and the attendance, care and cleanliness throughout could not be better. On every floor there are two bath-rooms, one for ladies and one for gentlemen—all supplied with the most modern sanitary appliances, and free for the use of guests. Directly off the office is an elevator—the Millikan make—the Clarence being the only hotel in the province which is supplied with one.

The dining hall is a light, cheery room, in which over 100 persons can be comfortably seated at one time. Across the hall from this is a private dining-room for the accommodation of families or parties who desire to dine in privacy.

The bar-room, which contains two new billiard tables of the Brunswick & Balke manufacture, is replete with all grades of the choicest wines, liquors and cigars, and is presided over by Messrs. Wm Hall and Robert McGinnes, who have established for themselves quite a reputation as mixers of delicious beverages.

The rates are, comparatively speaking, very reasonable, ranging from $2 to $3 per day, according to rooms. Mr. Richards gives his entire time and personal supervision to the management of each separate department, and makes it his chief study to see that the guests of the Clarence shall be made to feel at home and be well pleased while they remain with him R.

Criental Hotel.

This hotel is managed on the American plan, and has a desirable location on Yates street, in the heart of the business district of Victoria. Mr. Wm, McKeon, the proprietor, is an old pioneer, and a genial, pleasant landlord of a really first-class house. His hotel is well patronized by tourists, but he does a good family trade. Mr. McKeon has been in his present location for the past twenty-five years, and has a son connected with him in the business, who is very popular with the guests. The sleeping accommodations are ample, the house having 80 rooms, well furnished and comfortably built, a dining-room seating 75 people with a good service, a first-class bar and billiard room, and a private family dining hall. The traveler will find rest and comfort, a good table, and reasonable terms at the Oriental. R.

The Occidental.

This hotel fronts on the wharves of the steamboat lines and the railways of the Canadian Pacific and the Esquimalt and Nanaimo, and has a fine sweeping site of James Bay and the "Gorge." It is located on the corner of Wharf and Johnson streets. The present proprietor, Mr. Wm Jensen, has had the house under his management since '79, and has made many improvements, amongst them being the building of an addition in '82. It is a fire-proof structure, and contains 90 large and well-arranged sleeping rooms, furnished in the latest modern style. The dining-room seats forty-eight, and is so constructed as to command a fine view of the Bay, where boats of all descriptions may be seen plying to and fro, arresting the hungry guest's attention, and commanding his admiration. The table is an excellent one and the service is good. The hotel has met with more than its proportion of success in the past, and looks forward to a continuance of their custom in the future.

A sketch of this hotel will be found in our advertising columns. R.

Windsor Hotel.

This commodious and well-kept house, besides being the oldest hotel in Victoria, is one of the old landmarks, it being the first brick building that was erected here. It is still remembered as the "Old Boomerang," but is now called the Windsor, and its present proprietor, Mr. Alex. McDonald, who bought it three years ago, is a respected and well-to-do citizen of Victoria. There is a fine bar and billiard room, where will be found a choice stock of liquors and imported cigars. There are twenty-five commodious and well-arranged sleeping apartments in the house, and a spacious dining-room on the ground floor, accommodates half a hundred people at one sitting. The hotel is fortunately located, being on the corner of Government and Courtenay streets, and only a few steps from James Bay.

The traveler seeking quiet and comfort will find the Windsor a very agreeable place to stop at. R.

The Leading Metropolitan Papers.

"THE COLONIST"

Is unquestionably the oldest, wealthiest, and most widely circulated newspaper in the province, and possesses the most extensive and best equipped printing house west of Toronto in the Dominion.

The first issue appeared on the 11th December, 1858. Its proprietor and editor at that time was Hon. A. DeCosmos, afterwards Premier of the local Government and senior representative of the city of Victoria in the Ottawa Parliament. It was started as a tri-weekly. In 1860 the tri-weekly became a five-times a week publication. In 1861 it became a daily.

Mr. Higgins owned and edited the Colonist from January, 1869, till October 14, 1886, when, after a period of successful editorial labor in British Columbia and California, extending over a period of thirty-one years, he disposed of the establishment which, under his guidance and management had grown to be one of the most valuable newspaper properties in the country, to the present proprietors, and retired to private life. As a newspaper, we think, it may be fairly claimed that *The Colonist* has always occupied the front rank in British Columbia journalism, never having failed to lay before its readers the latest and most reliable information that could be obtained. The late proprietor, Mr. David William Higgins, M. P. P., represents Esquimalt District in the Legislative Assembly. He is the fourth son of W. B. Higgins, a native of Manchester, Eng., who settled in Nova Scotia in 1814, and removed to the United States in 1836. Mr. D. W. Higgins was born in Halifax, N. S., November 30, 1834. Our 'Frisco readers will remember that Mr. D. W. Higgins was one of several who founded the *Morning Call* newspaper in San Francisco in 1856—selling his interest in that paper in 1857, when he removed to British Columbia.

He organized and was first President of the Victoria Fire Department; a member of the Board of Education in British Columbia in 1866-69, and is a member of the City Council and School Board of Victoria. As before mentioned, he disposed of his interest in the *Colonist* to the present proprietors, Messrs. W. H. Ellis, A. G. Sargison and W. R. Higgins, in October 1886.

THE STANDARD

Also is a well-established daily and weekly journal, and enjoys quite a considerable circulation.

THE TIMES

Is a bright and newsy evening paper, the only afternoon publication in the city.

Although started only four years ago, it has attained a circulation and a consequent influence in the social, commercial and political affairs of the Province not inferior to its more venerable contemporaries. The difficulties incidental to all newspaper publication are increased occasionally in Victoria when the telegraph wires refuse to work and the editor is left entirely to his own resources to evolve from an over-taxed imagination and dreary exchanges a readable and interesting paper. But the *Times* makes the most of its environment. It has American snap, judiciously combined with Canadian conservatism, and deals with public questions from a broad and liberal standpoint. The weekly edition enjoys a large circulation in the Province, and is an excellent family newspaper. The proprietors are the Times Printing and Publishing Co., while the management is in the hands of Messrs. Wm. Templeman and J. C. McLagan, Eastern newspaper men of experience. During the past Summer, the building occupied by the *Times* (on Yates street) has been enlarged by an additional flat, and a job printing plant has also been added.

The Albion Iron Works.

Were established in 1862, and are assuming large proportions; indeed, they certainly constitute to-day, the chief industry of Victoria—in fact, of the Province.

The works are situate on State and Chatham streets, and occupy in space several town lots, in addition to harbor frontage, extensive wharves, storehouses, and the like.

Upon reference to the sketch at the top of the first page of this edition, these works will be seen extending from the water up the hill. Mr. Sayward's sawmill will be noticed on the left (the buildings with the tall chimney by the bridge), and the Albion Iron Works are at the other side, that is, on the extreme right of the picture.

There is nothing to compare with these works north of San Francisco. The company manufactures steam engines of every description, fish canners' machinery, sawmill and mining machinery, and, indeed, considers nothing too big to be beyond its scope. The Esquimalt and Nanaimo or Island Railroad was supplied by this company with all the iron work used for bridges, etc., on that line.

In connection with the works is a brass-finishing shop, to say nothing of a large stove foundry, where are manufactured every kind of stove imaginable, suitable for kitchen, parlor, hall or elsewhere, and for the consumption of coal, wood, or other fuel.

The enterprise finds employment for a great many skilled mechanics and other hands, and is certainly the most important in the province.

Mr. Robert Dunsmuir is the President of the company.

The Victoria Machinery Depot.

Messrs. Spratt & Gray have just started quite an extensive industry here. Their premises are situate on Work street, Rock Bay, and form quite an important feature in the landscape, comprising four 2-story buildings, with an engine and boiler room attached, and a slip for docking small steam launches, besides a good water frontage on Victoria harbor, with extensive wharves. Messrs. Spratt & Gray are both old-timers and well-known and deservedly respected throughout the province. Mr. Joseph Spratt has resided on the coast for some thirty odd years. Coming from San Francisco to Victoria in 1862 he originated the Albion Iron and Stove Works, now the largest enterprise in the province, a notice of which appears elsewhere in these columns. Mr. Spratt sold out his interest in the Albion Iron Works in 1882 to a joint stock company, but is still interested in many large and paying enterprises on this coast, and is certainly one of the most wide-awake and public-spirited citizens of British Columbia, and a man of extraordinary business sagacity.

Mr. A. Gray, his partner, has been sixteen years in British Columbia. Was associated with Mr. Spratt as foreman and afterwards with the Albion Iron Works as general manager till 1886, in which year he resigned his charge in order to visit his home in Scotland. Here he spent nearly a year, taking the opportunity while there of visiting and noting the workings of the principal shipyards on the Clyde and the gigantic iron works of the district.

Messrs. Spratt & Gray are both thoroughly practical engineers, well posted in the requirements of the coast, and personally reliable in every respect. They carry on the business of consulting engineers, draughtsmen and patent attorneys. They are dealers in new and second-hand machinery of all kinds. They execute repairs; they erect and superintend machines, deal in engine and mill supplies, assay ores, and generally tran act all business of a kindred nature.

Turner, Beeton & Co.,

Whose place of business is on Wharf street, are general importers and ship brokers, transacting their business chiefly by indents. Their business is solid and their reputation extends the world over. They are largely interested in the salmon canneries of the Coast, having three large packing houses on the Skeena River. We should mention also that they received the silver medal for canned salmon from the London Fisheries Exhibition, as well as the gold medal at the Antwerp Exhibition in 1885. Acting as commission merchants and having also a branch house in London, they are prepared to fill orders in any line of goods either English or Canadian (as a glance at their card in our advertising columns will show), and they certainly have the best of facilities for so doing at most reasonable rates. They handle also large stocks of brandy, claret, port, malt liquors, whisky, groceries, twine, and no one knows what all, from the best Eastern and European houses. It will be likewise noticed that they hold several valuable insurance agencies for life, fire and marine. Their business premises on Wharf street occupy a very important position in this exclusively wholesale mercantile quarter of the city. They are brick-built of a Queen Anne style of architecture and form one of the most important of the business structures of the town. The house is represented in London by Mr. H. C. Beeton, and in Victoria by the Hon. J. H. Turner, a member of the Cabinet of the Provincial Government, Mr Turner holding the important portfolio of Minister of Finance and Agriculture.

Messrs. Davies & Co.

Are the principal and leading auctioneers of the province. They were established in 1863, and their place of business is on Wharf street, Victoria. Mr. Davies is the only survivor of the firm. He is noted for the great rapidity of his sales and holds the reputation of making the fastest record as an auctioneer in Canada. We ascertained that the principal importations for sale by auction are shipped from Japan. Whilst we were in the auction room we noticed a large consignment of silks, curios, teas and other produce then arriving, which were shortly to be offered for sale by auction. Mr. Davies has been in business since he was 17 years of age, and with his large and varied experience he commands the principal wholesale auction business of the country. He holds the position, moreover, of auctioneer to the Admiralty and Dominion and Provincial Governments, as well as to all the leading wholesale merchants.

R. F. Williams.

Mr. Williams has been in business here since 1871. His place of business is on Government and Broad streets, where book binding, paper ruling, stereotyping, electrotyping, etc, are all carried on, and that in the best manner and by the latest and most approved methods. Rubber stamps of all kinds are also made to order. The British Columbia Directory is also issued by Mr. Williams.

Hastings' Photographic Studio.

Mr. Hastings' studio on Fort street is one of the largest and best appointed photographic establishments on the coast. So many improvements and inventions connected with photography have been made during the past few years that only a skillful artist, and one who has kept himself informed as to the latest and most approved methods, can produce what is now termed a fine picture. We should not forget to mention that the portraits of the Hon. Robert Dunsmuir, the President of the Council, and Mr. Mayor Fell were both drawn from photographs supplied by Mr. Hastings.

Thos. Earle.

Mr. Earle has a very extensive business as an importer and wholesale provision merchant, having his place of business on Wharf street. He is one of the pioneers, being established in business here since 1869, enlarging and enlarging his stakes and growing with the same rapidity as the city and province.

Mr. Earle is interested also in many other important industries and ventures, amongst which may be mentioned a large salmon-canning business on Alert Bay, about 200 miles up the coast, where he put up this year about 6,000 cases. In good seasons, however, the cannery has a capacity of from ten to twelve thousand cases. He is also proprietor of the Pioneer Coffee and Spice Mills, the output of which has a high reputation wherever known. This year, we understand, they put up 3,000 cases of coffee and 7,000 cases of spices.

Mr. Earle is likewise a large road contractor, being now engaged in building an important line in Washington Territory. It was Mr. Earle, moreover, who took the contract for building some twenty miles of the heaviest work on Mr. Dunsmuir's Island Railroad—the section of the road contracted for by Mr. Earle extending through the roughest portion of the line, spanning deep gorges and rounding precipitous promontories. The magnificent trestle bridges referred to in our article upon the Island Railroad were all built by Mr. Earle.

In his grocery and provision business he is a direct importer, handling largely all standard brands of groceries, tobaccos, etc., as well as holding the exclusive agencies for well known and superior lines.

Robert Ward & Co,

Of Wharf street, Victoria, are general importers and ship brokers. They execute indents for every description of foreign merchandise, lumber, spars, and other products of British Columbia. They are likewise importers of wines, liquors, Havana cigars, oilmen's stores, giant powder, caps, fuse, tinplates and the like. They are also sole agents for Curtis & Harvey's sporting and blasting powder, for John Cubitt's Gostling & Co., Portland cement; for Joseph Kirkman & Sons, gold medal inventions, Exhibition 1885, pianofortes; I. & W. Stuart's patent double knotted mesh fishing nets, twines, etc. They are agents, moreover, for two of the leading brands of the Fraser river salmon canneries, namely, for Ewen & Co's "Lion," and for the Bon Accord Fishing Company. And as will be seen from their card in our advertising columns, they hold also agencies for some of the best and most reliable insurance companies of the world. The firm, indeed, hold a leading position amongst the principal merchants and importers of the province. Mr. Robert Ward holds likewise the honorable position of President of the Board of Trade.

E. H. Fisher.

There are quite a number of architects in this city, although we were not fortunate enough to meet them. We are happy to say, however, that we found one, namely Mr. Fisher, in his office, and were pleased to do so as he gave us quite a favorable impression of the building operations, not merely in the city, but in other places in the province.

Mr. Fisher came to Victoria under two years ago from Colorado, and has already worked up quite a nice little business for himself. Mr. Fisher is a broad-minded man. He sees no cause to worry because other places put their best foot foremost and struggle in the race, neither is he afraid that by calling attention to Victoria and straining every nerve to foster its development, that some other architect may be found amongst the crowd who may be tempted to settle here. The more the merrier. The more bricks laid in Vancouver, New Westminster, or other points in the province, the better the chance he has for securing a share of the work, knowing that a certain proportion of all the work scattered throughout the country will find its way to the metropolis. To bear out these views we ascertained that Mr. Fisher is superintending the erection of $30,000 worth of property in Vancouver, $20,000 in Nanaimo, $50,000 in New Westminster, $60,000 in Port Townsend, besides erecting some twenty private residences in Victoria, to say nothing of the Arcade Block, just completed at a cost of $35,000.

It would be a good thing for British Columbia if every one held Mr. Fisher's broad-minded views.

T. N. Hibben & Co.

Occupy one of the principal stores on Government street. Here they carry on the business of booksellers and stationers, and conduct one of the oldest establishments in the city. The firm consists of Mr. G. N. Hibben, who has resided here some thirty years or so, Mr. C. W. Kammerer, and Mr. W. H. Bone. They have cultivated and acquired an extended connection and possess unusual facilities for importing from foreign manufacturers, factors and publishers. They constantly keep in stock and en route the various grades of staple stationery and the most popular publications. They have also a large news agency and carry a full line of newspapers, periodicals—American English and Dominion. Altogether they carry some $30,000 worth of stock, and, in fact, have been insured for $25,000 for many years past. We should not fail to mention that copies of this edition may be obtained from Messrs. Hibben & Co.

E. G. Prior & Co.

Messrs. E. G. Prior and G. F. Mathews, trading as E. G. Prior & Co. have an extensive business here as iron-mongers, and carry a large stock, comprising heavy shelf hardware, agricultural and mining machinery, all sorts of saws and the like, importing direct. Their office and store is on Government street, and their warehouse on Johnson street. They have also a branch store at Kamloops, the headquarters for agricultural implements in that section. They are sole agents for Frost & Wood's Daisy Reapers, Buckeye Mowers, Tiger Sulky Rake, Steel and Iron Plows; Essex Centre Manufacturing Company's No. 30 Steel Beam Jointer Plow; Chatham Manufacturing Company's Patent Climax Truss Rod Axle Wagon; D. M. Osborne & Company's Steel Frame Twine Binders, Reapers and Mowers; Noxon Bros'. Steel Frame Hoosier Drill and Broadcast Seeders; S L. Allen & Company's Planet, Jr., Garden Drills; McGregor, Gourlay & Company's Planers, Matchers, etc; Jos. Hall Manufacturing Company's New Model Threshers and Separators; J. Larmouth & Company's Patent Threshers and Separators, 1, 2, and 3 H. P., etc., etc.

Mr. Prior, the senior partner of the firm, although a young man, already holds a seat in Parliament, being one of the members representing the city of Victoria.

The British Columbia Stationery Company.

Since our last edition on British Columbia the firm of J. B. Ferguson & Co. has become incorporated as a company, under the above title, with Mr. J. B. Ferguson as manager.

A sketch of their extensive premises on Government street will be found in our advertising columns.

The company carry a large stock, and are wholesale and retail dealers in books and stationery and all articles usually included in this line of business, including blank books, printers' supplies, artists' materials, and the like.

They have also an extensive newspaper agency, and keep all the leading magazines of the day. They are agents also for Alex. Perie & Co., for Stephens' writing inks, Stafford's writing inks, the Doherty Organ Co., and the Lansdowne pianos.

They are publishers also of several illustrated works on British Columbia. In fact, they have quite an important enterprise here.

The store holds a splendid position next door to the Postoffice block, and is commodious, well arranged and attractive, not merely by reason of its display, but because also of the many excellent, pretty, useful and ornamental articles to be found there.

Angus & Gordon,

Who succeeded Mr. A. Ofner, have a very extensive business here as wholesale and retail provision merchants. They carry a complete line of excellent groceries, together with butter, cheese and farm and dairy produce generally. They have also a large stock of canned goods of all sorts, and indeed everything usually included under this line of business at first-class establishments. For excellence and quality, moreover, their large stock of liquors of all sorts cannot be excelled. They occupy very commodious premises on the corner of Government and Fort streets, a sketch of which appears in our advertising columns.

Hall & Lowe

Are the leading photographers on Government street in this city.

They have had the best of training, having been associated for years with the celebrated Wm. Notman, who, it will be remembered, took the highest prize at the Philadelphia Centennial, as also the British gold medal at the same exhibition.

Messrs. Hall & Lowe have been established in this city now about three years, and have recently opened also a branch establishment at Vancouver. They have very fine show rooms, waiting rooms, and studios, and certainly turn out excellent work. Their portraits especially are very effective studies.

We should not forget to mention that the portrait of the Lieutenant-Governor, appearing in these columns, was copied from one of their photographs.

Mr. John Weiler

Is an old-timer here, and shows both in his jovial person and capacious store that worry has had no dwelling place in his surroundings. Coming here in '61 his business has grown with the place, until after moving and enlarging his stakes from time to time he is now located on Fort street, where he has the leading furniture store in the province.

His place of business here has a frontage of 68 feet by a depth of 90 feet, with a second story 90x90. Adjoining these premises and forming part thereof is a warehouse, of which he is the owner, a three-story building, taking in half a block.

He has also a large furniture manufactory on Humboldt street, employing altogether some 50 hands.

His stores are crowded from floor to ceiling with all sorts of furniture, both of his own make and imported, as well as a full line of crockery, carpets, upholstered goods, and in brief everything required for house furnishing, excepting stoves alone.

He is assisted in his business by his four sons, whom he is very justly proud.

LIVERY STABLES.

Victoria Transfer Company.

This company, of which Mr. S. Tingley is President and Mr. F. S. Barnard is Secretary, conduct the largest livery and hack stables on the Pacific Coast, not excepting San Francisco.

Their stable, a two-story building, covers an area 120x90 feet, stabling upwards of 100 head of horses. They breed their own horses, and own several fine English thoroughbreds and American trotters.

Vehicles of every description will be found here, and a man must indeed be fastidious who cannot get exactly suited at these stables. The street omnibuses are also run by this company.

British Columbia Express Co.

Has its general office here, whilst operating in the interior of the province and connecting with the Dominion Express company.

The stage route covers some 300 miles, and the company gives employment to about 40 to 50 men. Some of the coaches are drawn by six horses, and altogether the company keeps about 150 head of horses.

Mr. F. S. Barnard, an active member of the City Council, is President and Manager of the Company.

Bowman's Stables.

Amongst the many livery stables of Victoria that of W. G. Bowman, on View and Broad streets, is of the first rank. He does a first-class and thriving business, and vehicles of every description, coming from his establishment are seen all over the city as well as on the now famous drives surrounding it. Amongst these may be mentioned the drive to Beacon Hill, Cad Burrows Bay, Cadover Bay, Gold Stream, Saanach, Metchosin, Sooke, Esquimalt; and many other places. The Bowman stables hold a very central position, being directly opposite the main entrance to the Driard House, on View street. The main entrance is on Broad street. The building (40x120 ft.) is light, dry, and cleanly, stabling some fifty horses, with shelter for conveyances of every description. The proprietor does a large livery and hack business, carrying the Esquimalt mail and running to and from the boats. Mr. Bowman's rates are quite reasonable. The drivers and guides in Mr. Bowman's employ take pleasure in pointing out and explaining the many interesting spots in the really enjoyable natural views that abound in this neighborhood. The roads which are made and kept in repair by the Government are excellent.

Mr. Bowman himself is always found at his post, and personally sees that his customers have every attention. R

VICTORIA.

Continued from Second Page.

THE ISLAND RAILROAD.

Concerning Dogs in the Manger.

We think, taking the world over, that mangers generally are better supplied with dogs than hay, and British Columbia in this respect can scarcely lay claim to any particular exception to the rule.

How many men are there who go down to the grave with scarcely enough money to pay the death watch, yet who have been living all their lives with undeveloped millions within their very grasp. Just because a man cannot have it all he will prefer to die poor rather than commit the enormity of letting some other man share his good fortune.

He knows very well that he cannot develop his mine, his hot spring, his patent, or whatever it may be, without some outside assistance either of money or intellect, but no, that would necessitate the sharing of the profits, and although that share would speedily make him a millionaire, yet he would rather die a pauper and let, may be, some unknown nephew or other heir-at-law build up the name and fortune that might have been his own.

Of the same class, moreover, is the individual who is always so terribly afraid of advertising his own interests or business because it would indirectly benefit Mr. So-and-So, who ought himself to advertise and doesn't.

And of a kindred type is the meanest and most near-sighted of them all, the man who thinks that he can stand by and reap the full advantages of another's enterprise, or push, because he may temporarily hold the key of the position, or for any other reason.

Such a man invariably persuades himself that no one can see through the film of his small mind until some day he awakes to the fact that the "poor fool" who, as he imagines, has been advertising his business for him has quietly walked off with the plum he thought so firmly in his grasp.

And as with individuals so with towns and communities. Has there ever yet, for instance, been a railroad constructed that a certain class of the community has not howled at what in its wisdom it is pleased to call the "foolishness" of the government, or any other of the "powers that be" in making such and such a grant, or securing a road on such and such terms.

A contemplated line may pass through miles and miles of swamp or monte, or unmeasured forests of gigantic timber, perfectly valueless except for the advent of a railroad; scheme upon scheme may have been formulated for developing the country and have fallen to the ground; Governments and syndicates, may again and again have attempted the work and failed, but as soon as any private enterprise has solved the difficulty, as soon as the gorges are spanned, the rivers bridged, the swamp drained, the forests cleared, as soon as the distant valleys and rich fields are reached, the mining country tapped, the boundless tracts that erstwhile were wild and barren wastes converted into marketable land, so soon as enterprise on enterprise dots the entire expanse of the now budding country, and the surplus population of our cities build their prosperous homes under the shadow of the wharves and depots—then we hear at once the same twaddle about "monopolies," the "foolish grants," the "enormous profits." In the estimation of these patriotic souls it would have been better to postpone and postpone the opening up of the country to some remote and future generation rather than have shared the advantages and profits with any man or body of men, however impossible it might ever have been to have accomplished the work at any time without such special assistance. Whilst the land is perfectly valueless, the timber upon it an incumbrance rather than a profit and the gold and silver, coal or iron beyond all marketable reach, these wiseacres are very liberal in their grants. They are perfectly willinoff er bread when they think it is a stone, but are terribly galled to find that their bread is bread after all—that their grants and belts of waste land and monte, impenetrable forest, and dismal swamps have through capital and science, energy and perseverance, been opened up into value and profits.

It is perfectly sickening, whether with individuals or communities, to be compelled sometimes to listen to these miserable Mossbanks, who are ready at all times, whatever the proposition, to bar the road to progress and prosperity whether it be individually with reference to their own one-horse little business, or publicly with reference to their town or city, their district or their county.

Fortunately for the world at large and British Columbia in particular, the "great majority" is made of "other mettle," and can very well afford to let the grovelling souls of the poor minority eke out their wretched existence in groans and howls and twitchings of their misstrung nerves. Well, we did not intend to be guilty of this long moral lecture, but having sat down to say something about

THE "ISLAND RAILROAD,"

The subject raked up many a scrap of conversation to which we had been compelled to listen—in effect, when boiled down, "Oh, yes, Dunsmuir's line is a very good thing, but think what we have had to pay for it!"

"Pay for it?" Yes, if you can call it *pay*.

The grant of acres, that in the absence of the railroad was literally of no value whatever, whether to the Government, the county, the people or even to the grantee, or anybody else. On the other hand, what has Victoria and the whole of Vancouver Island gotten in return, both now and prospectively?

Having completed some eighty miles, connecting Esquimalt with the coal fields of Nanaimo and Wellington, with the extension of the line from Esquimalt across the harbor to Victoria drawing towards completion, it will only be a matter of a short time before the road will be pushed on still further—indeed, before the whole island will be encircled by the iron belt, with the cross roads connecting through its rich defiles, opening up its unexplored resources, its delta lands and sloping watersheds, its coal and iron and wealth of minerals. No one can begin to gauge

THE IMPORTANCE OF ITS LEVERAGE.

Time was—and not so far back either—when railroads simply sought to connect town with town and center with center. Now all that is changed. The railroads pioneer and towns and cities spread themselves along their shining lines with such a rapid growth, that maps are altered well nigh before the ink is dry.

Whilst at Victoria we took

A SPIN ALONG THE LINE,

The subject of this article. For some distance we pass through the most delightful scenery, Devon and Derbyshire, the Isle of Wight and Cumberland seem jumbled together in your imagination like some revolving dream. Now gliding over deep gorges, now overtopping waterfalls, now rounding the steep sides of overhanging precipices, the green foliage meanwhile relieved at every turn by some winding river or the deep blue waters of a placid lake. The journey never tires, whilst the engineering skill displayed as you pass along each firm and monster trestle or round some dizzy height, calls forth on every hand some exclamation of admiration or surprise at the march of science and of workmanship. (See accompanying sketches).

Arrived at

DUNCAN'S,

We determined to break our journey and to make a more intimate acquaintance with the interior. We found here quite a little settlement, some excellent stores, an Anglican church, a Catholic church and convent, a library with a hall, capable of seating some 200 people, schools, postoffice, blacksmith shop, and other adjuncts of a thriving village.

THE QUAMICHAN HOTEL,

Opposite the depot, is quite a comfortable house. We sampled both the table and the beds and can vouch for their excellence in every respect, whilst the proprietors, Messrs. Price & Jaynes, know well how to cater to the comfort of their guests.

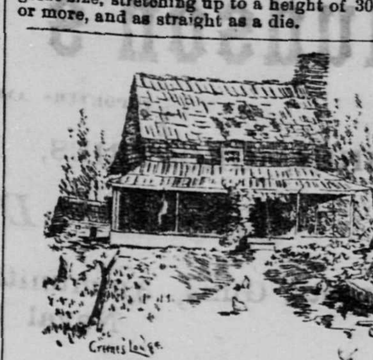
Whilst here we received an invitation to enjoy some sport at the "Hunter's Lodge" on the banks of the

COWICHAN LAKE.

We by no means regretted our two days' rest. Just near enough to Victoria to be of easy access, and just far enough from the beaten track to avoid each, Tom, Dick and 'Arry, you secure the certainty of sport, with the equal certainty that your hunter confreres will not be drawn from the ranks of the canaille. You may meet my Lord, but you are pretty well sure you will not meet his valet.

The drive from Duncan's, through some twenty miles of forest, is by no means an unpleasant feature of the "outing." A government road, extending all the way, has just been completed. The forest is one dense mass nearly the whole distance, and almost impenetrable in some places to the rays of the sun, so thick and so tall are the gigantic trees. Gustave Doré would simply have revelled in its depth and gloom, its knarled trunks and coils of snake-like roots, assuming every weird and fantastic shape imaginable, whilst at every turn you keep your Winchester ready, your ears pricked, and your "eyes a-rollin'," hoping to catch sight of some antlered head, or maybe of Mr. Bruin himself.

The trees are magnificent, some of them of great size, stretching up to a height of 300 feet or more, and as straight as a die.



"HUNTER'S LODGE."

The Cowichan Lake Hotel, or "Hunter's Lodge"—a cosy little rustic retreat—is situate on the banks of the smaller lake, or rather on the banks of the river, immediately below its outlet from the lake, and is just the sort of place to make a hunter feel at home. No marble halls, no polished floors, but a regular backwoods' retreat.

Deer, bear, and grouse are plentiful, and in the right season, waterfowl as well, whilst the more patient hunter may bring home his elk with no great difficulty, and with no very long trudge either.

We, however, confined ourselves to rod and reel on the riffles of the river, and very good sport we had. The trout rise well and are plucky and game to the last. In the proper season salmon rise also to the fly. Trout sometimes as much as ten pounds in weight, and salmon up to twenty-five pounds and over. What with the river and the glorious lakes we simply had "lots of fun," especially as Pencils did the rowing when the wind gave out.

We felt as sad as the boy who lost a dollar and picked up a dime when we bid good bye to Mr. Charles Green, the "live," wide-awake young proprietor, and thrust our neck once more into the collar.

If anyone wants to shake off dull care or to enjoy for a time the wild life of some backwood sport, we can vouch for it that he will find comfortable quarters and plenty of game by paying a visit to Mr. Green's retreat by the Cowichan Lake. Seeking again the Island Railroad at Duncan's Station, we were once more bowled along *en route* for Nanaimo, this time principally through dense forests—a repetition in the cars of our buggy drive to the Lakes.

Arriving at Chemainus, about twenty miles this side of Nanaimo, we took the opportunity of paying a visit to the

CHEMAINUS SAWMILLS,

The thriving enterprise of Messrs. Croft & Angus. Here we found quite an important industry. The large and busy mill with the imposing wharves attached thereto, a well stocked general store, a big hotel, and quite an extensive settlement, all the property of Messrs Croft & Angus, whilst the ships lying at anchor in the harbor, and the steamboats at the wharves, all awaiting a cargo of lumber, completed a picture that was quite a surprise to us as we approached the shore from the depot, distant some two or three hundred yards, and from which spot the bay is partly hidden by the timber that extends down to the very water's edge.

The saw mill was only established here about four years ago, but has already secured quite an extensive export trade to Mexico, San Francisco, Australia, and other distant places as well as to Winnipeg, and other points in Canada. It is a favorite point, owing to its protected position, Horseshoe Bay not only affording excellent anchorage with deep water right up to the capacious wharves, but, as its name portends, shut in at every point and entirely sheltered from the north and northwest winds.

We should mention also that this mill supplied all the lumber for the construction of the Island Railroad, amounting to some 12,000,000 feet.

It supplies also nearly all the lumber used on the east coast of Vancouver Island, both by land and water between Nanaimo and Victoria.

The mail steamers call at the mill wharf and ship lumber to the various places of call along the coast.

Messrs. Croft & Angus own large timber limits on the mainland and islands as well as at various points near by. They have a yard also in Victoria.

Inside the mill is a busy scene.

The engine is 250 horse-power, its cylinders 24x30, a 7-ton flywheel, 3 boilers with two 16-inch flues in each. The boilers are fed with sawdust automatically by Ewert's endless chain.

A 56 and a 52 double circular saw, a five-gang circular, a 42-inch "edger" machine, a planer (capable of planing two flooring boards at once, 36 inches wide).

Also an English general joiner and planer, that will simply do anything you tell it.

A 36-inch hand-saw, a gang lathe mill and boiter, a No. 20 Detroit fan to blow the shavings and sawdust away from the mill.

A 21-inch turbine, driven by 50 feet fall of water. The mill, moreover, is supplied with water pipes to each floor with troughs on every roof, so that by just turning a tap every roof and, indeed, every part of the mill can be flooded at once.

In Summer, by way of precaution, they flood all the roofs both night and morning.

The water which is of the purest quality, is brought in pipes from a lake about five miles distant, and flows with great force.

From this source all the mail steamers on the coast draw their supply of water. Everything in and around the mill is in apple-pie order and simply works like clockwork. It is evident that the proprietors attend well to business, and know also how to attend to it.

The hotel is leased by them to Mr. Gray, who contracts for the mill hands, and has also an accommodation of twenty-five bedrooms.

After inspection of the mill and its surroundings, we boarded again the cars of the Island Railroad and shortly found ourselves at the thriving town of Nanaimo, the coming Newcastle of the "Far West."

A sketch of the Chemainus mill will be found on this page.

Before we quit the subject of the Island Railroad we must add one word more as to its construction. It should be known that Mr. Dunsmuir is

NOT PRESIDENT IN NAME MERELY.

He has been its presiding genius ever since its inception. Throughout the whole time of its formation and construction he was the fountain head from which sprung all its life. Any deviation or alteration in its plans, any advice or assistance required, from the engineer and superintendent of the works to the type-writer in the office, came from him. His controlling spirit was everywhere—nothing outside the scope of his personal supervision.

Nor should we forget to mention Mr. Dunsmuir's

CAPABLE LIEUTENANT,

Mr. Joseph Hunter, the present general superintendent of the line.

Mr. Hunter has been associated with the road from the beginning, being the chief engineer of the works and having exclusive charge of the building of the road.

As before mentioned, great engineering skill has been shown in the construction, not merely in its marvelous trestles and engineering wonders, but in the selection of its course, the seizing of every natural help and the avoidance of all obstacles. In a distance of 23 miles the grade rises 900 feet till it reaches the summit. During this interval the line crosses three magnificent trestle bridges, one 120 feet, another 125 feet and the third, of which a sketch is given in these columns, 162 feet high, this last-mentioned trestle, moreover, being 520 feet long and built on an S shaped curve. We may say also that there are eighty-five trestle bridges altogether over the entire length.

Mr. Hunter may well be proud of his work for it most surely will be a lasting monument to his engineering skill.

The construction of the road was

COMMENCED

In the Nanaimo section in October, 1884, and on the Esquimalt division in March, 1885.

The road now is practically completed for the moment, although improvements are constantly being made and extensions planned. We presume therefore it will not be "finished" till a car can leave Victoria, travel round the island, and enter Victoria again without leaving the track.

A short extension is now being built across the harbor into the heart of the city of Victoria. This line is nearly completed and though short, it is nevertheless difficult to overestimate its importance.

The road also has recently been extended from Nanaimo to Wellington, a distance of about seven miles, where are situated the Dunsmuir Wellington coal mines, more particularly referred to in our article upon Nanaimo and its surroundings.

THE IMPORTANCE TO VICTORIA,

And indeed to the whole Coast, of this extension connecting three vast coal fields with Esquimalt, can scarcely be gauged.

Esquimalt will doubtless soon become the Woolwich and Deptford of the Province, her arsenals, her coaling and victualing yards, her naval and military stores and supplies *et hoc genus omne* are all to be centered on this magnificent harbor; a harbor moreover that is protected at all points and deep enough and safe enough to afford shelter at all times to the largest ships of the British navy. Now that the Home Government has absolutely fixed upon this spot and recognized its importance, "The Island Railroad Company" is arranging for the erection of a huge coaling yard, with chutes and every known apparatus for expediting the rapid coaling of the ships on this station. This is of immense importance to the navy, the new liners and to the Pacific shipping generally.

THE OWNERS OF THE ROAD

Are, Robert Dunsmuir, President; John Bryden, James Dunsmuir, all of Nanaimo, Charles Crocker, C. F. Crocker and Leland Stanford, of San Francisco, and C. P. Huntington, of New York. It is an incorporated company with a capital of $3,000,000. The total cost of the road was $40,000 a mile. The Government granted a subsidy of $750,000 to the company in addition to a grant of ten miles of land on each side of the track, but, as before alluded to, the *quid pro quo* to the people and their heirs is immeasurable and inexhaustible.

Mr. Robert Dunsmuir,

Whose name appears so often in these columns, in connection with so many large enterprises in this Province, was born in Ayreshire, Scotland in 1825, and came to this locality in 1852, since which time he has made his home either at Nanaimo or Victoria.

His career is a very remarkable one.

At the age of 25, he left his home and came to Vancouver Island, in the employ of the Hudson Bay Company, to explore the island in search of coal. After sixteen prosperous years spent in their employ, he terminated his connection with that company, and commenced life's battle for himself.

Having by economy, firm will, and untiring energy, acquired some little capital, he joined with three other partners in purchasing the Wellington mines (described in another column).

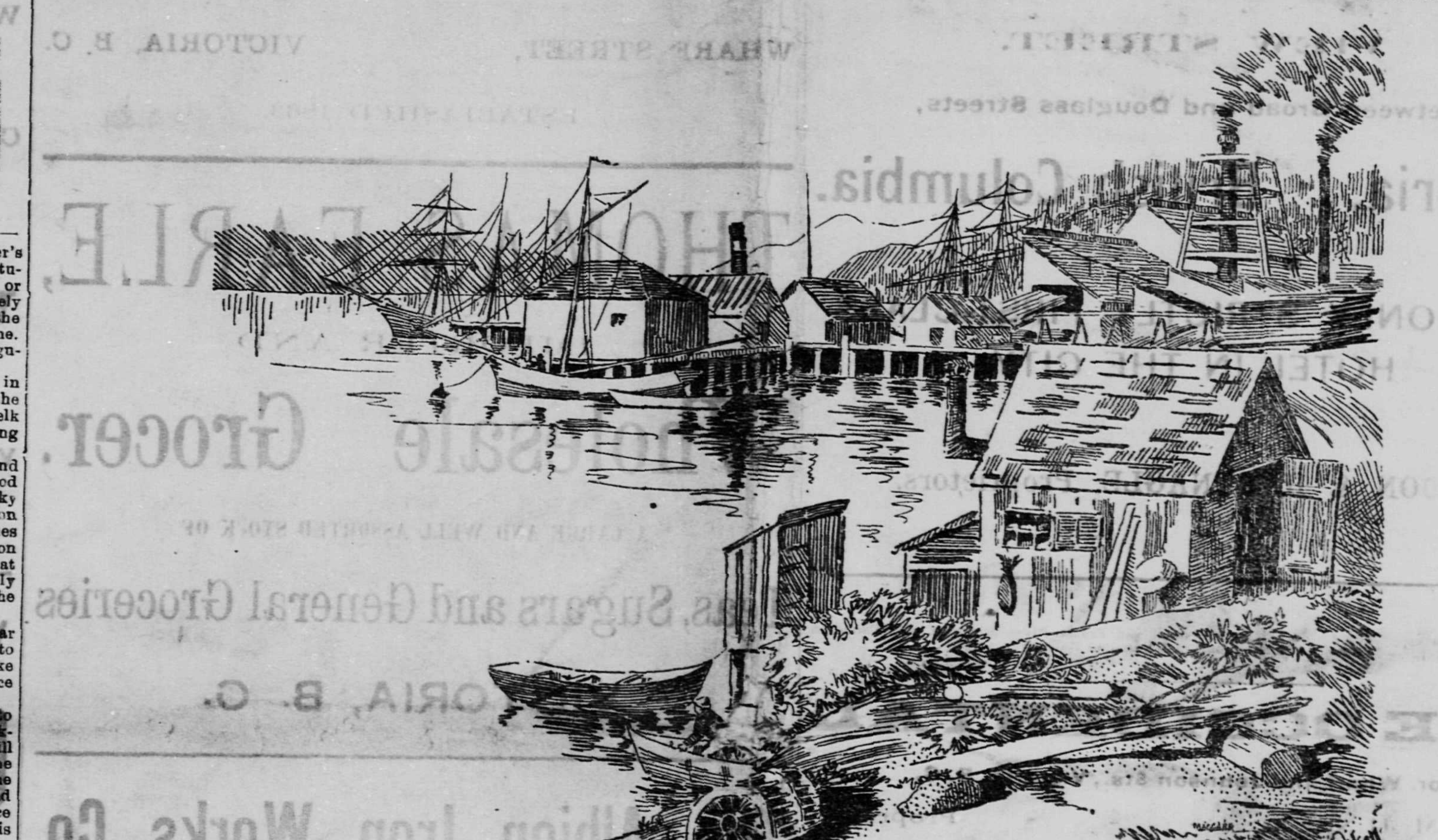
Subsequently Mr. Dunsmuir bought out his partners' interests, and has since carried on a large and very profitable business in his own name. To-day Mr. Dunsmuir is reputed to be the wealthiest capitalist of British Columbia.

Besides his interest in the mines and in the Esquimalt and Nanaimo Railroad (or Island Railroad, as it is more commonly called), of which he is President and holds controlling interest, he is, moreover, a director of the C. P. Nav. Co. and President and shareholder of the Albion Iron Works. He owns also all the steam tugs in the harbor, and is interested in several large steamers and sailing vessels plying between Departure Bay and San Francisco. The Victoria Theater, costing $85,000, owes its existence to his enterprise. Mr. Dunsmuir has been wonderfully successful in his undertakings and has never yet experienced a severe loss or a reverse of fortune. This is probably due to his keen foresight and the clever management of his affairs. He is likewise, in the truest sense, a benevolent and charitable man, though avoiding all ostentation, and careful at all times, if possible, to cover up the trail lest his good works should be discovered. He has in a great measure made this country what it is to-day. His individual effort and great undertakings both in and out of Parliament have contributed largely to bring the Province forward into proper notoriety before the nations of the world, besides being instrumental in bringing capital and labor to her shores. He has done much to aid the Government in perfecting and establishing public institutions and has never been behind hand in bestowing his aid and support where his country's good demanded it. Mr. Dunsmuir is a married man; his family consists of two sons (who are managing their father's business at Nanaimo and San Francisco respectively) and eight daughters.

His present residence, comfortable and commodious, is on Menzies street, fronting the Government buildings. His new residence on Fort street, will shortly be completed. It will cost $100,000, and will be one of the finest and handsomest houses on this coast.

Mr. Dunsmuir is a Member of the Provincial Legislature for Nanaimo, and holds the position of President of the Council without a portfolio.

He is a man of medium height, wiry and of about 60 years of age. The architect of his own fortune, he is perhaps the most popular man in British Columbia. We do not say this of him in any fulsome adulation, knowing that this would be as much against his taste as our own, but as a feature of our travels, and the result of observations and expressions that reached us on all hands from every quarter of British Columbia. He is a plain, blunt, honest, straightforward man, who comes straight to the point, and means what he says and says what he thinks right away. By shrewd business judgment, an indominitable will, energy and perseverence he has amassed his large fortune, and, judging, from appearances, there is no doubt that he will long continue to enjoy it with honor to himself and his country, and with the hearty good wishes of all classes of the community.



CHEMAINUS SAW-MILLS—MESSRS. CROFT & ANGUS.

The Central Hotel.

Formerly known as the "Miners' Exchange," and referred to in another article, is situate on the main street and in a very central position. Joseph Webb, the proprietor, is a good host, a good Mason, and a "jolly good fellow." He will crack a joke and sing a song in good old English fashion, and many is the yarn he will spin about the "early days," as he smokes his pipe with you in a corner of the office. Mr. Webb has lived in this town for 34 years, returning to England about two years ago to marry his present wife. A cut of the hotel will be found in our advertising columns. There are 30 beds, a good dining-room, nice, comfortable parlor, and commercial men, tourists, hunters, investors, and everyone coming to this coast will appreciate a visit to this house. The wines and liquors also are excellent.

John Hilbert.

If every man in town had half the energy and enterprise of John Hilbert, Nanaimo and district at the end of twelve months might have a hundred inhabitants for every ten there at present, whilst each man now there might have a hundred dollars in his pocket in place of one.

Mr. Hilbert started business here about 12 years ago, and now has the largest furniture warehouse in town. He carries quite an extensive stock here; beds and mattresses, bureaus and wardrobes, parlor furniture and carpets, baby wagons, rocking chairs, china and crockery, glassware ornaments, and in fact, everything required to furnish or beautify a home.

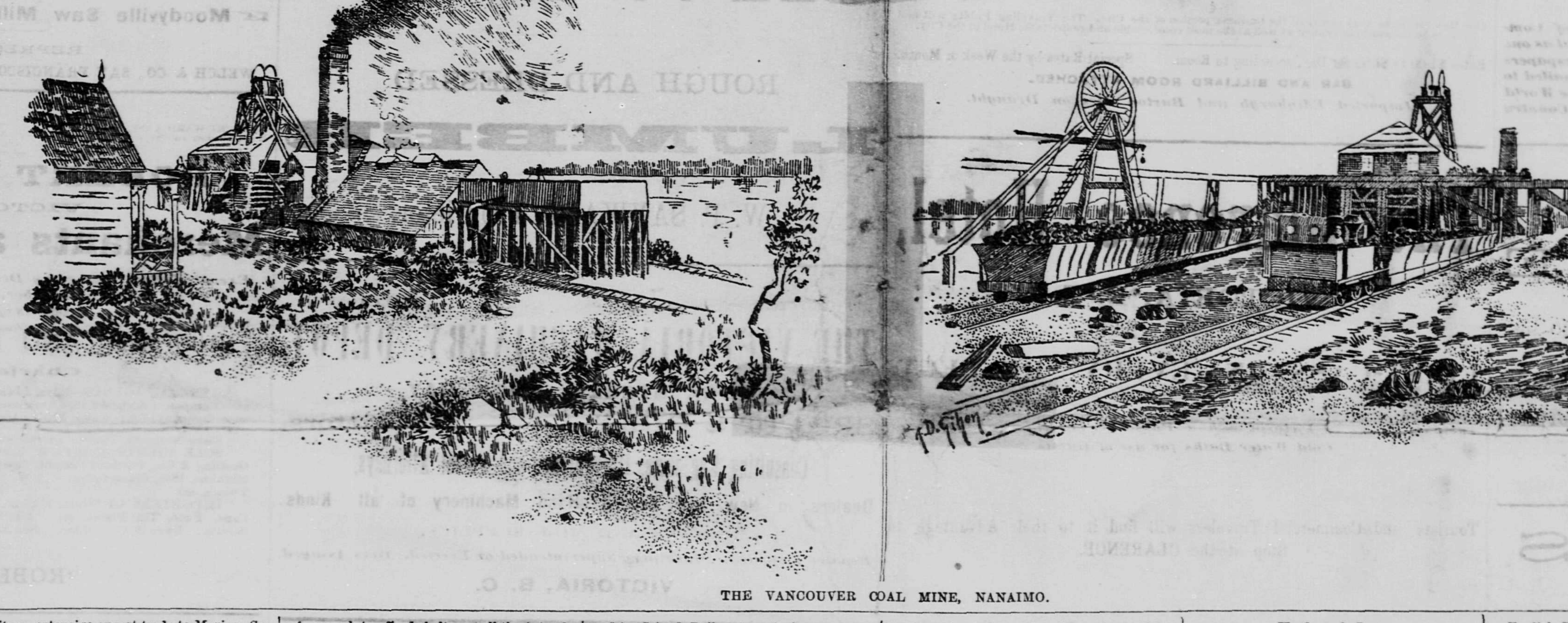
Mr. Hilbert is highly respected by his customers and fellow citizens. A city councilman, a member of the School Trustees, chairman of the Street Commissioners, a stockholder in the Gas Company and Waterworks, and besides being a member, we believe, of every order in town—some eight or nine all together, from the Odd Fellows to the Fire Brigade—it will be readily understood that Mr. Hilbert is as busy as he is popular. A very truthful representation of his business premises will be found in our advertising columns.

Haslam & Lees.

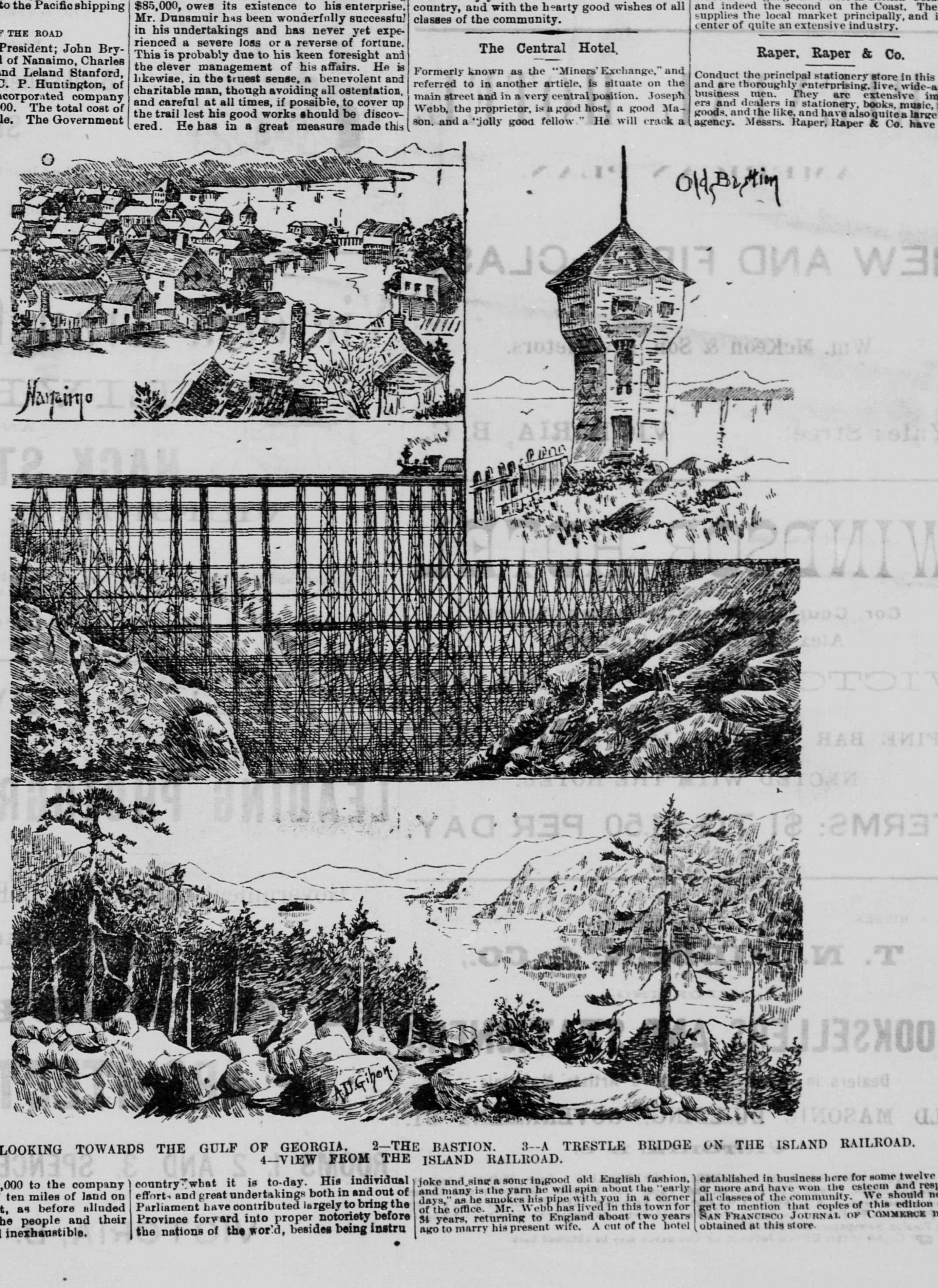
Another considerable industry here is the saw-mill of Messrs. Haslam & Lees. The mill covers an area of two acres, and together with the logging camp employes between thirty and forty men. There are three engines at work here, one 12x18, another 10x16, and the third 9x16. Here also we found Wilkins' counter-balanced gang-saw at work, cutting twenty-five planks at once. This was the first gang-saw in use in British Columbia, and indeed the second on the Coast. The mill supplies the local market principally, and is the center of quite an extensive industry.

Raper, Raper & Co.

Conduct the principal stationery store in this town and are thoroughly enterprising, live, wide-awake business men. They are extensive importers and dealers in stationery, books, music, fancy goods, and the like, and have also quite a large news agency. Messrs. Raper, Raper & Co. have been established in business here for some twelve years or more and have won the esteem and respect of all classes of the community. We should not forget to mention that copies of this edition of the SAN FRANCISCO JOURNAL OF COMMERCE may be obtained at this store.



THE VANCOUVER COAL MINE, NANAIMO.



1—NANAIMO LOOKING TOWARDS THE GULF OF GEORGIA. 2—THE BASTION. 3—A TRESTLE BRIDGE ON THE ISLAND RAILROAD. 4—VIEW FROM THE ISLAND RAILROAD.

NANAIMO.

The Newcastle of "The Far West."

COAL AND IRON HAND IN HAND.

The Natural Centre for the Workshop of the Pacific Coast.

A FINE HARBOR

LARGE TRACTS OF AGRICULTURAL LAND.

HOME-SICK.

If any of our English readers on this coast are at any time feeling a wee bit home-sick, we can tell them where they can at least get temporary relief for their malady. Let them just take a trip across the border, hunt up Nanaimo, and stay a few days at the Central Hotel, we will guarantee they will think themselves back in the Old Country.

The rooms are comfortable and quiet, no money wasted on gilt and veneer, but the linen is clean, the service good and the general air of the place is homelike.

At the first meal Pencils went off into one of his flights of imagination about the French *chef*, but from a little longer experience of the ways of this world we disabused him at once. The dinner brought back the remembrance of "days of long ago." It was not French, but essentially English of the best style, not hotel English, which is usually execrable, but home-life English. The soups and the sauces, the great tests of artistic cooking, were perfect. Everything was in proper keeping and would have pleased the taste of the most fastidious.

We found upon inquiry that we were quite right in our surmises as to the English training of the cook. The excellent wife of our genial host had tickled the palate of many an English Duke, and who can tell how much the soothing influences of her art had helped even to mould the temper of Her Majesty's Ministers and the destinies of her all powerful country? Be this as it may, the cooking was as good even as the Driard House, and we do not know that we can give it any greater praise.

So soon as we had introduced ourselves to mine host of the Central and sweetened our temper by an excellent dinner, we determined to explore

THE TOWN A BIT.

Passing up the street towards the high land, near the railroad depot, a most magnificent view presented itself, and we will therefore call your attention to its more striking surroundings from this elevated position. Just beneath you lies the inner harbor, deep, placid, sheltered at every point, and affording safe anchorage for craft of every description, from a canoe to a line-of-battle ship. That primitive old fort, overlooking the water, is "The Bastion"—an old landmark of Hudson Bay rule—and many a scalp has lined its walls (see sketch). The large stone building near by is the Postoffice, and you may notice the streets and houses extending on either side some considerable distance, with the wharves and warehouses and business quarter, centering more immediately below you. Beyond the harbor, you can see the restless waves of the Gulf of Georgia, and on, and on, towards the main land shore with the rugged snow-capped peaks of the wild Sierras stretching away back till they mingle with the atmosphere and are lost in mist or ether. To the right, some one hundred miles or so away, you can just catch the grand outline of Mount Baker, standing out stern and solid like some hoary veteran keeping watch and ward over the frontier line between old Uncle Jonathan and his burly cousin John.

To the left is Departure Bay, and the noted North Wellington Coal Mines, the property of Robert Dunsmuir & Sons, as also near by are the thriving coal mines of the East Wellington Mining Company, the property of Messrs Chandler & Co., both of which mines we will take you to presently.

The shafts you see down there, just below you on the right, mark the site of

THE VANCOUVER MINING CO.

That stretch of rail, you may notice running alongside the bay towards that high point of land, which looks from here as if it was an island, is the line of rail connecting the mine with the company's wharf, and those masts rising up beyond there are the masts of ships lying at anchor awaiting a cargo of coal.

This company has three mines in operation within a radius of four miles.

No. 1, "Eastfield" shaft, the largest, is 18 feet in diameter in the clean. No. 2, "Eastfield," used as an air shaft, upcast, is 16 feet in diameter.

No. 2, "Southfield" is smaller, and is worked on the slope. It is about four miles from town. Shafts 1 and 2 belong to the same mine. No. 3 shaft belongs to a new mine that was opened not long since, known as "Southfield" mine. It is situate close to Chase River and in immediate proximity to the "Chase River" mine, that was closed some years ago. The coal is of excellent quality, very hard, and of the same character precisely as the noted Chase River production.

All these mines are working the same seam, which varies in thickness from two to twenty feet.

About 550 men are employed here, principally white men, and the output is about 500 tons per diem.

A few Chinamen are also necessarily employed here to do certain work.

See those black devils over there? They are enlightened Mongolians just coming out of the pit.

You cannot very well distinguish them at this distance.

Apropos of Mongolians, a heathen Chinee, certainly, is not a very pleasant sight to look upon at any time, but wait till you meet the dim outline of a Celestial as he issues from Satan's gangway leading to the intricate passages of the uttermost hell, wait till you see him down in a mine emerging from a darkness that can be felt and see his shadowy form almost as black as his own surroundings, caked in sweat and dust and filth, glide and move from hole to passage and passage to hole, the dim light upon his head just giving in bare outline a suspicion of features that may belong to devil, imp or ghoul, but that no one would begin to suspect were those of any human being, and you will bet old a sight that will live upon your memory for a lifetime.

The levels in the mines extend for over five miles, the whole workings of No. 1 being under the bay and reaching nearly to the Island beyond. The drifts are 6¾ feet high, and the mines are supplied with fan ventilation.

The company is prospecting also at two other places, namely, at Wellington North Field, where they have 1200 acres, and at Gabriola Island. At this place they are now engaged in boring with a diamond drill.

In connection with the mines are the wharves. One wharf alone is capable of loading 300 tons an hour. Any ship or steamer can lay at this wharf and the harbour is perfect, being protected on all sides.

San Francisco is the principal market. The mines are the property of an English joint stock company, and Mr. Samuel M. Robins is the excellent and capable superintendent.

Well, here comes the train, so let us get aboard and pay a visit to the

NORTH WELLINGTON COLLIERIES

We alluded to just now. It is but a short spin, anyway. These valuable mines are the property of Robert Dunsmuir & Sons, of Victoria, and have been running since 1870.

There are five mines here altogether, giving employment to 500 men.

The several outputs aggregate from 850 to to 900 tons a day.

There is a fan shaft to each pit, together with two furnaces for ventilation.

The coal is a very fine, hard, bituminous coal, and is acknowledged the best on the coast for steam purposes. They have also a coal here of an excellent quality for gas purposes. Mr. Dunsmuir has some 1500 acres of coal lands here, only 300 out of which are as yet being worked. The seam is from eight to nine feet thick.

The wharves, four of them, are at Departure Bay, where 2,500 tons can be shipped in a day. Ships ride at anchor here with perfect safety at all times, the harbor being deep and absolutely protected on every point.

San Francisco is the principal market.

Now let us take you to

THE EAST WELLINGTON COLLIERIES,

The property of Messrs. Chandler & Son. Well, here we are, that is the shaft you may notice under the hill.

Should you ever visit Nanaimo, O reader, let us impress upon you not to fail to visit these interesting mines.

On arriving at the mouth of the pit you will be handed a little lamp that looks for all the world like a diminutive coffee pot with a bit of burning tow in the spout. This is the lamp the miners wear upon their heads. You, however, will carry this oily incumbrance in your hand, not having the leather protector on your cap.

You will next enter what looks like an elevator at a store, only with the sides entirely open and unprotected. Hold on firmly to the crossbar, for you are not accustomed to the kind of journey you are about to take. "Tong!" goes the gong and away you speed down the narrow shaft—down, down, down into darkness and dampness and cold, dropping, dropping, dropping till you catch your breath like a child on his first swing, and with a sigh of relief find yourself at last upon *terra firma*.

Presently boarding a train of narrow, open trucks you catch a dim outline of a mule at the other end of the cars and watch with interest the shadowy form of his driver, who looks suspiciously like old Charon, and as you watch you wonder the while if he has not swapped his ferry for an underground route.

"All aboard," and you are whisked along down levels and slopes and slopes and levels, twisting and turning and shooting and spinning through the pitchdark corridors and maze-like galleries, the light in front now lost to sight, now dancing again into view like a will-o'-the-wisp on a midnight ramble. And thus and thus the chase continues. The workings are visited, the stables inspected with their poor, dumb, life-long intombed occupants, the immense furnaces viewed from a respectful distance, but into which you peer with bated breath, expecting to catch a glimpse of the shades of the damned, and anon you find yourself again at the mouth of the pit. Here you acknowledge that you have met with a new experience and one you would not have missed for anything.

You will find Mr. Chandler Junior in charge here, and we can guarantee that you will not only meet with the utmost courtesy and attention, but the workings themselves are as safe as any you are ever likely to come across in a lifetime, and your pilot as capable and practical a man as ever entered a mine—Mr. Chandler is, in fact, a very rising young man, and thoroughly understands every detail in connection with the works, whether as a mining expert or as a civil engineer. His knowledge moreover was not derived from books alone, for be it known that he can handle a pick or sink a shaft, can drive an engine or lead a rescuing party against the best and oldest hand in camp; in short, there nothing in mines or mining with which he is not perfectly at home. In spite of his quiet, retiring disposition you can soon discover this much, but we found also upon investigation that in the mining and civil engineering examination he carried off the highest percentage out of the fourteen candidates examined.

The company employs some 200 men here, and have at present an output of about 3 000 tons a month. They are, however, sinking a shaft about a quarter of a mile distant which will probably be finished by April next, when they hope to double the output at least. Their wharves are at Departure Bay, and afford accommodation for the largest vessels. The harbor is sheltered on all sides, and the water is of great depth right up to the wharf.

The company has an excellent Baldwin locomotive, the rails are of steel, and, indeed, everything about the place is of the best, and what is more, is the absolute property of the company.

The quality of the coal cannot be surpassed whether for domestic purposes or for steam.

From the foregoing it will be seen then that at Nanaimo and vicinity may be founp some of

OLD VULCAN'S UNDERGROUND HAUNTS.

But these workings may be taken as only a flash in the pan to what may be expected in the immediate future.

Bituminous coal is known to exist in large quantities also in the northern portion of the Island, as also is anthracite coal on Queen Charlotte Islands for an area of some 100 miles or so.

Truly has this province been called the "Britain of the North Pacific," but so far the minerals have scarcely been prospected, far less worked. The time, however, must come when the "everlasting hills" will unlock their golden treasuries and it is well for anyone contemplating a move to some new and distant clime to bear in mind the

IMMENSE ADVANTAGES

A settler acquires by attaching himself to a mineral country. The advantages, be it remembered, are not to the miner alone. A good mining camp, for instance, will create a town, aye more, will people a district. The miners require boots and shoes, clothes and groceries, schools and doctors, houses and lumber, and the usual accompaniments of civilization. They require likewise the product of the soil, beef and mutton, flour and vegetables. In fact, no matter what trade or calling intending settlers may have, he will find that a mineral producing country holds "the inner track" in the race with other countries. Nanaimo in this respect has an enviable position, for not only is she the Newcastle of the West, but large areas of valuable agricultural land lie within a short and get-at-able distance, acres and acres of which are as yet not even "taken up," far less under cultivation.

Nanaimo moreover is even still more favored than we have yet mentioned. In fact she bears a closer parallel to the thriving districts of Great Britain and to the wealth and power that have grown from them than may at first be realized. We refer to the fact that iron is found in such close quarters to the coal. Iron exists in large quantities both on Vancouver Island and on the mainland, whilst on Fesadu Island, close by Nanaimo, there is a mountainous mass of iron, traceable for miles, well situated for mining, smelting and shipment. The ore contains a great percentage of iron with only .003 per cent of phosphorus.

With such natural advantages, now that this country has been opened up by a grand trunk railroad, it is only a question of time before Nanaimo, as the Western Newcastle, will be joined by another Sheffield, before New Westminster will be emulating Manchester and Vancouver strutting forth as the Liverpool of the province with Victoria as the mother of them all, a second London—her seat of government, like her prototype at the adjoining St. James, her Woolwich arsenal at Esquimalt, her shipyards and her docks around her skirts and her free port open to the world!

Well, these prophecies may be visionary, but at the same time we feel convinced that there will be a far larger germ of truth in them than most minds in the present year of grace will allow.

Not merely is coal, iron and agricultural land each a great gift in itself, but far more so when each is intensified by the juxtaposition of the other. Again is this advantage magnified when it is remembered that this province alone, on this wide coast, has been thus favored by Providence in the distribution of its natural gifts. The same parallel may be again drawn between European countries large in area, but lacking in a combination of minerals, and Great Britain, where so many good things have been shoved together by Providence into so small a space. Her coal and iron, lead and tin have done more to add to England's wealth, population and power; and to the health, strength and peaceful contentedness of her people, than if each coal mine had been lined with gold.

Thus, then, we look upon Nanaimo as

DESTINED TO PLAY A VERY IMPORTANT PART

In the rapid development of this country.

She possesses a fine natural harbor. The city is well placed with a view to drainage and in respect generally to all questions of hygiene.

Beautiful spring water in abundance.

Climate delightful. Scenery magnificent. Living reasonably cheap. Surrounded by coal, iron and fine agricultural land.

Communication by land and sea with a further extension of the Island Railroad in immediate contemplation.

These and many other advantages should induce any intending settler to look well around this section before hastily fixing upon a home elsewhere.

The population of the place reaches some 3,000 souls. There are several good hotels and stores, a fine stone postoffice, a bank (the Bank of British Columbia), livery stables, wharves and warehouses, churches and schools, and all the usual accompaniments of a prosperous little town. We should not forget to mention that this town carried off a first prize for a short

Continued on Fourth Page.

NANAIMO.

Continued from Third Page.

horn Durham bull at the Provincial Fair, held at Chilliwock this year.

A few words on the other side of the picture. As in Vancouver, so in Nanaimo, the Press is considerably behind the times. When will a local Press begin to learn its proper functions? There is an immense advantage to any small and rising community in having a "real live paper" of its own. Such a paper should be supported and supported well, but a poor, weak sit-on-the-fence paper does more harm to a place than the lack of one would do. A good paper, moreover, connot be started on a day's notice, neither can it be had for nothing, for the laborer is worthy of his hire according to the excellence of his workmanship. When will a little paper in a town the size of Nanaimo recognize that it has other and more important work to do than reporting the meetings of City Councils and commenting on stale jokes (however naughty) which the Councilmen rehash for their own edification when business is slack?

When will enterprising citizens learn to combine and to pay liberally in cash for a good paper, instead of paying in a roundabout fashion by taking up pretty well all the space in absurd advertisements that after all cannot do them one particle of good? Does Mr. Dough, the intellectual and deep thinking baker, really suppose that he sells another loaf of bread by advertising in a local paper in a town the size of Nanaimo? Still less can he suppose that he gains another customer by advertising in any outside paper. Does the City Council really suppose that a little edition of some 5,000 copies from their "local press," however free, will bring settlers into their district or province, or add one jot or tittle to the prosperity of their country in general or their own enterprises in particular? When will the uneducated and uninitiated learn a little wisdom as to the mode and method of advertising and everyone learn the truth of the old saw respecting the shoemaker and his last? If the poor, decrepit old fossil, who, like some worn-out eunuch of the seraglio looks after the "chaste columns of the *Free Press*," could only recover a little of the misused energy of his youth to enable him to throw a little life and ardor into his surroundings, there might be some chance for this place to discount at once a little of its future greatness without waiting to bury the poor, well-meaning, dear old mossbanks that now croak over their dollar limit in this misused place.

Another fatal drawback to the growth of Nanaimo is its co-operative store, subversive of all progress and prosperity and against the noblest principles of "live and let live." Unless we altogether mistake the signs of the times, the day is not far distant when this ugly canker worm will be voted a nuisance by employer and employed, the tradesman and the miner alike. The town moreover is too much under the influence of one particular class, and all who have the interest of the place at heart and can look a day ahead should strain their utmost to secure the election of men to their City Council, who have something else to look forward to beyond the mere collection of their weekly wage.

J. Abrams & Co.

Another wide-awake live-up-to-the- es man in this city is Mr. J. Abrams who conducts a large clothing establishment here. He is interested also in a similar business at Vancouver under the style of Abrams & McLean. A cut of the Vancouver business premises appears amongst our Vancouver items. Mr. Abrams personally superintends the business in Nanaimo, and Mr. McLean in Vancouver. In both places the firm carries quite an extensive and excellent stock of ready-made clothing, gentlemen's furnishing goods, water-proof coats, umbrellas and every article usually kept at similar first-class establishments.

Ralph Craig

Does a thriving business here as a blacksmith. Thoroughly at home with his hammer and anvil, he has secured for himself a widespread reputation for the excellence of his workmanship.

It is not, however, his skill as an artisan merely, that has brought him into prominence in this city, for he has, in addition, won the regard and confidence of his fellow citizens, and holds the position of a trusted representative in the City Council.

The Indians.

The Indian population is not merely of interest to the philanthropist but it has an immense bearing also upon trade and commerce, as well as upon the various industries of the country.

It will be well, therefore, for any intending settler to hear what the Government has to say upon this subject.

The following was taken from a pamphlet issued "By authority:"

The system pursued in this province, with regard to the Indian management, is simply a modification of that traditionally followed by the Northwest Company of a former day and the Hudson's Bay Company, with whom these were finally conjoined in their dealings with the numerous tribes from the Gulf of St. Lawrence and the Frozen Ocean to the shores of the Pacific. Kindness, firmness and justice, may sum briefly the secret of the success of these once powerful fur trading corporations.

The effect has been this: A wholesome respect for the law has constantly increased; crimes of the blacker dye are rare: those of a minor class comparatively infrequent; self-dependence and industry have been promoted. I need not add that the efforts of the many worthy men of all denominations, who have devoted themselves to the moral and religious teachings of the natives, have cooperated powerfully in producing these admirable results.

It is but too common with those who are unapprised of the true condition of Indian matters in this quarter, to suppose that the natives here are, as in many parts of the continent, unprofitable, and indeed expensive, members of the community. On the contrary, the natives of British Columbia are large producers; and as consumers contribute no unimportant share in the aggregate customs revenue of the province. On the labors of the young men along the coast, the various industries in operation are largely dependent—the coal mines, the sawmills, and above all the fisheries. Vast sums of money from these different sources are annually paid out to them, which again speedily re-enter into circulation. In all the agricultural parts, both on the sea-board and in the interior, the services of the young men are no less important to the farmer; and as packers and canoe men throughout, their services are invaluable.

It will be understood that no system of "purchase of land," or pension apportionment, has ever been countenanced here. On the other hand, certain tracts in each district, comprising the village sites and other spots hallowed to them by time-honored associations, have been set aside for the special use of the various native communities.

Good Advice.

We can thoroughly indorse the following, issued under Government authority:

Small capitalists are recommended not to buy land before they have become acquainted with its character, and the kind of labor required in a new country; and further, if possible, to purchase or rent a farm with some improvements on it, rather than to go upon untouched land. This last advice more particularly refers to emigrants from Europe, whose previous training necessarily has not so well adapted them to the settlement of wild lands as persons brought up in America. Partially cleared farms, with buildings erected on them, may be bought in some districts of British Columbia on easy terms of payment owing to the disposition pioneers have to sell old settlements and take up more extensive new ones.

It is sometimes better for an intending farmer of moderate means to place his money, on first arrival, in the Government Savings Bank (which allows interest), to take lodgings, and to work for wages for some time, in order to gain a knowledge of colonial life and modes of management.

Any one who may contemplate settling in British Columbia should certainly previously apply to the Provincial Government for a pamphlet specially issued for the information of intending immigrants. Mention this paper and address "The Minster of Agriculture, Victoria, B. C."

hey Mean Business.

We understand that three steel steamers of 3000 tons each will be built at Fairfield's Yard on the Clyde, to run in the Canadian Pacific Railway Company's Japan and British Columbia service.

☞ *The Weekly Journal of Commerce is one of the best as well as one of the largest Circulated Newspapers on the Pacific Coast. It is mailed to all the Principal Cities of the World and has Subscribers in every Country on Earth.*

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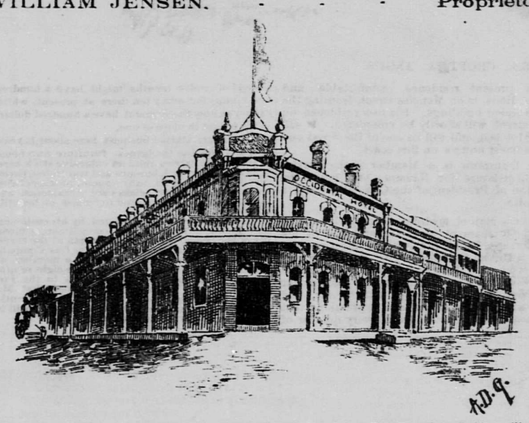

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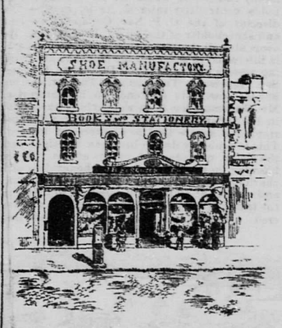

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The Centre of a Large Agricultural Valley.

The District Possesses the Only Large Mass of Choice

AGRICULTURAL LAND

Anywhere on the Mainland of the North Pacific Slope

THAT LIES UPON THE OCEAN,

With a Shipping Port in Its Midst.

A Navigable River, Sheltered at Its Mouth, Cuts Through the District.

A GREAT FUTURE.

The Granary of the Province.

HER LARGE LUMBER INTERESTS.

Her Enormous Wealth of Fisheries.

"They ride the unsuspecting log."

Winnepeg Learns Something.

"Well, what do you think of British Columbia?" asks an old-timer of a fellow-traveler, as they meet in the smoking-room of the Driard Hotel at Victoria. "Why, I am simply delighted with it," replies the stranger, "but I am even still more astonished than delighted, if that is possible, for I had no idea that I was coming into such a country. I always understood that Victoria was a little Indian fishing village, and thought that the Hudson Bay Company appointed one of its clerks to act as chief magistrate of the district to keep things in order a bit."

"Why, you surprise me," stammers the old-timer. "You must have traveled a great distance, sir?"

"Oh, no. I live at Winnipeg, the first great place you come to, as you travel from Victoria toward the East on the C. P. R."

"Then you must, indeed, live a very secluded life, sir, not to know more about British Columbia?"

"Oh, dear, no. So far from leading a secluded life, I am, to a certain extent, a public man, being a member of the Winnipeg City Council—and you may bet your bottom dollar that the Winnipeg boys know how to keep their eyes open—but the fact of the matter is, however much we try, we can never find anything to read about this unknown land, and no one ever comes along who knows anything about it. There was a rumor once in Winnipeg that some one there had received a pamphlet about British Columbia. The City Council immediately took steps to secure it, but after diligent enquiry were obliged to give up the search, it having probably been sent to a friend in confidence, with instructions not to pass it around."

"Well, this beats anything I ever heard," says the Mossbanks; "you'll let 'em know something about us when you get back—won't you, sir?"

"Certainly, if I get back; but the fact is, I am on my way to California and shall probably stay there. A short time since I received by mail a copy of the SAN FRANCISCO JOURNAL OF COMMERCE containing such a glowing and detailed account of San Luis Obispo county, and coming as it did, on the top of one continual and constant account in the newspapers about the splendid soil, the charming climate, the orange groves, the sunny homes, the wealth and boundless resources of California, that I could stand it no longer and determined to go there myself."

"Well, I must confess that is only natural, but don't you think you ought to look round here a little before going over the border?"

"I should like to very much, but my plans are all now made, and I cannot very well break through them. You see we don't hear anything about this province till we get here; we do not look upon the C. P. R. as leading to British Columbia, but as the highway round the globe, to China and Japan, the Indies and the Orient, to sunny California and the Golden West of which we read so constantly, and however pleased we may be with the place when we get here, it is difficult then to alter our plans, besides I am searching for agricultural land, not logging camps."

"If that is so, you certainly ought to go to New Westminster and look round thereabouts before you decide on anything."

"New Westminster?"

"Yes."

"Where is New Westminster, please?"

"Never heard of New Westminster?"

"You really must pardon my ignorance, but I certainly never have!"

"Well, that beats all," groaned old Mossbanks. "Never heard of New Westminster! Dear! dear! dear! That beats all! If you'll just draw your chair round into this corner here, light your pipe and make yourself comfortable, I'll try and give you a few pointers."

A conversation somewhat on the above lines actually took place between a British Columbian and a Winnipeg Town Councilman whilst we were in the province, and we can vouch for the fact that British Columbia is quite as little known, even just across the border, as it appears to be in Winnipeg. So little is the place advertised or talked about that nine men out of ten, even in 'Frisco, hold the same vague idea of the country as did the City Councilman living on the C. P. R. itself.

Leaving the old-timer busily engaged in "posting" the man from Winnipeg we will endeavor to give our readers the result of our own observation and enquiry respecting New Westminster and the surrounding country.

We approached New Westminster from Nanaimo. Leaving the latter place at 6 A. M. we boarded the good steamship Robert Dunsmuir and had a most

PLEASANT PASSAGE

Across the Gulf of Georgia.

The boat is comfortable, the breeze invigorating, the appetite almost painful, the larder abundant, the cooking excellent, and the Captain, William Rodgers, not merely every inch a sailor, but a "jolly good fellow," who knows well how to fill his chair at the end of the table, and moreover, wind and weather permitting, will spin you a yarn and crack a joke in good old nautical fashion till the time flies as pleasantly and as quickly as the paddle-wheels. In due time we approach the

MOUTH OF THE FRASER RIVER

And are welcomed whilst yet beating the wavelets of the gulf by the *avant courier* of the waters we shall shortly enter. As we approach still nearer, the advantages attaching to this "sheltered mouth" of a noble river must be strikingly observable to any one at all acquainted with other rivers opening at once into the broad expanse of ocean instead of into a protected inland sea. Presently we find ourselves gliding along one of the arms of the Fraser river delta. Farms and settlements on either hand add life and beauty to the scene, whilst the busy canneries, described in another article, with the gay and novel surroundings of their Indian encampments, cannot fail to impress you with the growing importance of this industry, as at each new bend of the river some fresh "packing-house" is brought to view. The river itself, moreover, is alive with interest, canoes and fishing boats dotting the expanse as far as the eye can reach. Your attention never flags, until at last at a sudden turn, you see stretched before you on a sloping bank

THE "ROYAL CITY."

Of New Westminster itself.

The site is excellent in every respect, and at once strikes you as perfect in its selection for healthfulness. Rising gently from the water and extending upwards to some altitude, the drainage capacity is all that can be desired, whilst the outline of the city itself, its large buildings and many spires rising tier upon tier up the hillside, is in itself most striking, and, to cap the whole, you notice for the first time a backing to the landscape of the most beautiful and picturesque line of mountains that could be imagined.

Approaching the wharf, the hum and buzz of the "Royal City Planing Mills" greets your ear, whilst the busy yards surrounding cast the "first impressions" of a prosperous city. Next comes the clanging of the bell and the shrieking of the whistle of a monster engine of the Grand Canadian Pacific Railroad, and you recognize at once that East and West are hand in hand, and that the Royal City has not only the commercial advantage of a noble river, protected by an inland sea, but the right of way to a gigantic road that traverses the globe.

The river is navigable for about 100 miles, till it meets with the rapids at Yale, after passing which, it becomes navigable again.

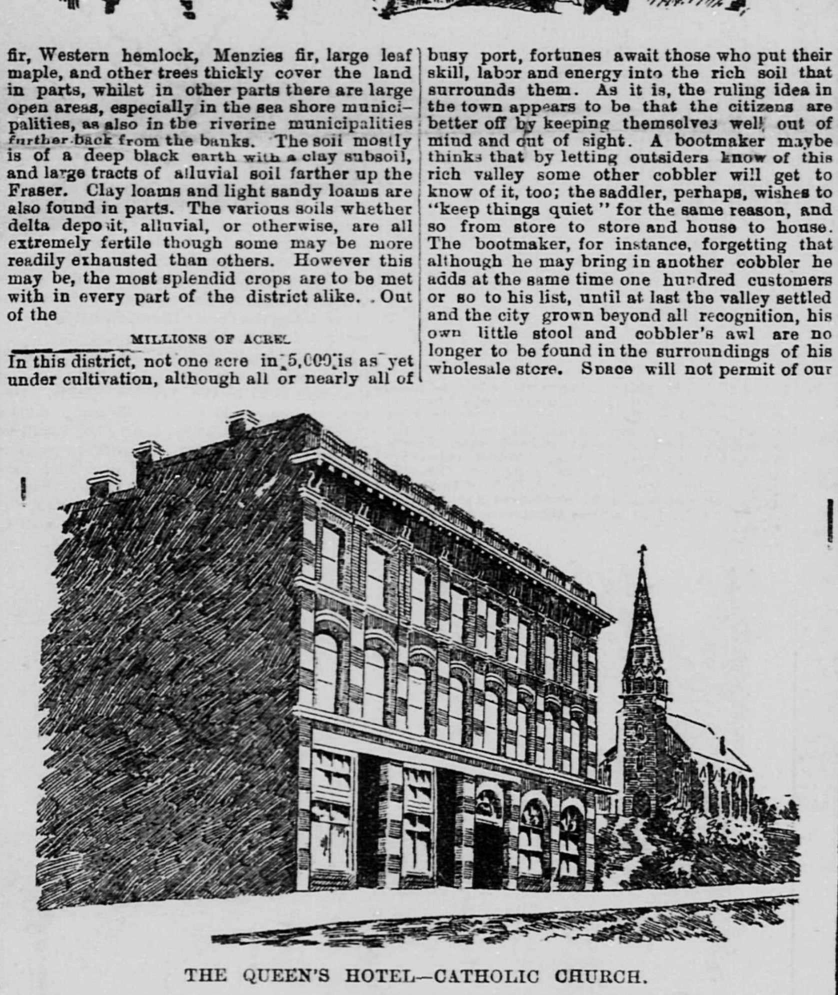
THE VALLEY OF "NEW WESTMINSTER DISTRICT"

Extends alongside the river from the sea to the rapids with an average breadth of ten to fifteen miles. The surface of the whole valley is low—indeed, very little above the sea level. At times, especially for a short time in early summer, the upper Fraser river in the New Westminster district overflows a portion of the lands during high freshets. And perhaps for a few hours at a time, two or three times in the winter the sea may cover some portions of the lower delta for a depth of two or three inches. To permanently reclaim these rich tracts of land, therefore, all that is necessary is the construction of a few small dykes, a mere bagatelle to the clearing of the forest as in other parts of British Columbia, or even to cleaning out the "Monte" in some of the richest parts of California. The climate is sufficiently moist without being too dry. Malaria is unknown. The giant cedar, Douglas

fir, Western hemlock, Menzies fir, large leaf maple, and other trees thickly cover the land in parts, whilst in other parts there are large open areas, especially in the sea shore municipalities, as also in the riverine municipalities farther back from the banks. The soil mostly is of a deep black earth with a clay subsoil, and large tracts of alluvial soil farther up the Fraser. Clay loams and light sandy loams are also found in parts. The various soils whether delta deposit, alluvial, or otherwise, are all extremely fertile though some may be more readily exhausted than others. However this may be, the most splendid crops are to be met with in every part of the district alike. Out of the

MILLIONS OF ACRES

In this district, not one acre in 5,000 is as yet under cultivation, although all or nearly all of



THE QUEEN'S HOTEL—CATHOLIC CHURCH.

the Fraser river delta is "taken up." Land cleared, and more or less under cultivation, may be purchased here for from $25 to $60 an acre, according to location, etc.

The yield will bear comparison even with most parts of California. The yield per acre being:

Oats, 50 to 120 bushels; barley, 40 to 80 bushels; hay, 2 to 4 tons; turnips 40 to 75 tons; potatoes, 8 to 30 tons; wheat, 40 to 75 bushels, according to soil and cultivation.

The current prices are oats, barley, wheat at $30 per ton; hay, $18 to $25; potatoes, $20 to $25; carrots, $15; eggs average from 25 to 50 cents, chickens by the dozen $6 to $8; turkeys, 30 to 35 cents a pound; home dairy butter, 25 to 30 cents a pound; home cheese, 15 to 18 cents a pound. Rich crops are often realized even without cultivation, or at least cultivation not worthy of the name—thus a yield of three tons per acre of timothy in the twelfth crop. A yield of eighty bushels of wheat per acre is also on record.

Hops do remarkably well here, as also do all fruits of temperate climate.

The district, also, is particularly well-adapted to dairying. Good natural hay and grasses abound on the open lands, animals thrive well, and there is no doubt that stock raising will shortly receive the greatest encouragement and attention. In an interview with Mr. Van Bramer, a resident here for a quarter of a century and more, we ascertained that out of three or four millions of acres of fine agricultural land on the Fraser river delta and vicinity, not one-eightieth part was as yet under cultivation. Here farms might be bought at from $40 to $60 an acre—that is, farms under cultivation, having say 200 out of 500 acres down in timothy—that would produce $40 per acre per annum clear, without doing anything beyond sitting down and seeing the grass grow!

Hay, now $18 a ton, he estimated would be $25 a ton before Spring. The yield will average 3 tons to an acre, and will cost $4 50 an acre to cut and bale.

There is no snow worthy of mention. The cattle require no housing and no feeding except, of course, the milch cows, which have to be fed a little. It is

"A BURNING SHAME"

That this valuable land should be lying waste and crying aloud for cultivation just for the want of a little printer's ink to let the starving tenantry of the old countries know what a bonanza awaits them here. Any farmer struggling to make both ends meet and to pay his rent, who will sell out whilst he has anything left to sell, and will bring out with him even two or three thousand dollars—say £500 or £600 even—in 10 years may be a comparatively rich man.

There is plenty of land under cultivation in California to be bought for $200 an acre, that will produce that amount clear per annum, a man thus

PAYING FOR HIS FARM OFF ONE YEAR'S CROP.

But here he can do the same off one year's crop by giving $40 an acre, instead of $200. Now, suppose he invests $10,000 in California land at $200, he will have purchased fifty acres, but if he invests $10,000 here at $40 an acre, he will have purchased 250 acres. Now, the market here at present is comparatively small, the land not settled up, the towns in their infancy; but with the magnificent future before British Columbia, the rapid development of the country, that must follow the construction of the new lines, there is far greater certainty that the Fraser river delta will be worth $200 an acre ten years from now than the California land above referred to will be then worth $300 an acre; but take these figures, the $10,000 investment in California will have grown to $15,000—that is, a profit of $100 an acre for 50 acres, whilst the $10,000 investment here will have grown to $40,000—that is, a profit of $160 an acre for 250 acres.

To any thinking man there can be no doubt that the three cities of British Columbia are on the eve of a very abnormal and lasting growth. As the natural center of the first agricultural district of the province, New Westminster will undoubtedly hold her own amongst the trio. A shipping port lying in the midst of

THE LARGEST COMPACT AGRICULTURAL DISTRICT

Of the province, on a navigable river sheltered at the mouth and traversing the whole of the rich agricultural valley for a stretch of some hundred miles or so, is bound to increase in like ratio with her sister cities whatever may be their growth. Every brick laid in Vancouver, every enterprise started in the province should be a matter of rejoicing to the royal city. The sooner will necessity bring settlers to till the soil of her rich valleys, the sooner will she reap to the full the advantages of adding granaries and woolen mills to her canneries and sawmills till the latter, now so prominently forward, will sink into utter insignificance, lost in the surroundings of the products of the soil.

The only thing New Westminster wants is a little

LEAVEN FROM THE STATES

To see to it that the world knows that there is such a place, and that within sight of her busy port, fortunes await those who put their skill, labor and energy into the rich soil that surrounds them. As it is, the ruling idea in the town appears to be that the citizens are better off by keeping themselves well out of mind and out of sight. A bootmaker maybe thinks that by letting outsiders know of this rich valley some other cobbler will get to know of it, too; the saddler, perhaps, wishes to "keep things quiet" for the same reason, and so from store to store and house to house. The bootmaker, for instance, forgetting that although he may bring in another cobbler he adds at the same time one hundred customers or so to his list, until at last the valley settled and the city grown beyond all recognition, his own little stool and cobbler's awl are no longer to be found in the surroundings of his wholesale store. Space will not permit of our dwelling longer on the agricultural advantages of the district, but let us now introduce you to some of

THE CANNERIES OF THE FRASER.

We are bound to confess we entered the works severely prejudiced against those "tinned things" and emerged from the other end absolutely and entirely converted.

Everything is kept as clean as a prize dairy and any one who cannot enjoy a meal off canned salmon must have a screw loose somewhere.

A visit to the canning interests of the Fraser we rank as one of the most interesting features of our trip.

A spin down the Fraser river is a pleasant enough outing anyway, but when you have a jolly little steam launch all to yourself, the "Salmon King" as your pilot, and the most perfect day that ever an Indian summer produced, you possess a combination for enjoyment not often to be met with.

The whole stretch of the river is dotted here and there with busy fisherman in their skiffs and boats and picturesque canoes, whilst every mile or two the outline of some cannery, large or small, adds life and beauty to the scene. Here and there a stretch of level bank with Indian encampments, their white tents and rugged shanties standing out in bold relief, whilst the foliage of the forests that line the bank now in its brightest tints, give a warmth and color to the scene enough to turn an artist's head. The bright reflection of the red and orange maple leaves in the shining placid waters of the river, tempered here and there by the cold grey of the rugged mountains in the distance, combine to make a picture that will fasten itself upon your vision for a lifetime. If we had listened to Pencils we should have taken several days to accomplish the journey. At every bend of the river there was well-nigh a mutiny aboard because we would not stop to let him "slap it in."

Well, in due time, we arrived alongside the wharf and a

BEAUTIFUL SIGHT AWAITED US.

The last boat had just come in and was discharging its shining freight, whilst on the landing were carefully arranged in long rows some 2000 or more of the finest salmon that ever grabbed a fly.

Indians are employed to catch the fish by means of what is known as the "gill net," making quite a nice little harvest during the season. The company finds the boats, the nets, and all necessary outfit, and pays the Indians 10 cents each for all the fish (big or small) that they may bring in.

THE FISH

Are first transferred from the Indian's boat to the landing stage, from thence to the "counting stage," where they are all arranged in lines or rows and counted. They are then ready for manipulation and pass on from stage to stage going through the several departments with the same regularity as if passed through some huge machine—going in at one end of the cannery before they are yet cold and emerging at the other thoroughly preserved and enclosed in hermetically sealed cans, each weighing 1¼ pounds, labelled and packed in cases of 48 pounds to a case, all ready for shipment.

From the counting platform they pass one by one into the hands of the "splitter," usually a Chinaman, whose duty it is to split them open to remove the entrails and offal, the head, tail and fins. An expert Chinaman will readily "slit" as many as 3000 a day. All the heads and offal are received by a chute and carried thence into the gulf to be removed by the tide, whilst the salmon pass on to the cleaning bench where they are received by other hands and subjected to a thorough cleansing and rinsing by clean and sparkling water kept in constant flow direct from the spring; then on to a tank wherein is a slight pickle. Here they are rubbed and scrubbed with a brush till the slime and scales are all thoroughly removed. From thence they are transferred to the "fish knives." This apparatus is so constructed that a fish placed upon the bench is seized by a number of revolving knives, set at distances of four inches apart; thus, by one turn, cutting the salmon into lengths exactly to fit the depth of the can. From thence these divided portions are transferred to another bench where are arranged men armed with long, sharp knives, who deftly cut these divided portions into still smaller parts (lengthwise), so cutting them as not to interfere with the length of the pieces, which, by the "fish knife" apparatus have already been cut to the exact length of the can, but in a manner so that each can may secure the right proportion of the rich, fatty or underneath portion of the fish to accompany the fleshy or back portion. The fish thus cut up then reach the "filling table." Here

THE CAN FIRST MAKES ITS APPEARANCE,

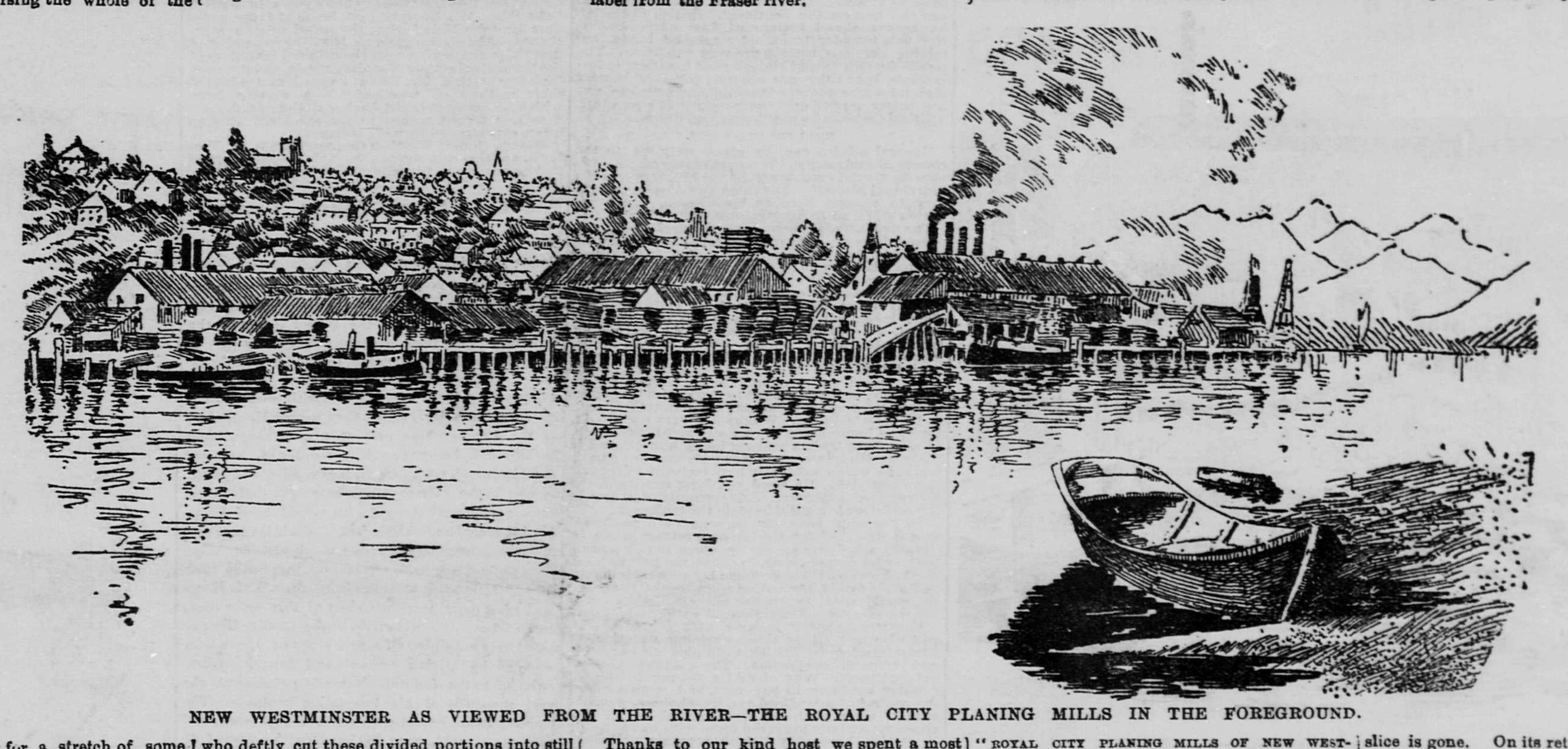
And each can receives a fair quantity of back to a proportionate amount of the fatty part, and so packed that they exactly and tightly fill the can. Then on to the "weighing department," where each can is "tested" to see that it is properly filled—in which case it weighs exactly 1 lb 4 oz. From thence to the "wiping table," where each can is thoroughly wiped and cleaned. Then on to the "toppers," who put on the covers ready for soldering. After this they are passed through the "soldering department." Here, by an ingenious contrivance, the cans gradually pass through a "crimper," which fastens down the covers, on through a chute, where the ends to be soldered pass over a wick filled with muriatic acid and water, fed by a fountain attached to the chute. Thus on through a narrow channel of molten solder, so arranged on a slope that the edge only of the can to be soldered rolls in the molten solder. From thence to another chute about 40 feet long, placed on a gentle incline. By the time the cans have rolled to the end of this chute the solder is cool and hard, and the can is thus hermetically sealed. The cans are then placed upon an iron tray or cooler—each holding 164 cans. This tray and its contents is placed in the "testing tank," where, through the application of water of a right temperature, any flaw in the can or soldering is quickly discovered. In case of a flaw the can is put on one side for inspection and remedy, and is then relegated to an inferior grade.

The sound cans pass on to the "boiling tank," where they remain in boiling water for 1 hour and 10 minutes at a temperature of 212 degs. From thence to the second testing tank, where they are put through similar tests. Thence to the "steam retorts," where they remain for 1 hour and upwards, according to the size of the fish, under a steam pressure of from 20 to 30 lbs., thus completely cooking the bones and every part, so that the entire contents of the can may be eaten.

The cans are then dipped into lye and water, and from thence are transferred to the cooling-tank, where they are again thoroughly cleaned. From thence to the "cooling-room" for 12 hours or so till they get thoroughly cooled off. After which they are tested again, this time by sound and "stacked" for 10 days or a fortnight in order to get thoroughly settled and cool. They are then retested again by sound and pronounced ready for "lackering." This is done to protect cans from rust, etc. They are then tested again by sound, after which they are labeled and boxed and the process is over.

WHERE NEXT THE CAN WILL TURN UP

It is impossible to say. Maybe in the capacious belly of a shark, or on the arid plains of an African desert; or, perhaps, the snow-capped peak of the wildest Sierra. In palace or in cottage, in the heart of civilization, or the furthest limit of our frontier line, no one ever expresses surprise at unearthing a can bearing a label from the Fraser river.



NEW WESTMINSTER AS VIEWED FROM THE RIVER—THE ROYAL CITY PLANING MILLS IN THE FOREGROUND.

Thanks to our kind host we spent a most delightful day on the Fraser and in our investigation of these interesting works.

But for her canneries what would the "enterprising West" be to-day? There has been an age of bronze, an age of iron and some say an age of wire, but we think that this age may with equal force be called

THE AGE OF TIN.

Our tin cans are the pioneers of civilization and of enterprise. What mighty results have been accomplished through their aid! The spot now is not of much value where a tin can has not found its way. Not long since a party of explorers found themselves after a terrible struggle and many privations, at the top of the highest peak of a new and apparently unknown region. Not a trace of civilization or of man had met their eyes for weeks and weeks. In the excitement of the situation the leader of the band mounted the pinnacle of a sloping rock and addressed his companions, pointing out the beauty of the scene, the rich valleys that stretched away beneath them, the gurgling rivulets, the well watered plains, and "spread himself" in his peroration upon the success that ever waits upon a noble perseverance and the pardonable spirit of rapture and pride that now filled their souls as they contemplated this rich region from a spot where never before the foot of man had trod. To emphasize his words he turned to wave his hand along the line of the magnificent horizon when his foot dislodged what he had mistaken for a stone, half buried in the scanty soil. It glistened as it rolled off from the slope of the rock. In eager haste the explorers picked it up and found——an empty can! History does not record, but it probably once contained a label from the Fraser river.

There are some twelve or fourteen of these immense canneries on the Fraser river, and besides the ordinary labor inside, it is from this source that the Indians mainly depend for their living, and as showing the effect upon this city, we ascertained that the Indians alone have been known to spend as much as $12,000 in one day in the city of New Westminster.

Now let us introduce you to the lumber interest.

"NECESSITY IS THE MOTHER OF INVENTION."

When residing under the shadow of the two "inventions" that wait upon the primary "necessities" of our Western pioneer life, it is almost impossible not to moralize. On the frontier, food and shelter are the two main demands, and canneries and saw-mills have solved the question of supply. Where would our Western cities have been to-day, but for these two inventions? It is certain that our pioneers could never have pushed on their lines, depending upon the ordinary food supply of by-gone days; neither could they have obtained the necessary shelter by the aid of the old-time saw-pit. Our lines have been extended so rapidly, and towns and cities have followed so closely, that even the modern saw-mills can scarcely turn out the lumber and ready-made material quick enough to meet the demand for buildings that seem to grow out of the very soil. We have just taken you through the home of one of Mother Necessity's children—the gigantic canneries of the Fraser—we will now endeavor to show you the home of another of her children, namely, the

"ROYAL CITY PLANING MILLS OF NEW WESTMINSTER."

Come out with us to the river bank near the railroad depot, for there we shall find the buildings we are about to visit, near and handy to current and tide, to road and rail—in addition to which the company has just now completed a new switch and carried a line of rails right through the very center of their yards.

Ah! See here. We are some distance yet from the mills, but already are there traces of the gigantic enterprise. These graded roads we are on, rising so many feet above the surrounding swamp, are nothing but layer upon layer of sawdust with wood and shingle foundations. Ah! Now we are getting nearer; winding and dodging round piles of planks and bundles of laths, a very labyrinth of gang-ways and paths. Piling and unpiling, one constant beehive of industry, one perpetual current of circulation. Yard-hands, with their quaint kind of truck—a sort of long, narrow, balanced barrow, with two little wheels in the center acting as a pivot—are loading up from the mill and carting to the piles; others are carting from the piles to the barges at the wharf or otherwise as occasion demands in busy succession, generally two men to a barrow. These are public roads running through the yards, but see the people are nevertheless cautioned on every hand: "No smoking!" "No talking to the men whilst at work."

Now come with us round here to the river front. See that "tug" away up the river? Well, you may notice she is towing some mass behind her floating on the water. Those are logs she is fetching down from one of the company's logging camps. Those logs will shortly be kraaled in the water enclosure, called by loggers

A BOOM.

There to the left of the boom is where they capture the logs and drag them in for execution. See! they're after one now. Just notice how those men with their long poles hop, skip and jump over the water from log to log and cut out their victim like a cowboy with a steer. Mark their graceful pose as they ride the unsuspecting log towards the trap prepared for it at yon dark and frowning opening. At last the massive log lies passive and obedient at the entrance to

THE OGRE'S CASTLE.

Hooks, made of the finest steel and fastened by couplings to an endless chain, seize the mammoth log in a close and firm embrace, and at a given signal away it speeds up the incline with no more to say about it than a bound fly drawn along the web to the spider's den. Following the log to the platform above, you will find some six or seven logs arranged in a row awaiting execution. At a given sign, for no one speaks in this mysterious chamber, a ready chain entwines itself around the trunk like some trained python and places it upon the execution carriage, with as much ease as you would lift a baby to your knee. Here the huge log, sometimes seventy feet in length, is securely placed in irons so that it cannot move or struggle in the coming ordeal. The gauge is set to any thickness. At another sign the carriage moves upon its deadly course. Upon its quick return you notice that a slice has been taken clean off the side of the log; the gauge is set again, again it speeds along—another slice is gone. On its return the python again seizes it and turns it round on to its flat, cut surface. The next side is then treated in the same way, and thus till all four sides are square. The gauge is then set to the required thickness, so that the piece to be sawn off will exactly fit the "gang saw." Again the carriage passes up the track, this time depositing a squared and massive piece of timber on the rollers beyond. These rollers take their burden straight to the opening of

THE GANG SAW.

Hitherto the saws whose work we have been watching have been two circular saws of 60 in. diameter, set one above the other so as exactly to meet in their line of cut. The gang-saw that now takes up the game is an ingenious contrivance, whereby a given number of saws work together in a gang—the motion being up and down instead of circular. In passing through this mill the timber is entirely segregated at one passage, being cut into as many boards as there are saws at the required thicknesses (1 inch or 2 inch, as the case may be, according to the distance the saws may be set apart).

Thus, in a few minutes after the huge log is seized in the "boom" at the bottom of the "drag," it emerges at the other end of the mill cut into boards of a staple thickness and width and carted off by the yardhands to be piled or shipped as directed from the office.

The gang cuts 28-inch boards at a time, and turns out some 50 to 60,000 feet a day! It is one continuous system; no department has to wait for another, and no one can stand idle for a moment.

Now, let us walk round and see some of

THE SIDE SHOWS,

For there are a number of other wonderful machines here, and perhaps more than your imagination has dreamed of.

Here, for instance, is a "shingle mill," a circular saw that just snips off shingles of the required thickness and shape to the tune of 30,000 a day. This requires only two men to work, viz., a man to watch the setting of the

NEAR THE FOUNDRY.

gauge after each stroke of the saw, and a boy below who takes the shingle as it falls and puts it under the "trimmer," and works with the same regularity as the machine itself. Here are the lathe men that turn out—we are afraid to say how many an hour. Then on through the "factory." Here is a mortising machine, whilst here is the machine that makes the tenon to fit in the mortise. There is the "moulder" and there is the "shaper"—a very ingenious contrivance for moulding circles or Gothics, and the like. Indeed, wood may be moulded by this machine to any shape that may be designed, such as fancy mouldings for eaves, cornices, and the like.

There is a "diagonal planer" for finishing off doors. In passing through this machine the doors come out not merely planed but rubbed off with sand paper.

Then we pass on to the "door-clamp;" that machine close by is the "buzz planer" for making circular mouldings, beveled edges and the like. Then pass we up into the finishing room, where are seven benches with men hard at work finishing off and fixing together doors and window-sashes, ordinary or extraordinary, Gothic, or Norman, Queen Annie, or Eastlake. You may notice some over there for a new church in Winnipeg. Now, on through the turning-room, where they are turning out balusters and newel-posts, curtain-rods and bed-posts, crooks, floats for fish-nets, and no one knows what all. Then on through the glazing room. Over there you may notice some plate glass. This is the first carload of plate glass ever shipped to this city.

There are the drying houses, seven of them in all, with thousands of feet of steam-pipe coiled under the floor.

Over there are the machine and workshops employing one chief and three blacksmiths and three machinists. Here is a small engine to drive the turning lathe, the steam drill, etc. That planing-mill you see has just been brought in to undergo repairs. Then there is the filing room where three men are kept constantly engaged in filing saws. Then the knife-grinding room, where all the edged tools are sharpened. Here you may stand and watch the sparks fly from the emery with the same pleasure as any boy over his first Catherine wheel. Over there is the "cook house" where all hands have their "grub;" beyond you may just see the "cabins" where the single men may secure a room, rent free, if they so desire. Next the "cook-house" is the general store belonging to the works; but we really cannot show you half there is to be seen here. We must, however, let you have a peep at

THE ENGINES

Before we go. There are five engines altogether and six boilers. The largest engine is about 250 horse power and has a 14-inch cylinder and 42 stroke. The fires are kept going all night because of the drying rooms. The furnaces may be said to be self-supplying, for the sawdust from the mill is the only fuel. This is brought down a chute direct from the saw and three men are engaged in feeding the fires.

We should mention that the Royal City Planing Mills have

TWO FULLY EQUIPPED SAW MILLS

Here, one for local trade and one for foreign, as also another at Vancouver. The company has decided also to erect another mill up the coast capable of cutting 200,000 feet a day, to be devoted exclusively to export business. The company, however, already employ some 400 men, and their enterprise is far reaching. We noticed cars loading for Montreal, to the Barney Smith Manufacturing Co. at Dayton, Ohio; to Winnipeg, Calgary, Brandon, Port Arthur and other distant points. With reference to the home market we may mention that they make all the boxes for the canneries, having a regular box department, thus pulling hand in hand with their sister pioneer industry.

The company also has three steamers for towing logs from their logging camps, and keep a fluctuating stock here valued at from a quarter to half a million dollars. Such, then, are a few particulars of one of the chief industries at New Westminster—indeed of the province. No one can pay a visit here without deriving a very great deal of pleasure as well as information, and will be sure to experience a most hearty and cordial reception from Mr. John Hendry, the courteous manager, as well as every politeness and attention from the employees.

In addition to the above industries a

WOOLEN MANUFACTORY

Has been established here under a bonus from the city of $1,000, and $3,000 from the province. Close by is the

NEW WESTMINSTER FOUNDRY,

Having Mr. Robert Law as proprietor. All sorts of general foundry work is done here, such as the casting of cogwheels and all sorts of casting and the like. It is at present the only foundry on the mainland.

Besides the undoubted future before this place as the great agricultural centre and all that is implied by that phrase, we should not forget to mention

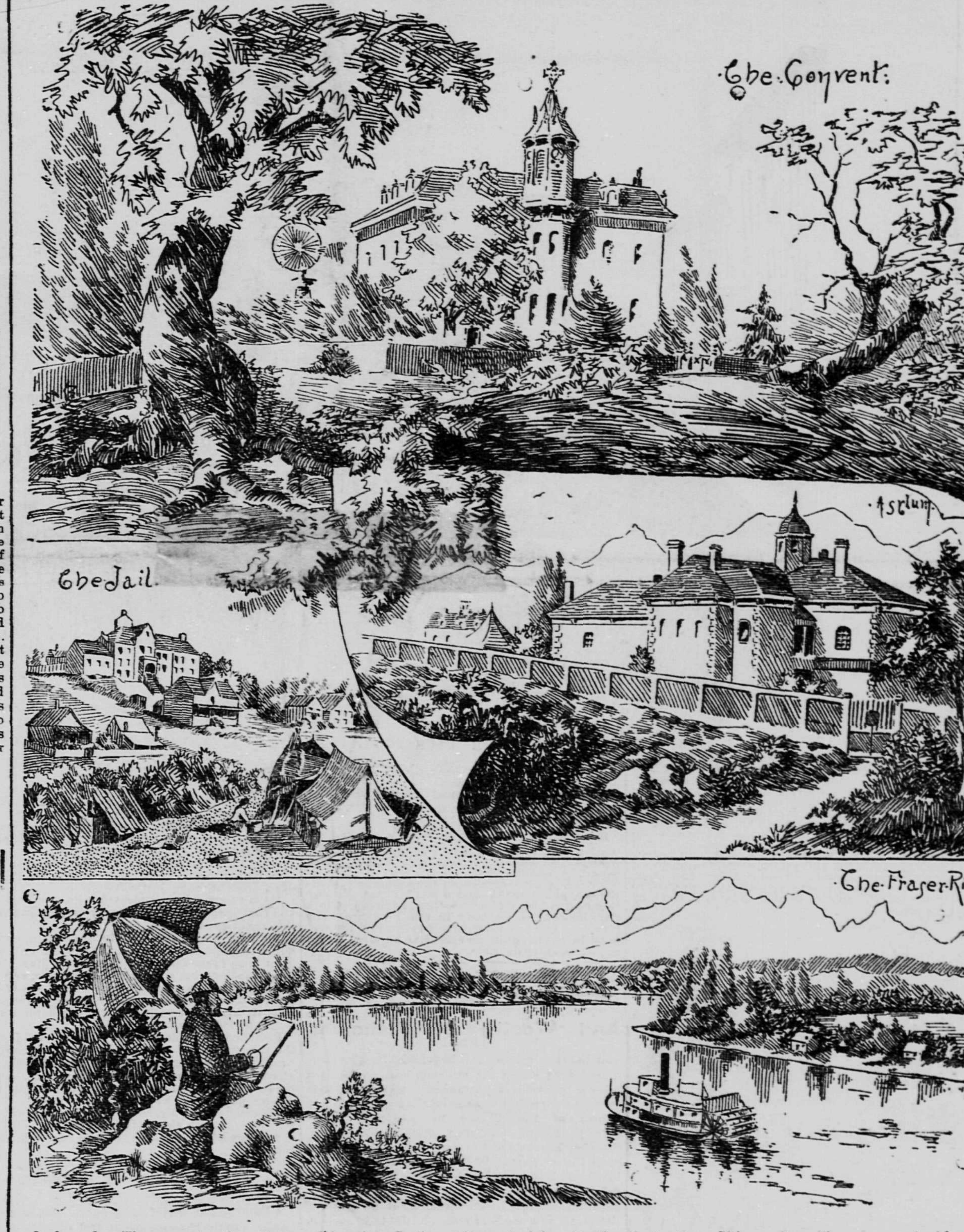
A FEW OF THE PLUMS

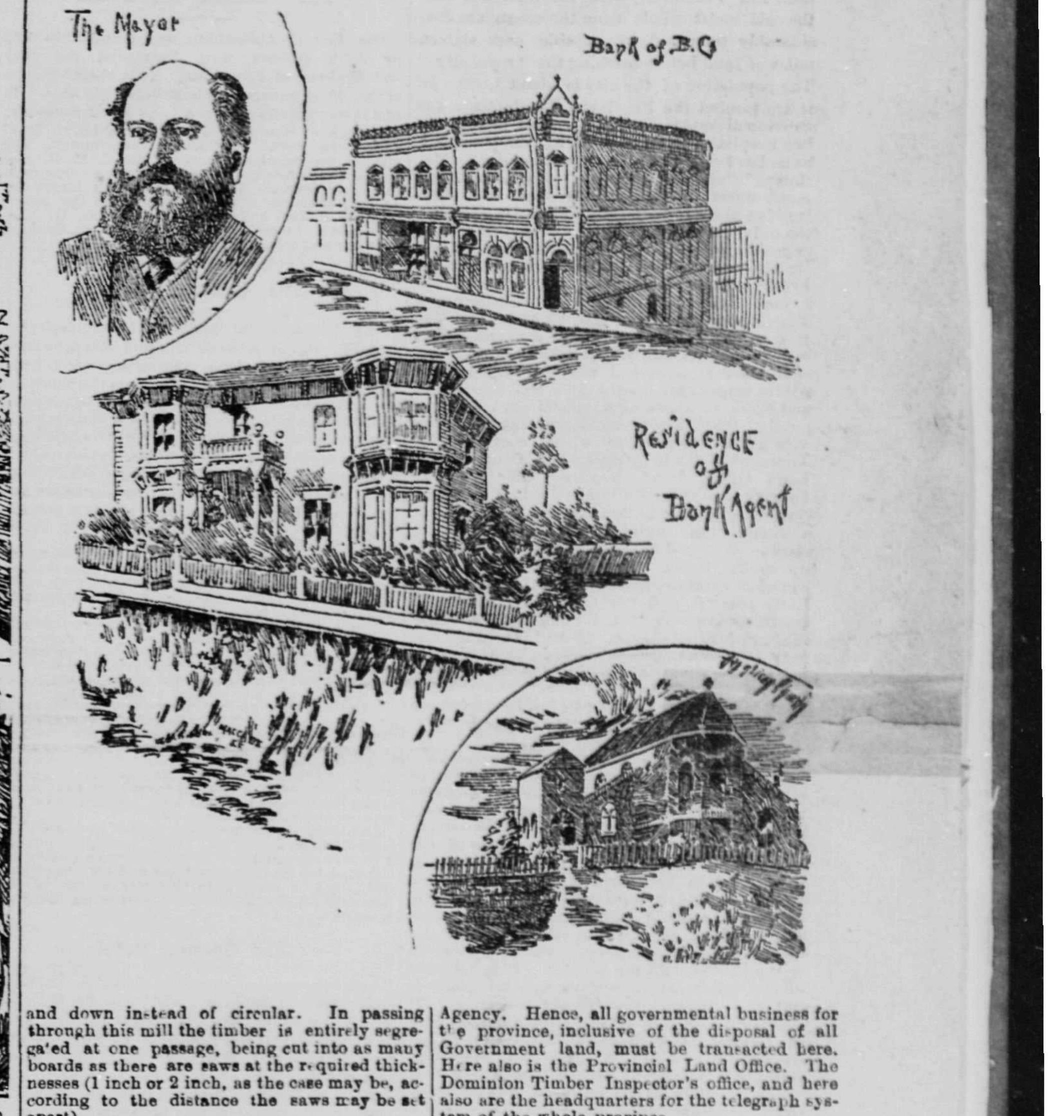
That already fall to New Westminster's share. Here, for instance, is one of the Dominion Penitentiaries, and when we consider that there are only five in the whole Dominion, some idea of its importance may be formed. Then here also is the provincial prison, the insane asylum and the State hospital, besides a convent, a large hospital attached thereto, and a convent school.

Here also resides the Anglican Bishop of the Diocese and the venerable Archdeacon.

Now prisons and asylums may not be very interesting institutions, but they all have to be provisioned, and help accordingly to fill the pockets of the merchants; for it must be remembered that prisoners and officials alike require food and clothing. Such large and important buildings and institutions, moreover, are not placed by the Dominion Government except in positions that command them both at the present time and as looking to the future.

Again, here is the Dominion Land Office for this province, as well as the Local Government





Agency. Hence, all governmental business for the province, inclusive of the disposal of all Government land, must be transacted here. Here also is the Provincial Land Office. The Dominion Timber Inspector's office, and here also are the headquarters for the telegraph system of the whole province.

THE WATER

Is supplied at present from springs found in the adjoining hills, as pure as crystal and as cool as can be imagined; but a scheme is now under consideration for bringing the water from Coquitlan lake, a natural reservoir of the most perfect water and sufficient to supply a city as big as London itself with her 5,000,000 inhabitants. This scheme can be carried through readily and at a very small expense. Such then are some of the more salient points of interest centering round New Westminster. The Royal City with its houses and stores will be found more minutely described in another article.

We trust we have said enough to indicate

THE IMPORTANT POSITION

That it holds and will continue to hold in this magnificent province.

Her forests and her fish are practically inexhaustible, her agricultural land is only equalled by its unexceptional facilities of location, and in fact, the Royal City lacks but one thing to make her rich, powerful and great, and that is for the world to know of her existence.

The Brunette Saw-Mill.

One of the largest and most picturesque sawmills in the Province is situate on the Fraser river to the northeast, just outside the city limits of New Westminster. Going thitherward by road about a mile from the postoffice, you come to the spot where in years gone by the Royal Engineers had their headquarters, still known as "The Camp," and even yet marked by the debris of their huts. Here you may well rest awhile, for you have a most charming view both of the river, which takes a sharp bend at this point, and of the mountains, which here present a most striking appearance, with their rugged peaks and sugar-loaf cones, extending back into the extreme distance, and evidently in some instances reaching to a great altitude. In front and below you, nestling in the valley close alongside the river, is the mill of the Brunette Company. The large white building just beyond is the Laidlaw Cannery, one of the two on the Fraser river under the management of of Mr. J. A. Laidlaw; this cannery, in fact, being his own property entirely. So close together are the mill and cannery that at first you may almost mistake them for one enterprise. The mill, until lately, was owned by De Beck Bros & Co., and has only been recently incorporated as a limited liability company.

We were much pleased with our visit. Everything is in first rate order here. The main engine, 16x18, was built at the Albion Iron Works at Victoria. This engine is engaged entirely in driving the saw. Another engine, 12x18, attends to all the rest of the work, namely, the two trimmers, the two planers, the edger, the shingle machine, the joiner, the bench saw and two sawdust conveyers.

The water is conveyed in a conduit pipe from a reservoir on an adjoining hill, by which means they not only secure all the water they require without any pumping, but owing to the altitude of the spring they secure great pressure and can carry a large jet from the hydrants over any part of their buildings. A tidal stream, the Brunette, cuts in at the back of the mill, which is of great assistance, as by bringing the booms up this stream they are enabled to feed the mill from the rear. As a result of this the lumber is continued down the rollers in a straight line direct from the saws to the steamer or scow at the wharf, thus saving considerable labor. The refuse wood and sawdust is also taken direct to the furnace by means of a chute, in which works an endless chain with slats at short intervals, thus continually shoving along the refuse placed in the chute, and dumping it into the furnace. Until recently all this work had to be accomplished by hand. Here we saw the "Ewert link" in use for the first time—an ingenious contrivance by which links may be taken out or added at pleasure, and without the smallest trouble. This mill turns out a great many boxes both for the fruit trade well as for the canneries. The company also manufacture here everything necessary for finishing off a house, such as all sorts of mouldings, gutters, rustics, gothics and the like, and have a large stock on hand of rough and dressed lumber. They fill also any orders for doors, windows, mouldings, shingles shakes, laths, etc., as well as all sorts of turning, scroll sawing or anything in the wood line for building purposes at the lowest rates.

Eastern men would be rather surprised to see some of the boards turned out here, four feet and upwards in breadth being nothing uncommon. The company's wharf is over 600 feet long here, and the water deep enough to accommodate an Allen liner.

They have also a very handy tug, christened the Iris, as well as several scows, and deliver at any point up or down the river.

They turn out about 30,000 a day. Their export trade lies principally at Calgary; but they also send a considerable shipment to Toronto.

The company keep a fluctuating stock at their Brunette mill valued at from $10,000 to $12,000. In connection with the mill is the usual "cook house" and cabins, as well as a store supplied with a general line of groceries, provisions, blankets, clothing, and the like.

The company's logging camp is situate at Mud Bay, about thirty miles distant, and the company are also opening up another at Pitt Lake.

The company have also established a branch yard at Vancouver, where they carry about $6,000 worth of stock. A telephone connects the two offices. The local market keeps the mill very busy, but there is no doubt that a large foreign sea trade might be done here, seeing the advantages of the unique river facilities by reason of its protected mouth entering into an inland sea, and the great depth of the waterway.

THE BRUNETTE SAW-MILLS AND LAIDLAW'S CANNERY.

NEW WESTMINSTER.

Continued from Fifth Page.

New Westminster.

Until a year ago, Westminster was the only city on the mainland of British Columbia, and by far the most important trade center. Vancouver is now a city of great possibilities, and will doubtless take a share of the provincial trade from her sister on the Fraser. Because one hears so much about the city of Vancouver, however, it by no means follows that it is the only place on the mainland worthy of special notice. The city of Westminster is on the Fraser River about sixteen miles from its mouth. The site was chosen by the late Col. Moody, of the Royal Engineers, and the choice is certainly most complimentary to his judgment and foresight. The bank of the river at this point rises gradually to a hight of between two and three hundred feet, and the situation of the city is both beautiful and very healthy. Mount Baker, in Washington Territory, is easily seen, and to the east are the coast ranges, forming a fine background some magnificent stretches of landscape. The climate here is much the same as that of Victoria and Vancouver, with the difference that the cold moist winds from the ocean are considerably tempered by passing over sixteen miles of land before reaching the "royal city." The population of the city is about 4,000. In it are located the Provincial Penitentiary, the Provincial Asylum, a large central prison and two hospitals. Nearly all religious denominations have churches and regular services. The Roman Catholic Church is the largest and handsomest in the city. The Church of England is a massive stone building, and it possesses the only chime of bells in the province—the generous gift of Lady Burdette-Coutts. There are also commodious churches belonging to the Presbyterians, Methodists, Baptists and Reformed Episcopals. There is a college under direction of the Episcopal Church, and the Roman Catholics have a large convent and a college for boys, as well as a fine hospital just completed at a cost of nearly $20,000. The public schools are graded and well conducted, and there is also a high school for advanced pupils. The Postoffice and Customs Office is a substantial brick block which cost $20,000. There are also a large drill shed, Court House, Land Office, Land Registry Office, Public Library, and other buildings devoted to public purposes. Hitherto the city has been without a commodious public hall, the drill shed, skating rink, and Firemen's Hall being scarcely up to the times. An opera house is now in course of erection, however, capable of seating 1,000 persons, and the Odd Fellows are also erecting a large public hall in their brick building. For fifteen years, up to 1881, there was very little advancement made in Westminster, but for the past six years it has been going ahead steadily. There is more money being spent in building this year, by far, than has been spent during any former year of its history. Most of the new business places are of bricks, and many of them present a very substantial and creditable appearance. At the present time there are no fewer than ten brick blocks in course of erection, some of them being very large and costly. In these there will be accommodation for about twenty stores. One of the blocks will cost $30,000, and is the largest single brick block in the Province. In addition there have been erected this season a large number of residences, some of which are very handsome. The people of Westminster claim for their city many important advantages which other cities in the Province do not possess. It is situated on the Fraser, which always has been, and is still, one of the great avenues of commerce. It is also connected by a short branch railway with the Central Pacific Railroad. Having both the river and the railway, it is the most accessible market for the people, especially of the Fraser valley, which is largely settled, and is acknowledged to be the finest agricultural district in British Columbia. It is expected that the northern extension of the American railway system will connect with the Central Pacific Railroad at Westminster. The line from Seattle to the boundary has been laid out, and the Westminster Board of Trade holds a charter for the connecting line between the boundary and the city. A steam ferry or bridge across the Fraser will enable traffic to reach the Central Pacific Railroad without breaking bulk. The river is navigable for ships of moderate draught, the lowest water at the entrance being 14 feet at extreme low tide, and about 24 feet at high tide. It is navigable for stern-wheel steamers for 100 miles above the city. The Canadian Government is now engaged in improving the river mouth, and within a year or two it is expected the entrance will be deep enough to admit any vessel afloat. The advantages of a fresh water harbor are too well known to require explanation. Wharves built on piles at Westminster will stand for thirty years, whereas in salt water they are destroyed by the teredo in about five years. At Westminster the rise and fall of the tide is only about six or seven feet, which means a very great saving in the cost and trouble of transhipping freight. This city is also the center of the fresh fish and fish-canning industry. There are twelve canning establishments on the river within fourteen miles of the city, and two establishments for shipping and freezing fresh fish. The city is surrounded also by extensive tracts of valuable timber, and it has three large sawmills and a large and very complete factory for producing sash, doors, and furniture. A woolen mill (the only one in the Province), has been built and put in operation this season. The city is lighted with gas, and will be supplied with electric lights before the end of the year. The central office of the Canadian Pacific Railroad telegraph system is situated here, and connects with the Postal Union. This office gives employment to sixteen operators, and is by far the most important in the province. Steamers make daily trips from Westminster up the river, and there are two steamers plying regularly to Victoria, one to Nanaimo, and several to Vancouver. The Canadian Pacific Railroad gives a daily train service from the main lines, and two trains a day between Westminster and Vancouver. The people of the royal city claim that there is no city in British Columbia more favorably situated for trade and expansion, and that the future to them is very full of promise.

Churches and Schools.

In 1859 the first bishop of Columbia was consecrated, the Right Rev. George Hills. The Diocese of Columbia at that time being coterminous with the Province inclusive of Vancouver Island. The bishopric and two archdeaconries were endowed by Miss (now Baroness) Burdett-coutts. In 1870 the original diocese of Columbia was divided into three—Columbia, Caledonia and New Westminster, Bishop Hills (of Columbia) receiving as his diocese the Island of Vancouver, Bishop Ridley being consecrated for the diocese of Caledonia, comprising the northern portion of the mainland, Bishop Sillitoe taking his title from the royal city, his diocese being the southern part of the mainland.

The total number of the clergy of the Church of England is now thirty-eight.

Other religious bodies—the Roman Catholics, Methodists, Presbyterians, and Baptists have their ministers and places of worship, not only in the larger towns, but as well in the outlying agricultural districts. The system of education is that known in the eastern provinces of the Dominion—the free school system. There are, however, good private schools for both sexes.

THE DELTA PACKING HOUSE—J. A. LAIDLAW, SUPERINTENDENT.

Bank of British Columbia.

This bank opened here for business in 1863. It was closed in 1867 and opened again in 1878. Through the rapid development of the district it has now quite outgrown its building, and will shortly move into the handsome new banking house just erected on the corner of Columbia and Mary streets, a sketch of which building will be found in these columns. From the opening in 1863 until the present time, Mr. Isaac B. Fisher has been the trusted agent at this branch, and has secured for himself in the interval an enviable reputation, being highly esteemed and immensely popular with his customers and fellow-citizens. A sketch of Mr. Fisher's house also appears in these columns, Mr. L. L. Doane fills the position of accountant We have referred at greater length to this banking establishment in our articles upon Vancouver.

The "British Columbian."

The *British Columbian* was founded in 1862 by John Robson, now Provincial Secretary and Minister of Education. It is, therefore, one of the oldest newspapers in British Columbia. In 1876 it was purchased by a joint stock company, and changed from a semi-weekly to a daily. It also issues a weekly edition for the country. The *Columbian* regularly receives the C. P. R. and Postal Union telegrams, and presents a very creditable appearance. It claims to have a larger circulation than any other newspaper on the mainland of British Columbia. D. Robson, B. A., a graduate of Victoria University, Cobourg, Ontario, is editor and manager,

The Colonial Hotel.

One of the principal buildings in the city is the Colonial Hotel. It is the largest and best appointed hotel on the main land, making up some 80 beds. On the ground floor, entering from the sidewalk, and communicating also with the hallway, is a fine commodious office, used also as a smoking and reading room. At the rear of the office is a large billiard room holding three tables, and here also is a well appointed bar. The dining room is on the floor above and is arranged to accommodate fifty people at a time. On this floor also is a well-furnished parlor with an excellent piano by Henry Miller, of Boston.

The bedrooms are lofty, light, airy and comfortable, and in fact, the whole house at once inspires you with a confidence that here you may make your headquarters with quiet and enjoyment whether on business or on pleasure bent.

The house is fitted with every modern convenience including a telephone. A French *chef* looks after your inner man, as only a French *chef* knows how, whilst the service is excellent, the linen of the finest and at all times kept spotlessly clean and well laundried. The waiters are bright, attentive, civil and polite. In fact, your every want is studied and everything is done to make your stay pleasant and agreeable. Mr. Luke Pither, the excellent proprietor, has his eyes everywhere, and of course to his controling influence is due the smooth working of the House and the perfect satisfaction of his guests. He came originally from New York State, about eight years ago, but only entered upon his present enterprise in April last.

In paying a visit to British Columbia—even if the intention is merely to "pass through"—tourists will miss a great deal if they fail to pay a visit to this city and see its beautiful river and thriving industries, and in coming to this city a stay at this pleasant hotel will be not the least of its many attractions.

The Queen's Hotel,

Of which a sketch appears in these ns is approaching completion, and will be quite an acquisition to the city. It is of a pleasing style of elevation externally and is commodious and well planned and fitted with every modern improvement.

Mr. G. W. Grant, of this city, is the architect, and must be congratulated upon his work.

It is a three-story brick building situate on the corner of Columbia and Clement streets. It contains 45 chambers, large dining-hall, bar and, billiard room and offices, a gentleman's sitting-room, a ladies' parlor; and is moreover supplied with closets and bath-rooms on each floor.

We ascertained when in the city that the house was in the market for lease for a term of five years at $200 a month, with a reduction for the first two years. If still in the market there is an excellent opportunity here for any wide-awake hotel man. It is the property of Mr. Duncan, of New Westminster.

Woods, Turner & Gamble

Have the leading real estate business of the city. Their office is situate on Columbia street, close to the Colonial Hotel.

Messrs. Woods & Co. have several very large estates under their management. For instance, that of J. R. Foord, about 10,000 acres, mostly agricultural, and other large estates, comprising farming, grazing and dairying lands, as well as valuable city lots, mining lands, timber claims, and indeed properties of all sorts. They also hold several valuable agencies, amongst which may be mentioned the Western of Toronto, the City of London and the Ætna of Hartford, fire insurance; the New York Life, the Travelers' Life and Accident of Hartford, life assurance.

They are agents also for the Dominion Express Co., whose business extends from New Westminster to Montreal, connecting in Montreal with the National Express Co. for Eastern points.

Messrs. Woods & Co. inform us that a very large quantity of fish and produce was shipped during the last season to Eastern Canada through this company.

Probably no one has a more intimate knowledge of the country than Mr. Woods, his business as a land surveyor not merely taking him into all sorts of nooks and corners, both far and near, but insuring more careful observation than when traveling through the country merely on pleasure bent.

Intending settlers and others visiting this city can, we are sure, depend upon receiving reliable and valuable information as to the district and its resources upon application to Messrs. Woods, Turner & Gamble.

G. W. Grant

Is the chitect of the two largest business blocks in the Province, namely, the Masonic and Odd Fellows' Block, in New Westminster, and the Wilson Block in Vancouver. The principal buildings erected by Mr. Grant in Victoria are:—The residences of Captain Grant, Mr. T. B. Humphries and Mr. James Huthinson. In New Westminster: the Masonic and the C. S. Scoullar blocks, and the residential houses of Mr. John Henry, Mr. T. R. Pierson and Mr. W. J. Armstrong. In Vancouver: the Wilson block and the private residence of Mr. W. B. Wilson. We congratulate Mr. Grant, both upon the excellent character of the work as well as the pleasing style of elevation, careful planning, and general management. Mr. Grant is a thoroughly wide-awake business man, who knows what he is about and possesses withal the energy and capacity to carry his views into practice. Mr. Grant reports that the building prospects for the coming year are very bright indeed.

D. S. Curtis & Co.

If any of our readers should at any time find themselves at all "under the weather" when in New Westminster, we would advise them to go right straight to the "Medical Hall" on Columbia street, near the Colonial Hotel.

Mr. Curtis not only keeps the best and most reliable drugs, but himself, personally and carefully, compounds the prescriptions. In fact, he has the largest prescription business by far on the mainland. Mr. Curtis has the entire confidence of all the local doctors, and is recommended by the faculty, both far and near. He does a very large wholesale and retail business here, and his drug store is the largest and best fitted in the city. Here also will be found a full assortment of all articles usually kept in a drug store—toilet articles, perfumery, patent medicines and the like.

Mr. Curtis came to New Westminster 13 years ago from Ontario.

He is a member of the City Council and holds the position of Chairman of the Finance Committee. He also lately held the office of Secretary to the Board of Trade.

H. T. Read & Co.

One of the handsomest stores in town is that of Messrs. H. T. Read & Co., who occupy the center of the imposing new Masonic Block. A sketch of this building will be found in these columns and Messrs. Read & Co.'s Hardware store will be noticed as the center of the three.

Here will be found a very large and general line of Hardware, Carpenters' and all other trade tools, agricultural hand implements, such as harvest tools, spades, forks and the like, loggers' implements, saws—crosscut and others—paints, oils—lubricating and otherwise—ship chandlery, plated articles, cutlery, brushes, rope, bear and beaver traps, and in short every thing usually carried in a large hardware establishment. Messrs Read & Co. do a large business up country from whence goods may be ordered by mail and sent C. O. D. by express.

D. Drysdale & Co.

Occupy the finest dry goods establishment in the city, having secured the corner store in the new and imposing Masonic block. A sketch of this building appears in these columns, and our readers will notice that Messrs. Drysdale have taken the first store in the block. Here will be found a large, varied, and most complete line of dry goods, and everything usually carried, or included under that denomination. Mr. Drysdale is a man of much enterprise and thoroughly at home in his business, and it is evident after an inspection of his stock and comparison of his prices that he not only knows how to please his customers as an excellent salesman, but how, when and where to buy to the best advantage in every way. The new and comodious premises in the Masonic block will unquestionably add not a little to his own business, to the comfort of his customers, and to the credit of the city.

Walker & Shadwell.

Among the retail stores we must not forget to mention the Au Bon Marche on Columbia street. Here may be found a full line of dry goods of every imaginable article usually carried under that denomination, as well as gentlemen's furnishing goods, making also quite a specialty of gentlemen's hats. They have quite an extensive stock of ready-made clothing. Messrs. Walker & Shadwell are not only careful, obliging salesmen, thoroughly conversant with their business, but from a personal inspection of their stock it is evident to us that they know also what to buy and how to buy it.

They have a large trade, not merely in town but in the agricultural districts and in the towns up the line, whence orders arriving by mail receive immediate attention, the goods being forwarded C. O. D. by express.

The Globe House.

One of the handsomest stores in town is that of Mr. W. Rae, as above, on Columbia street. Here also may be found, perhaps, the most extensive stock of dry goods on the mainland, including jackets and skirts, ribbons and dresses, umbrellas and hats, as also a large line of gentlemens' furnishing goods, making particularly also a specialty of millinery. Mr. Rae is evidently a go-ahead, enterprising man, thoroughly at home at his business, and as capable a buyer as he is a painstaking, courteous salesman. The busy appearance of his store bespeaks his popularity. He carries on a large business with the inlying country and places up the line receiving orders by mail and dispatching goods C. O. D. by express. We would refer our readers to a sketch in these columns—"A bit of Columbia street, New Westminster, B. C." The Globe House will be here seen, next door to the Colonial Hotel.

James Ellard & Co.

Occupy a very neat and commodious building on the corner of Columbia and Mary streets Here they carry an excellent line of dry goods, including skirts and jackets and cloaks, umbrellas, trunks, valises, carpets, table covers and the like, as also a large assortment of ready made clothing and gentlemens' furnishing goods. They make also quite a specialty of millinery, and many is the "sweet little hat" turned out from this department.

Their entire stock is excellent in every respect, and their prices astonishingly low. They do an extensive trade with the country districts and places up the line of rail from whence orders may be sent by mail and the goods forwarded C. O. D. by express

Of Interest to Intending Settler.

We cull the following extracts from a pamphlet issued under the authority of the Provincial Government:

BRITISH COLUMBIA COMPARED WITH OTHER PACIFIC COAST COUNTRIES.

The progress of the Northwest is one of the most remarkable events on the North American continent within the last decade. It is an index of the future:

British Columbia (British), Washington, Oregon and California (U. S. A.), are the four principal countries on the Pacific ocean side of the continent. These are fine countries, but each has its advantages and disadvantages. British Columbia, upon the whole, is the best of these countries to settle in, for the following substantial reasons:

The demand for labor is great and wages high Taking the whole year round, or taking a series of years, the climate is more healthy and enjoyable. The wheat, barley and hops of British Columbia beat those of California, and her root crops beat those of Oregon. Her grass-fed beef and mutton are the best on the continent. British Columbia has more coal and better coal, finer harbors, superior fish, sounder trees. Her mineral lands containing precious metals, are very extensive. The public domain is sold cheaply; the taxation is immensely less; titles are securer; the Government maintains free unsectarian public schools; the laws are better carried out; the people have as much political freedom as any people can desire.

WHO SHOULD COME.

General advice can be given only as to the *classes* of emigrants. The application of this advice to special cases must be the business of each individual himself. The same qualities are necessary to success here as elsewhere. Any other notion will lead to disappointment.

The urgent requirements of the province at the present time are *men and money*—the laborer, the mechanic, the real farmer, dairyman, fruit-grower or stock raiser, and the large and small capitalist. Every man who is able and willing to work with his hands can find *employment at good wages*, especially those who are fitted for railway work. There is scarcely an industry in the province that is not, at present, hampered by the scarcity of labor. Railways, public works, mines, mills, logging-camps, fisheries and farms—all require more labor.

Any *smart, active, capable man*, with only a little money, but accustomed to work with his hands, is sure to succeed in making a comfortable home in British Columbia. Wages are very high; land, food and house materials are still relatively cheap. If such a settler has a strong heart himself, and is blessed with a common-sense wife used to country work, he may confidently look forward to becoming even rich. He need not long remain in the condition of a laborer. This certainty of rising in the social scale must stimulate the emigrant.

To farmers' sons, or persons with moderate means, qualified for the life of a settler in a new country, who cannot see openings in older countries—who cannot *go up*, because the passages are blocked—who cannot *go down* because their habits and pride forbid, the varied resources of the country would seem to promise success, if they avoid whisky and are industrious and patient.

Farmers or other persons, with larger means, will also find either tillage-farming, or cattle or sheep-farming in British Columbia an agreeable and profitable occupation. The country does not yet feed itself. Why should a farmer in the old country continue to pay rent, and remain under the control of a landlord as a leaseholder or yearly tenant, when, with one year's rental, he can purchase a partially prepared farm with buildings on it, in the thoroughly British province of British Columbia?

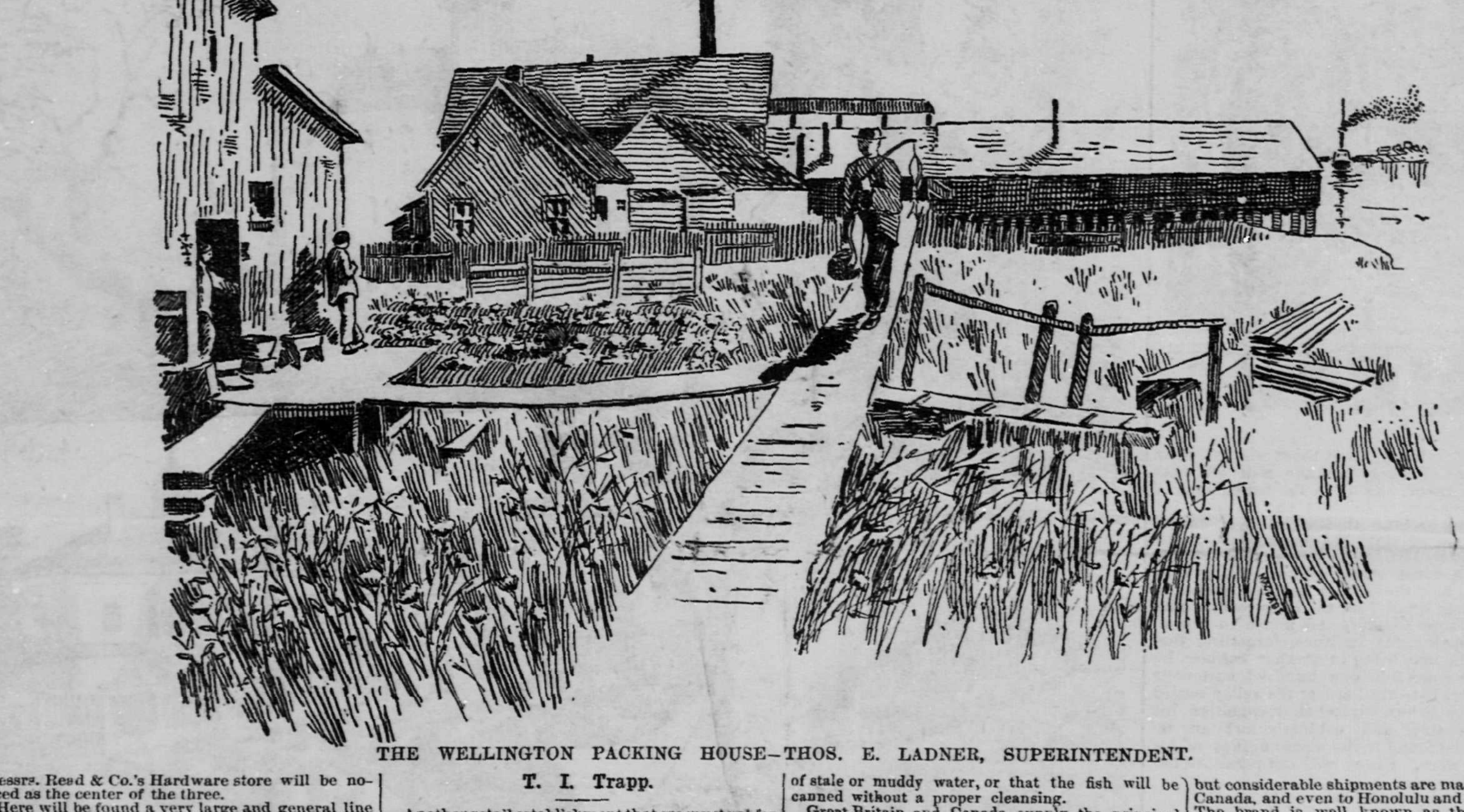
Emigrants from all nations are invited.

Aliens may hold and transmit land as fully as British subjects—may be naturalized after one year's residence. Alien women are naturalized by marriage.

Bovill Brothers

Are getting together quite an extensive business as photographers. They show from their work that they are careful observers of nature as well as of characters, and understand both how to pose their subjects for a portrait or what point in a landscape would make the best study—weak spots in most photographers. They have very nice studios and parlors on Columbia street.

The Queen's Hotel, the Masonic Block, the Bank, and Mrs. Fisher's house were all copied from photographs kindly furnished us by the Bovill Bros.



THE WELLINGTON PACKING HOUSE—THOS. E. LADNER, SUPERINTENDENT.

T. I. Trapp.

Another retail establishment that we must not forget to mention is the hardware store of T. I. Trapp & Co. on Columbia street.

Established here in 1886, they carry quite an extensive stock of general hardware, paints, oils, carpenters' and all other trade tools, cutlery, ship-chandlery, and the like.

Mr. Trapp also carries on the business of auctioneer, and is considered a hard hitter. At any rate he can knock down anything from an ox to a city lot against anybody in the Province. His services as an auctioneer are appreciated far and near, he having quite an extensive business in the inlying country districts.

HER BUSY RIVER

And Wealth of Fisheries.

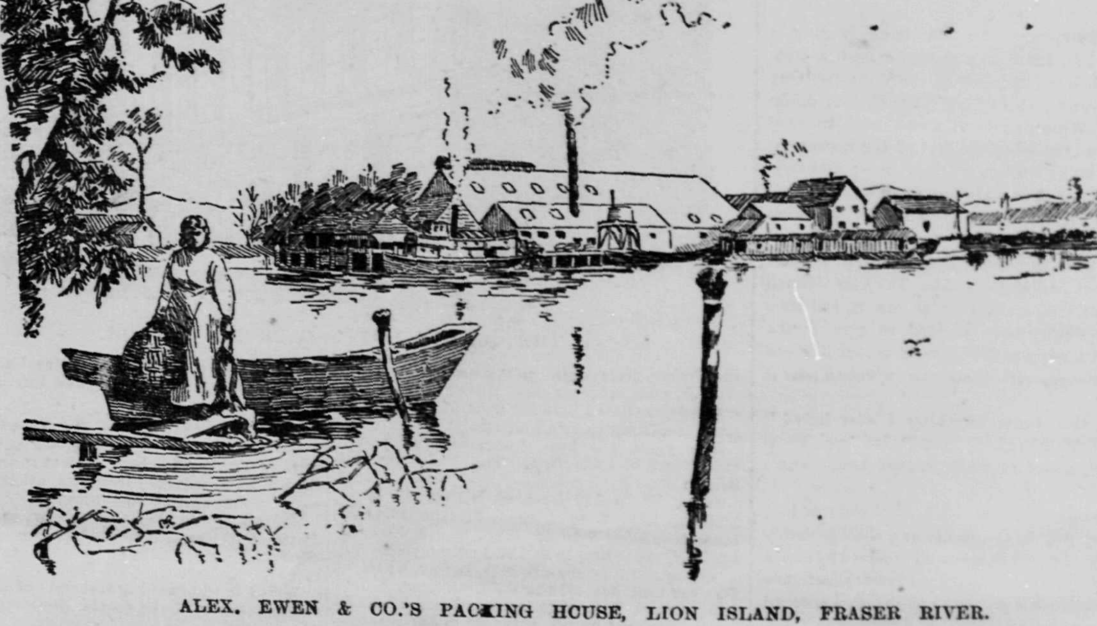
In another column will be found a long and minute description of the methods and workings of salmon canneries in general, and we will now introduce our readers to some of the leading packing houses of the Fraser in particular. Perhaps in British Columbia, at the present time, the rich harvests of the seas and rivers surpass even the resources of the land. Her rivers and inlets and land-locked waters, literally swarm with fish. The rich Oolochan or candle fish (so named from the Indians sticking it upright and lighting it as a candle, so oily and fat is it) shoal in millions. Herring, though at present there is a lull in the storm, sweep down upon you like the Egyptian locust. Trout abound in every stream. Cod banks are plentiful and are superior to those of Newfoundland. Sturgeon and halibut are common at a hundred pounds in weight. Seals and sea otters frequent the Straits of San Juan de Fuca, and ten to fifteen schooners are engaged in sealing with an annual catch of 10,000 fur seals, valued at $10 each, besides hairy seals of less value. Whales are numerous in the adjoining seas. The waters everywhere indeed are simply alive with fish and the supply of sea food is practically inexhaustible. But after all the finny favorites—the glorious salmon—are the famous fish of the province, and at certain seasons crowd the Fraser and other streams from bank to bank. There are five distinct varieties, caught in multitudes from April, when they begin their Spring migration to the headwaters of the streams, until the beginning of November when the season ends.

The salmon-canning industry is one of the most important on the Pacific Coast, and of the several canneries found here, that of

Ewen & Co.,

Of which Mr. Alex. Ewen is managing director, is the largest, as well as the oldest established. Mr. Ewen is, on this river at least, the father of the fish trade. Ewens & Co's cannery has a capacity for 50,000 cases in good seasons, but this year they put up only 23,000 cases, an amount, however, that far exceeded any other cannery. In big seasons the pay-roll runs into $50,000 to $60,000, or more, which will give some idea of the magnitude of the enterprise and its effect upon trade and commerce in the adjacent cities. The company keep a fleet of forty boats, besides two tugs, and numerous scows, but they buy also very largely outside. They employ in good seasons some 260 to 270 men inside the cannery, besides the hands in the fishing camps and boats. The cannery, a sketch of which will be found in these columns, is situate on the Lion Islands, the waters of the river flanking it on the right hand and on the left. And no brand is better known or higher valued than the "Lion Brand" from the Lion Islands. The cannery has a superficial ground area of 22,000 feet. The main building, under one roof, is 116x84 feet, a fish-cleaning room, 100x75 feet; the bath and wash-room, 100x32 feet; they have here, moreover, a large shipping wharf and a warehouse capable of storing 25,000 cases, and attached are the usual proportion of net houses, store houses, offices, and the like, together with the mess houses where all employed in the establishment may refresh "the inner man." Mr. Ewen has likewise an extensive fishing camp situate on Westham Island, at the mouth of the river, with houses and cabins for the men, and an extensive and permanent line of wharf, a quarter of a mile long, for drying the nets and the like. Mr. Ewen has spent his lifetime in the business, residing for the last twenty-five years in British Columbia. We learned that he fished for some time for John Moir & Son, the noted salmon merchants of Aberdeen, Scotland. It will be remembered that these gentlemen were the original inventors of the hermetical system of sealing goods, and it was at their works that Mr. Ewen learned and adopted their method of treating fish—a system from which he never swerved during all the new departures and forced return to the good old plan, so often experienced by his confreres.

Messrs. Robert Ward & Co., merchants, of Victoria, are the sole agents for this popular brand and have been so from its establishment.



ALEX. EWEN & CO.'S PACKING HOUSE, LION ISLAND, FRASER RIVER.

The Bon Accord Fishery Company,

Situate a short distance beyond the bend in the Fraser river, just above New Westminster, is another important cannery bearing the above legend.

The spot selected for this cannery commands one of the prettiest views on the Fraser if not in the Province. The river narrows considerably just by this point, and here doubtless the contemplated new line of railroad will stretch its bridge. It is indeed a lovely spot. Little islets covered with trees and vegetation dot the river, whilst the Cascade Mountains, in the distance, here present a most magnificent background. being exquisitely outlined, serrated and biserrated, cold, barren, rocky, wild and picturesque in the extreme, with here and there some snow-capped peak thrusting his proud head above his fellows. The foothills from the middle distance, green with magnificent timber, sloping in undulating lines and terrace upon terrace, till they bathe their foliage in the river at your feet. Mr. D. J. Munn is the fortunate superintendent of this enterprise, and holds a large proportion of the stock. Here he has wisely built himself a pretty sunny home surrounded by thriving orchards and flowering vines, enjoying to the full this Nature's paradise at the very threshold of his interesting business. The cannery has a capacity for about 25,000 cases, and employs, all told, some 300 hands, with a fleet of 40 boats The main building covers 100x140 feet, and there are besides the usual complement of houses, out-houses, cabins and the like. The river steamboats pass close by the wharf and call as often as desired.

A short distance at the back of the cannery splashes and dashes a sparkling mountain stream, the home of the Dominion Salmon Hatchery. This stream flows into the Fraser just below the cannery, The salmon eggs for this hatchery are secured some 50 miles or so up the river and are then brought down and deposited in this little stream close by the back of the cannery. About 10,000,000 suckeye salmon eggs were brought down this year and placed there to be hatched.

It is from this crystal stream that the water is brought for this cannery—a constant flow, fresh and pure and cool, for ever passing through the cleansing tanks and water troughs. No fear here of stale or muddy water, or that the fish will be canned without a proper cleansing.

Great Britain and Canada supply the principal markets and the well-known popular brand is that of "The Bon Accord."

Mr. Alex. Ewen holds likewise an interest in this enterprise. Messrs. Robert Ward & Co. of Victoria, are the sole agents for this cannery also.

After the salmon season was over this year Mr. Munn tried his hand at fruit canning, and by way of experiment put up just a few cases.

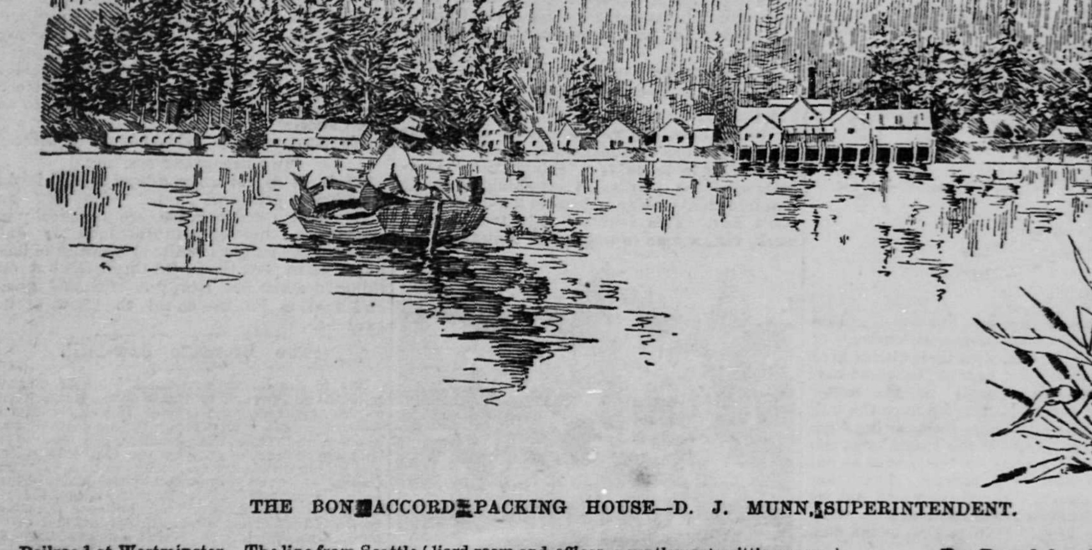
He is thoroughly well pleased with the outlook, and next year will probably make quite a feature of this auxiliary enterprise.

We predict that this will be the forerunner of quite an important industry. It will not only be a great boon to the district as stimulating its agricultural products, but if it is found feasible, and we can see no reason why not, it will meet one of the present drawbacks to the salmon cannery enterprise by obviating the necessity for closing down for so long a period every year.

Fruit and vegetables can be taken in hand just as the salmon season ends, and will thus keep the hands together all the time to the great benefit, not merely of the company and their employees, but to the stores and general community of the towns and cities contiguous as well.

We congratulate Mr. Munn upon his push and enterprise, and wish him every success.

A sketch of this cannery will be found in these columns.



THE BON ACCORD PACKING HOUSE—D. J. MUNN, SUPERINTENDENT.

The Delta Packing Company.

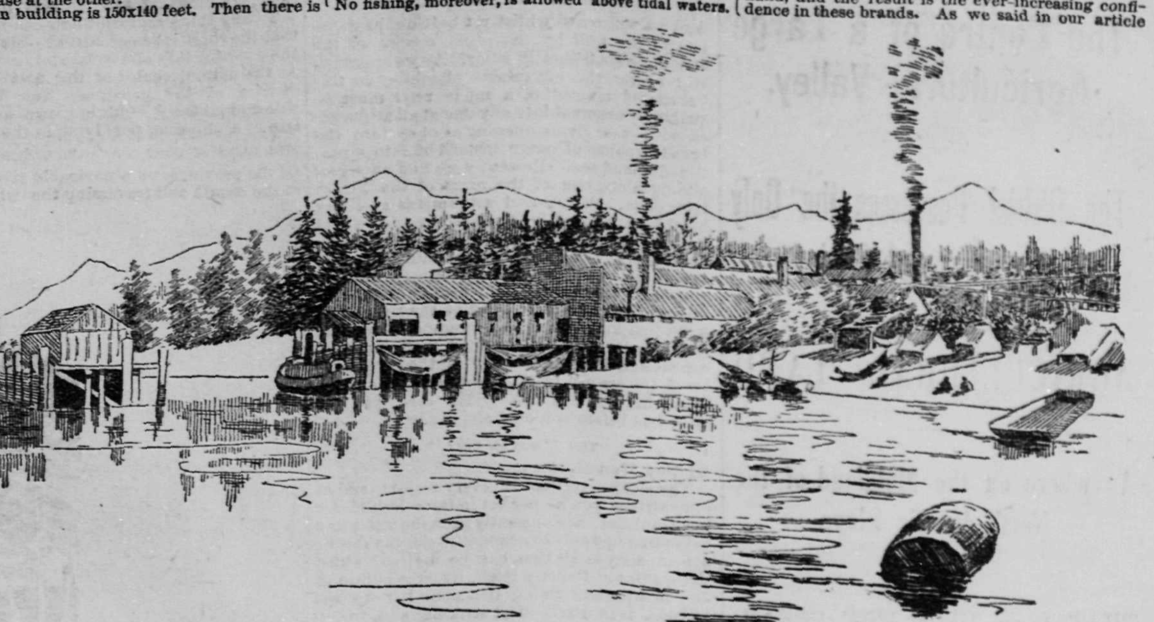
Adjoining the wharf at Ladner's Landing—the gateway to the richest agricultural district of the Province—is situate one of the largest salmon canneries of the Fraser, near and handy to the hotel and store, the village and growing centralization of this valuable section of the country. Here then are the headquarters of the Delta Packing Company, of which Mr. J. A. Laidlaw is superintendent, and one of the principal stockholders. Besides the usual river frontage this packing-house has the advantage of a small creek extending along its entire side, flanking which are erected the racks for drying the nets. In this little creek you may notice a gay and busy scene—the Indians in their gaudy dresses, some cleaning the monster nets, others hauling the nets from the boats on to the racks to dry, whilst others yet again in and round the net house are mending old or making new ones. Men, women, and children of swarthy skin and bedecked with bright red, blue, yellow or green shawls or handkerchiefs are all busily engaged earning their dollars and adding their quota to the national prosperity equally with the whites, their tomahawks buried and rotten as a thing of the past, never again to be unearthed.

Such was the gay and interesting sight that greeted us as we approached the wharf at the Delta Cannery.

We were greatly interested in watching the entire process here, from the catch to the last nail in the packing case, One principal feature that strikes you in this, as in all the Fraser River canneries, is the great attention to cleanliness. It almost seems as if they were unnecessarily particular, cleaning and rinsing, and rinsing and cleaning at every stage, till one would think they would wash all the "goodness away." If we could make sure that our own kitchens at home, or our hotels or boarding-houses were one-tenth as clean as a salmon cannery we might even venture a personal inspection just before our dinner. Each branch of the undertaking also goes on like clock-work, regular, methodical, everything to fit into its right place at the right time, from the making of the tin can at one end of the house to the placing of the lid on the packing case at the other.

The main building is 150x140 feet. Then there is the cook house, the net house, the office, the cabins and the like, and altogether there is quite an institution here. The cannery employs some 400 men and has a fleet of about forty boats, besides a tug and a complement of fish scows. The fish are mostly caught at the mouth of the river in salt water, and brought up in scows to the cannery. This year the company put up 17,000 cases, but in good seasons the cannery has a capacity for at least 30,000 cases.

The principal market is found in Great Britain, but considerable shipments are made to Australia, Canada, and even to Honolulu and South America. The brand is well known as the "Maple Leaf Brand," which has always stood at the head of the market and commanded a very ready sale. Messrs. Welch, Rithet & Co., Victoria, of world-wide reputation as commission merchants, are the sole agents of the company. The sketch of this cannery which appears in these columns is taken from the shore side, just across the creek above mentioned.



THE BRITISH COLUMBIA PACKING HOUSE.

VIEW FROM LADNER'S LANDING, LOOKING DOWN THE RIVER.

1—Harlock's Cannery. 2—The British-American Packing Company. 3—The Wellington Packing Company.

Laidlaw & Co.

Mr. J. A. Laidlaw is interested also in another large cannery situate on the Fraser, near Brunette Creek, just above New Westminster. A sketch of this cannery also appears in these columns.

It has a capacity for 17,000 cases, but next year will be running with the same capacity as the Delta. The water used in this cannery is brought in pipes from a clear mountain stream that sparkles and leaps down the steep side of an adjoining hill, and is kept in constant flow with great pressure right into the tanks and washtrays of the cannery. The brand is known as the "Dominion Brand," and is held in equally high estimation with that of the Delta. Messrs. Welch, Rithet & Co. are agents likewise for this cannery.

The Wellington Packing Company.

A short distance down the Fraser river from Ladner's Landing is situate another important salmon cannery, known as the Wellington Packing Company.

Mr. Thos. E. Ladner is superintendent here and holds a large proportion of the stock.

The packing house has a capacity for 25,000 cases, employing nearly 400 hands altogether—that is, including Chinamen and Indians. The company has a fleet of 40 boats together with a steam tug and scows for bringing up the fish from the fishing camps down the river.

We should mention that the laws are far stricter here than in the U. S. fisheries, and not only are the laws themselves stricter, but they are rigidly enforced—not winked at as with us—and this, doubtless, is one of the main reasons why the British Columbia brands are preferred to our own, and accounts likewise for the fact that our own fishing grounds are more apt to "give out."

For instance, only fish of a certain size are allowed to be taken. The murderous "wheel" which destroys the young fish also, is absolutely prohibited. No fishing, moreover, is allowed above tidal waters. On the Fraser river Sumas is the boundary, but very little fishing is, in fact, done above eight miles from Westminster. The greatest part of the fishing is done at the sandheads at the three different outlets of the river, namely, Canoe Pass, North Arm and in the main channel.

The company has three main buildings here, one 40x60, a second 120x30, and a third 160x60, besides two warehouses 150x30. a net house, and the usual "cook house," cabins, etc.

Altogether they have some $10,000 worth of nets here. This is the only cannery on the Fraser, we believe, that employs steam power for its machinery.

The soldering machine, the can formers, the elevator for hoisting the fish out of the boats, and the like are all worked by steam, thus saving a great deal of time and labor.

The brand is known as "The Wellington," and bears an excellent reputation, as indeed do all those on the Fraser river.

This year the company put up 12,500 cases. Great Britain and Australia are their principal markets. Messrs. Welch, Rithet & Co. are the sole agents for this packing company.

A sketch of this cannery appears in these columns.

The Salmon King

Every one in British Columbia knows Ben Young the "Salmon King." His bright, open countenance is met with at every turn, he appears to be ubiquitous. A "holy terror" to his finny subjects, for he has not only a controlling interest in two large packing houses that he runs on his own account, but is manager also for two of the principal canneries on the Fraser River, owned by the w d-renowned W. T. Coleman.

Now, although as King, he is a bloodthirsty tyrant, causing more of his subjects to be beheaded than any hero in the Arabian Nights. He has, nevertheless, a nod and a smile and a good word for everybody, whilst his hearty laugh will herald his approach long before he appears in *propria persona*. Notwithstanding his congenial manner, however, he is "business" to the backbone. We are indebted to Mr. Young for a thorough insight into the workings of a cannery. A visit to the British-American Packing Company's works at Canoe Pass, and our spin down the Fraser River, under pilotage of Mr. Ben Young, as described in our article upon the cannery interest of the Province, we rank as one of the most interesting features of the trip.

This cannery is one of the largest in the world, having a capacity in a prosperous season for turning out from 1,000 to 1,200 cases a day, each containing forty eight pounds. This year's yield, of course, did not reach those figures.

Some 150 to 175 Chinamen are employed here with about the like number of Indians. The company has a fleet of about forty boats. The approach to this cannery as it appears from Ladner's Landing, is depicted in a sketch on this page, as also the busy surroundings of the various other industries that here line the banks of the river.

During this interesting trip we stopped also at the Phœnix Cannery, another large packing house near the mouth of the Fraser. Mr. B. Young is manager also of these works, which are operated by Mr. W. T. Coleman.

Some 100 men are employed here, in addition to about 130 Indian fishermen, and a busy and interesting sight it is to see these works in full swing.

The canned salmon turned out here is consigned to every quarter of the globe.

On our way back we stopped to inspect the British Columbia Packing House, close by New Westminster, a very faithful sketch of which appears in these columns. This cannery is the property of Mr. Wm. T. Coleman, the well-known commission merchant and millionaire of San Francisco. Mr. Ben Young is manager here also.

The cannery is very similar in size, catch, capacity and general working and arrangement to the British Packing Company previously described, and we need not, therefore, repeat. Mr. Ben Young has likewise the controlling interest at branch cannery on the Skeena River, where they packed this season 13,000 cases.

Mr. Young is also about to build another branc of the British-American Packing House in South Alaska.

Mr. W. T. Coleman, of San Francisco, is the sole agent for all these various brands, and a house of such world-wide reputation has enormous advantages and finds a ready market in every quarter of the globe.

Moreover, wherever Mr. Ben Young, the Salmon King, wields his scepter, you may be sure the pack is of the best. The arrangements made to obtain the very best of salmon, the personal attention given to secure cleanliness, and all the intricate details of the business are undertaken by a master hand, and the result is the ever-increasing confidence in these brands. As we said in our article on the canning interests, a man must have a screw loose somewhere who cannot thoroughly enjoy a meal off canned salmon of Mr. Young's pack.

LADNER'S LANDING

And the Fraser River Municipalities.

The agricultural land lying in the Fraser River Valley between the Gulf of Georgia and Yale is divided into seven municipalities. On the north side Richmond, Westminster and Maple Ridge, and on the south side Delta, Surrey, Langley and Chilliwach.

The districts together comprise some 1,500 square miles, mostly agricultural, and in some parts of the finest and richest quality.

Westminster, as the oldest and largest mainland city, we have treated of at some length in another column. Each of the remaining municipalities is governed by a "Reeve" and five Councilmen, elected annually by the owners and renters of property within the district of their municipalities. The Delta is at present the most important. Mr. John McKee, Jr., holds the position of Reeve, and the Council consists of Messrs. Wm. Arthur, Thos. E. Ladner, Wm. Pybus, J. R. Sutherby and Geo. Kitson, with Mr. Wm. McKee as clerk.

In the Delta District alone there are some 160 square miles of the richest agricultural land of the Province, and we should say no better land can be found on the coast.

LADNER'S LANDING

Is gradually growing to be the natural center of this municipality. Already are there two large canneries here, a saw mill, a town hall, two churches, a well patronized hotel, a public school, a large general store, a money order post office, a telegraph office, besides other smaller stores, and several private houses. There are moreover seven canneries within a radius of four miles.

The wharf, at which passengers and freight are received, is free. There is, moreover, direct daily communication with Victoria, Vancouver and New Westminster, and weekly to Nanaimo. Altogether Ladner's Landing has a busy appearance, and as viewed from the wharf (see above sketch) the river banks also are quite lively here.

From this point the several canneries in the distance all appear as if they were lining the banks of the Frazer River, as shown in the sketch, but, in fact, the British-American Packing House, of which the "Salmon King" is manager, is situate some little distance down one of the many little creeks that seek their own way out to the gulf—the particular creek or small branch upon which this cannery is situate is known as Canoe Pass.

As showing the increasing importance of this municipality as an agricultural center Mr. McNeely, the popular host of the hotel, reported that when he came here five years ago, something under 1,000 sacks of grain, all told, were sent out, whereas last year he himself sold upwards of 30,000 sacks to the surrounding farmers for their grain shipments. The Ladner's Landing Hotel, of which Mr. McNeely is owner and proprietor, has only quite recently been opened. There is bedroom accommodation for thirty guests, a dining-room, a private dining-room, a ladies' parlor, bath-room, bar and reading-room, and the hotel is usually full to overflowing. Mr. McNeely, we may add, is not only mine host of the hotel, but is also the owner of a wharf and proprietor of a large general store, where he keeps quite a large line of dry goods, boots, shoes, ready-made clothing, jewelry, provisions, family groceries and the like. He is agent likewise for agricultural implements, and buys and deals in all sorts of farm produce. We may add that each enterprise grows yearly out of all recognition.

As the New Westminster Southern Railroad is only a matter of time, and a short time at that, so is the line of rail from Ladner's to Popcum but a matter of a very short time. The importance of the Southern Road to Westminster cannot be overestimated, and the same may be said of this short 70 miles of road to Ladner's Landing. It passes through the Mud Bay district and traverses and opens up the whole of the rich districts of Langley, Mastqui, Sumas and Chilliwach. A charter for this line was granted last session. When both lines are completed it will cross the Southern line, and there is no doubt that this country will shortly be tapped from every direction, and ready markets found or North or South, or East or West.

Precipitation by Months, Seasons and Years, at New Westminster, British Columbia.

LAT. 49 deg. 12 min. 47 secs. N., Long. 122 deg. 53 min. 19 secs. W.

Years.	Sept.	Oct.	Nov.	Dec.	Jan	Feb.	Mar.	April.	May.	June.	July.	Aug.	Autmn. Sep-Nv	Winter. Dec-Feb.	Spring. Mar-My.	Summer. Jun-Aug	Annual.
1873							9.77	3.61	1.87	3.91	0.81	1.00			15.25	5.72	
1873-4	0.37	2.51	11.61	7.63	13.95	9.62	6.09	3.46	3.70	2.31	0 93	2 24	14.49	31.20	13 25	5.48	64.42
1874-5	3.70	0.72	7.65	7.04	1.52	4.05	11.22	2.46	7.13	4.81	0.02	2.20	12.07	15.61	20.81	7.04	55.53
1875-6	0 08	8.80	10.61	17.06	4.14	9.11	8.02	4.95	2.89	2.35	1.58	2.27	19.49	30.31	15 87	6.20	71.87
1876-7	2.64	5.27	6.07	4.29	7.35	4.95	7.47	1.55	1.62	2.65	1.03	2.78	13.98	16.59	10.64	6.46	47.67
1877-8	6.15	4.65	9.96	5.81	4.82	6.72	6.79	1.33	2 17	0.65	1.24	0.53	20.76	17.37	11.39	2.42	51.94
1878-9	5.05	7.08	7.41	5.64	8.81	11.22	11.02	3.37	5.52	1.24	5.14	2.62	19.54	25.67	19.91	9.00	74.12
1879-80	2.04	8.44	4.23	7.39	5.46	1.43	1.45	2.95	4.39	2.27	2.53	1.11	14.71	14.28	8.79	5.91	43.69
1880-1	2.02	4.95	2.49	15.99	5.89	14.19	6.33			5.26	2.20	2.48	9.46	30.07		9.94	
1881-2	2.09	6.16	6.36	11.23	5.46	7.75	7.12	6.05	2.02	2.33	4.08	1.93	8.34	24.44	15.19	8.34	56.31
1882-3	1.97	.24	5.33	11.74	9.17								15.54				
1883-4	2.34	5.53	16.74	6.62	8.02	3.70	1.63	2.11	3.05	3.28	0.77	7.01	22.61	18.34	6.79	11.06	58.80
1884-5	5.93	8.77	3.56	3.61	10.43	9.07	2.48	0.87	3.91	0.47	0.48	0.02	18.26	23.11	7.26	0.97	49.60
1885-6	7.53	3.14	11.56	5.83	7.58	4.77	4.61	3.28	2.35	1.54	2.40	1.60	22.23	18.18	10.24	5.54	56.19
1886-7	2.94	5.28	7.00	15.89	10.34	9.76	9.46	5.38	3.74	0.84	0.23	0.74	15.22	35.99	18.58	1.81	71.60
Means	3.20	5.61	7.90	8.98	7.57	6.88	6.68	3.18	2.41	2.42	1.67	2.03	16.19	23.16	13.38	5.28	58.49

Mean Temperature	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept	Oct.	Nov.	Dec.	Mean.
	34.2	36.4	40.0	48.2	54.3	58.3	63.1	60 9	56.2	48.1	40.5	34.5	47.9

Highest Temperature, 97 deg.—July 1 , 1877, Aug. 11, 1887. Lowest Temperature, deg. bel —Jan, 1 1875. The only time in 14 years the hermometer fell below zero was Jan. 14, 15, 16, 17, 18, 1875—perfectly calm.

A. PEELE, Capt.

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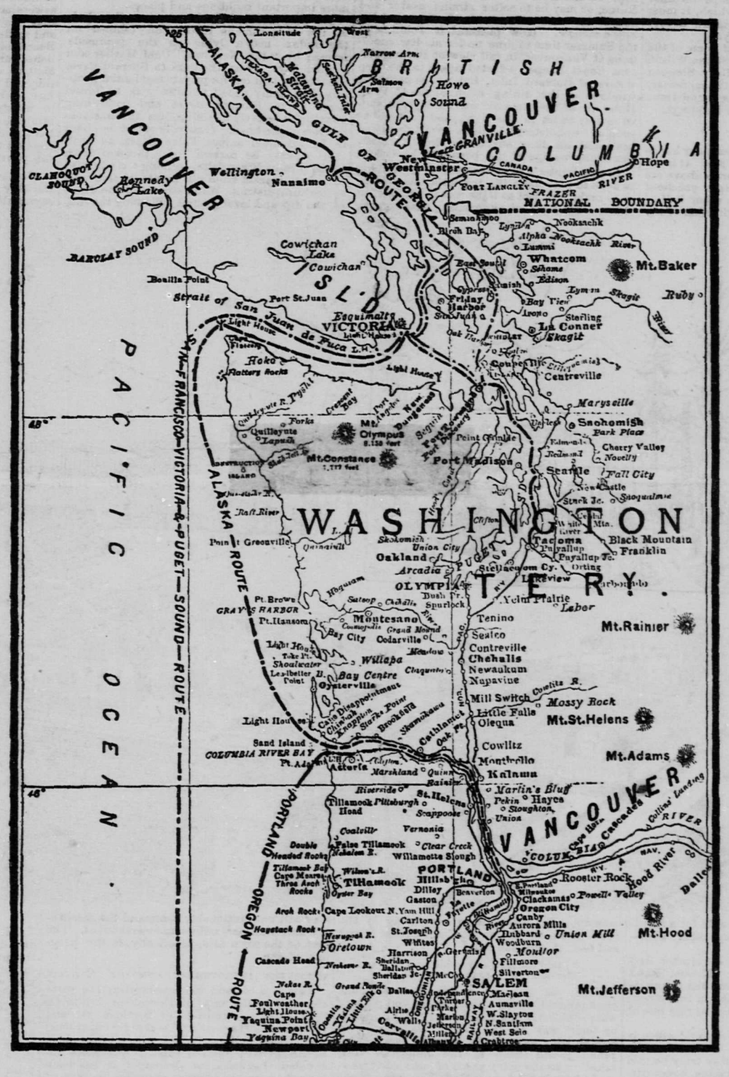

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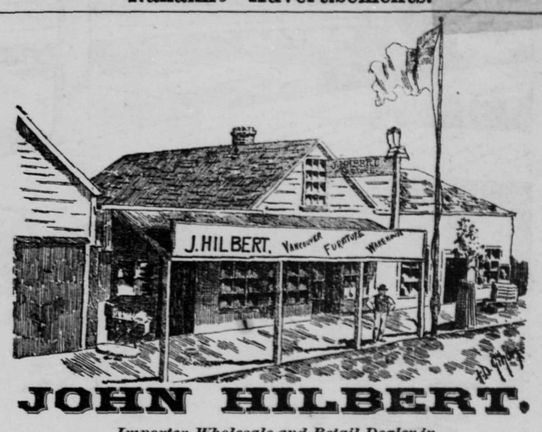

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A Magnificent Outlook.

A GORGEOUS APPROACH.

Approaching Vancouver by water we presently pass through the "Narrows" and enter at once the magnificent harbor of "Burrard Inlet," the most perfect shelter that Father Neptune ever planned:

Towards our left we view the craggy peaks and broken outline of the distant Coast Range, with the foothills extending downward to the water's edge, and on our right the shaded groves and cool retreats of the Government Reservation, destined for many a "lovers' walk" of the future, for here is the site of the new park.

The evening of our entry to the harbor was beyond description. It seemed as if fair Hesperis had decked herself in all her brightest gems and soft, rich-tinted velvets to bid *bon soir* to Atlas, her retiring lord, and as we turned the point and passed beyond the "Narrows," the setting sun now casts each stretch of valley into misty shade, now lights the mountain slopes and distant crags with color stolen from some wood nymph's cheek. In front the eye still travels onward down the inlet through the "Second Narrows," and on, and on, from golden points to glistening islets, and thus and thus till the warm evening purple of the middle distance merges in the mist and both are lost in the cold grey of the shadowy range beyond.

Turning towards the South, we notice an extensive clearing on a gentle slope towards the water front, with busy streets and imposing buildings, stretching away for nearly two miles along the shore. It is well nigh impossible to believe that this is the infant city of Vancouver—a growth of a year.

"Ah!" cries Pencils, as the good ship Yosemite drew near her moorings, "do you see that hotel on the rising ground, right here close to the wharf and depot? That is certainly where we ought to stay whilst in town. Just see what

A SPLENDID VIEW

we shall get from the verandas."

We found it was the "Leland House," kept by mine host Wm. Prout, who heartily welcomed us in good old Canadian style.

Pencils, apparently, has not only an eye for the beautiful, but he seems to be able to locate everything of the best, as if by instinct. We certainly spent a very agreeable time at the Leland House. Not only does it possess the finest view, but mine host and his busy, little wife, who have only recently taken over the proprietorship of the hotel, do all they can to make you feel "at home." A drawing of the Leland House will be found in our advertising columns.

"You've just dined? Well, come out with us then on the veranda and smoke a cigar. Stretch yourself at full length on that bamboo chair, throw your leg over that elongated arm; that's right; now what have you got to say about it? Isn't that a magnificent view over the bay? It is two miles across. You would scarcely think so, would you? Those foothills are ten miles off, whilst the distant peaks, you see almost due north, we are told are over forty miles away as the crow flies. Those white specks you see over the water are the houses of the Indian mission. You may just distinguish the spire of the church; some distance to the right you see the Moodyville settlement; here is the largest sawmill in the province. On this side of the bay, there to the right where you see those fine ships lying at anchor, is the "Hastings" Sawmill. Right here below you is the C. P. R. wharf. You can just distinguish the smoke stack and masts of the "Port Victor" lying there, one of the "liners" between this port and Japan. This line of boats, you will remember, has been just established and has been granted a subsidy from the British Government of £45,000 per annum and increased by the Canadian Government to $300,000. Just this side of the wharf you may notice an engine and some freight cars; well, there is the depot of the Canadian Pacific Railway, the gigantic enterprise just completed, connecting East and West, the Atlantic with Pacific. It cost $200,000,000 to enable the engine to reach this town; nice little bill, isn't it? Well, you have finished your cigar, let us go inside and join the ladies at the piano."

(Our readers will notice on this page a sketch of the view from the Leland Hotel.)

Next morning we were out bright and early, as Pencils said, to "take in" the city. We often had to caution Pencils about these

INJUDICIOUS REMARKS,

And on this occasion it well nigh cost us our liberty. Alderman Mannion, who happened to be passing, had his ears pricked as usual, and catching our avowed intention of "taking in" the city, brought the matter forward in his "officious capacity," at the next meeting of the Council. Fortunately for us the rest of the Councilors were not so easily alarmed for the safety of their city, so that Alderman Mannion did not think it wise to bring forward his motion either to have us incarcerated or ordered to "move on." He only "hoped that the city safe would be kept locked during our stay," and that "no more o' these 'ere letery thramps would be a-comin' round atarl atarl." Well, notwithstanding Alderman Mannion, we followed Pencils' advice and proceeded to "take in" the city. For a place of only a year's growth there is more to "take in" than we have ever before met with in all our experience. We had heard so much of Vancouver, and its rapid growth, that we were prepared for the usual disappointment, but we were bound to confess that the place, in every respect, altogether exceeded anything we had been led to expect of it.

One of the first things that strikes a stranger, especially if he hails from San Francisco, is the methodical, business-like, large-hearted manner in which the

ROADS AND SIDEWALKS

Have been formed and graded. During the past year some twelve miles of streets and twenty-nine miles of sidewalk have been graded and [illegible] expense of some $15,000. Out of pure chaos of slopes, and banks, and holes, and dips, covered with enormous trees and massive stumps, have grown smoothly-paved roads and sidewalks, all on proper levels and easy gradients, in many places necessitating "a fill" of from 8 to 10 feet. The sideways, temporarily thrust into peculiar prominence, look like so many elevated trestle bridges, crossing and recrossing the city in every direction. The roads are gradually graded up to these sidewalks, the houses and stores are built on either side the road, following the same settled grade, and every one knows at once what his ground floor level will be, and will continue to be, after the building is erected. It is impossible to estimate the enormous trouble and future expense the city has been saved by the far-sighted, business-like, broad-minded policy displayed by the ruling spirits in the City Council in this and other kindred matters relating to the future welfare of this city. It is difficult to give our readers any just idea of the way this city has been treated in this respect. We desired Pencils to give a rough sketch of a bit of the grading work to supplement our remarks, and to give a more vivid idea of the work accomplished here. This sketch, which we give below, shows some of the graded trestle sidewalks, men at work filling up the roadway, and houses built or in course of erection to meet the same grade. In a few weeks this street will be all complete, built in on either side, and no one will any longer recognize that the sidewalk was once a trestle bridge and the roadway and houses built up to meet it. This sketch also shows how the streets are lighted by incandescent electric lights.

How much a municipal council, or other ruling power, may do to help forward or

TO RETARD THE PROSPERITY OF A CITY!

How easy it is for some small-minded, nervous, weak-kneed individual on a Board to mar the work of all the rest! A city may be kept back for years, its natural resources may remain undeveloped for decades, its future—whether in the extent of its wealth, its comfort, elegance or health, may be altogether changed—just through the well-meant efforts of some narrow-minded demagogue, who, perhaps, for half a century has never been beyond the limits of his own little "clearing," and has had no means of forming any idea of the world's progress or of the aggregated experience of the civilized quarters of the globe. If citizens would think less of trying to reduce taxation and more about securing to the full the proper advantages to be derived from a lavish expenditure, they would not only have more comforts but more money in the exchequer at the end of the year. No man should be allowed to find a seat on any Municipal Council until the breadth of his character had been thoroughly tested. It is evident that the broad-minded men on the City Council here have had many a fight and many a compromise with their more timid confreres. There is one thing in this respect that we would particularly criticise, and that is

THE WIDTH OF THE ROADS.

Why imitate the wretched style of the cities of the United States? Is land so much more plentiful in Europe, or is it there so far less productive than on this continent that the citizens of Paris, for instance, can afford to add to the comfort, health and appearance of their city by giving in feet to their boulevards and avenues, their squares and public thoroughfares what our modern cities will grudgingly give in inches? If Vancouver expected to remain a small city we would not have to pass this criticism, but Vancouver expects one day to be as big as Paris, and we are vastly in favor of accepting Vancouver's estimate of herself. The streets are wide enough for another Victoria, but are by no means wide enough as looking to the future. The contracted size of the lots is another great blot. These few strictures notwithstanding,

THE CITY HAS DONE WELL.

Besides $125,000 spent on the roads, they have spent another $25,000 in perfecting the sewers, which, before this paper goes to press, will doubtless be finished. This special expenditure has been covered by a loan of $150,000 at six per cent. for a period of 40 years. The loan was placed right away at 98. Besides the time and money saved by completing these works in an organized systematic manner, the amount of the loan has been recouped over and over again already, by the increased value that such expenditure alone has placed upon the ready graded building frontages thus created.

It just makes a 'Friscan's mouth water when he compares the business men of this infant Vancouver with the poor, dollar-limit fossils of San Francisco, where they boast of having no debt, as if it were a credit to the place not to issue municipal bonds while the roads and pathways are a disgrace to civilization, and the City Hall is a standing monument to incapacity and jobbery as year after year it thrusts its tattered wings before the public gaze.

We would next call our reader's attention to the accompanying sketch showing

A BIRD'S-EYE VIEW

From the roof of the C. P. R. Hotel and to the distant view of the city from Westminster road in the corner of the same picture. From these views some idea will be gathered of the size and growth of the place since June 13, 1886, to September, 1887, when these sketches were taken.

As you approach Vancouver from New Westminster by road, the size and importance of the new-born city is particularly observable. From the rising ground whence the last mentioned sketch was made, your line of vision takes in the bridge over False Creek, just below you, while beyond to the right you catch sight of the harbor, and to the left a glimpse of English Bay.

Spreading in every direction on the peninsula formed by these several waters are the houses and stores, the mills and workshops that go to make up the city of Vancouver. You can scarcely credit that a few short months ago the whole of this peninsula was one vast mass of gigantic timber and tangled forest.

Before we leave Westminster road let us first say that you should certainly approach Vancouver from this direction. Ask for Geo. Raymer's stage—it leaves the Colonial House every morning at 8:30. You not only have a most delightful ride through a splendid forest, but you save a long stuffy journey by rail, as the line at this point takes a long detour of some thirty miles or so, whilst the journey by stage is a pleasant ride of eight or nine miles. Moreover, from this direction you enter the town from the point that commands, not only its most picturesque surroundings, but that enables you to see the whole prospect spread before you as on a map.

As we stand here on the Westminster road and view the city lying on the peninsula beyond we would have you bear in mind that on the June 13, 1886, the great fire made a clean sweep of everything—two houses alone escaping—and that every building you see in the distance before you has been erected in the interval. Again, do not imagine that those distant buildings are all flimsy wooden shanties—many of them are

SUBSTANTIAL, MASSIVE BUILDINGS.

Some built of hard, cut granite, others of brick, others of cement, and that even when of wood many of them are of considerable architectural importance. The following table, which gives not merely the cost, but shows also the material of which each building is constructed, demonstrates better than anything, perhaps, the amount of energy that has been displayed here in this short time:

Name.	Material.	Cost.
Mr. Abbott's res.....	Brick	$10,000
Mr. Ferguson's res.....	Cement	10,000
C. P. R. Hotel.....	Brick	100,000
P. A. Hamilton block....	Brick	5,000
Van Horne block.....	Cut stone	42,000
New York block.....	Cut stone	40,000
Lord Durham block.....	Brick	15,000
Lord Elphinstone block...	Brick	15,000
Sir D. A. Smith block...	Stone	20,000
Bank block.....	Brick	18,000
Holman block.....	Brick	10,000
Horne block.....	Brick	10,000
Angus block.....	Brick	10,000
Lady Stephen block.....	Cut stone	18,000
Grant block.....	Brick	8,000
Springer & Van Bremer block.....	Brick	12,000
Innes block.....	Cement	5,000
Hamilton block (Bewicke & Wulffsohn).....	Brick	10,000
Lovel block.....	Brick	5,000
Alexander block.....	Brick	5,000
Wilson block.....	Brick	25,000
Coldwell & Grant block...	Brick	5,000
McLennan & McFeely bl'k	Brick, iron	8,000
Gilmore & Clark block....	Brick	18,000
Abram block.....	Brick	7,000
Ferguson block.....	Brick	7,000
Byrnes block.....	Brick	17,000
Templeton block.....	Brick	3,000
Oppenheimer Bros. block.	Brick	8,000
Tye & Co block.....	Brick	4,000
R. H. Alexander's res. ...	Cement	5,000

The above-mentioned buildings, which by no means comprehend all the substantial erections in town, are all either finished or in course of erection, and, as will be seen, are of a permanent character and together cost some half a million of dollars. Of course, however, this list does not include many handsome private residences, besides numerous important hotels, stores, warehouses, breweries, factories, mills, workshops and other buildings constructed of wood which, it must be borne in mind, however, represent, nevertheless, a very considerable outlay.

As showing the size and style of some of the buildings here, we give a sketch of the Wilson Block, as also on page 11 of the Lady Stephen or Postoffice Block, and on page 12, moreover, in our advertising columns, will be found views of several of the stores and other buildings.

THE WILSON BLOCK,

situate on Cordova street, is a three-story building, and covers an area of 70:86 feet. It is divided into four stores and the stories above are divided, one-half of the block into excellent and commodious offices, and the other half is so arranged that it may be let with either of the stores as a whole, being suitable for a furniture store and warehouse or any other wholesale business or factory.

Mr. G. W. Grant, of New Westminster and Vancouver, is the architect. Messrs. Rand Bros., Real Estate Brokers, are the fortunate occupiers of the corner building in this block, and must be congratulated upon having one of the finest offices in town.

Adjoining Messrs. Rand Brothers' office is the store occupied by Mr. Nelson as the "City Drug Store," and it may truly be said that there is no handsomer or more commodious store in the province.

THE LADY STEPHEN BLOCK

On Hastings street, a sketch of which will be found on page 11, is another very fine building—one side of which is occupied by the Postoffice and the other side by Messrs. Ross & Ceperley, the well-known real estate brokers. A glance at this sketch will give our readers some idea of the thriving business of these trusted and popular agents, and of their handsome and excellent offices.

For an infant a year old, this city may, indeed, well be proud of its already large sprinkling of brick and granite buildings, its plate glass and substantial blocks, most of which not merely possess great character, but show considerable taste in their architectural construction.

The new

C. P. R. HOTEL

Is also nearing completion. A distant view of this hotel will be seen in the sketch of Messrs. Leamy & Kyle's mill.

It is full of gable ends, with a double row of dormer windows in the wide sloping roof, after the style on the continent of Europe, and presents a picturesque and pleasing appearance. Before reaching Vancouver we had heard many severe criticisms of this hotel—it did not seem to please the public taste on this coast for some reason. We can only presume because it wasn't straight up and down with the usual tier upon tier of hideous bay windows and stuccoed porticos. Having been prepared in advance for something ugly, we must confess we were very agreeably surprised. It is, however, in our judgment, being spoiled in its finish.

When will this North American continent of ours learn to throw a little space of luxury into its style of living, and to recognize that "dining" does not necessarily mean gobbling up the largest amount of food it is possible to dispose of in the smallest amount of time? On the continent of Europe for instance, the dining room is so constructed that in Winter time you can see as much of the beautiful scenery surrounding you as it is possible to take in through the widest of windows. In Summer these same windows can be thrown back—the whole wall, so to speak, being removable—and half the guests will be dining in the open air on the broad veranda adjoining. Here the guests will take their ease and prolong their meal some hour or two over their choice Havana or their café noir as they view some distant Alp, or listen to the roar of the falls of the Rhine, or may be to softer strains nearer and dearer in some fern-screened corner of the *salle a manger*. How pleasant it would be in the Summer time to dine under similar conditions at Vancouver, in full view of the magnificent Coast Range, reflected again in the deep waters of Barrard Inlet, but no, as usual the windows of the dining room of the C. P. R. Hotel are of the same old narrow type, intended merely to let in the light, and no doubt as soon as "upholstered" will be becurtained and beshaded till they effectually shut out every remaining vestige of the beautiful landscape.

In this hunter's paradise, moreover, nothing is done to play upon the tourist's imagination or to make him feel as if he was in the land of sport. In view of an exciting chase on the morrow, what associations ever cling to the open grate, to the suspended trophies of rod and reel, of gun and rifle?

"I told the landlord to his face,
The chimney corner was the place."

Here, as you sit within the capacious chimney and strain your neck and eyes to watch the crackling sparks and curling smoke on their way to the frosty air above, you stretch your weary limbs towards the blazing pine logs and listen to the wondrous "fish tales" or to the spicy yarns of your many newmade friends till your intended visit of a day is prolonged into a month before you realize where you are. At the C. P. R. Hotel, however, no effort has been made to tempt the tourist to "break his journey" here. Instead of a wide, capacious chimney corner, big enough to hold an ordinary smoking-room, the large, bare office has not even an open grate! It is heated—tell it not in Gath—by that most detestable of all modern "improvements" (save the mark) namely the steam-heater. The way will unquestionably command the mercantile and wholesale offices and warehouses. The rest of the town site, practically, is the property of the

VANCOUVER IMPROVEMENT COMPANY LIMITED.

This area of land which comprises the eastern half of the city of Vancouver, is now on the market. It consists of Sections 181 and 196 (about 300 acres) and is rapidly being built up. Lying high, as it does, with a gentle slope to the shore of Burrard Inlet, it possesses unequaled facilities for drainage; it has been cleared of timber at great expense, is free of all ravines and other inequalities of surface which might deter the progress of building. During the past Summer about ten miles of streets, and double that length of sidewalks have been made. It possesses the best water front of the city of Vancouver, and, in short, is the natural importance of this property that the Canadian Pacific Company deferred bringing their line on to Vancouver for many months during which time negotiations were pending for the acquirement by that company of one-third of this property. All the more important industries of the city are located here, among others the "Hastings" Sawmill with wharves attached. An iron foundry also is in course of construction and the Anthracite Coal Company's large bunkers, together with the proposed smelting works will also be in this vicinity. The City Hall, Public School, Church of England, Presbyterian and Baptist Churches, together with the residences of the Mayor and principal merchants are all on this property. Mr. R. G. Tatlow, of Vancouver, is the company's agent.

The city is governed by a Municipal Council, composed of a Worshipful Mayor and ten Aldermen. So long as

THE RULING SPIRITS

On this Board continue to hold the majority, if steam pipes and coils are not enough to keep this hotel empty, we certainly do not know what would. It is not yet too late to rectify matters, and we trust it may be done.

There are also several pretty and stylish

PRIVATE RESIDENCES,

Notably that of Mr. A. G. Ferguson. This house is finished also inside in excellent taste and shows up to advantage some of the native woods which, when polished, develop some of the prettiest and most striking grains we have ever seen. Mr. Abbott's house is also very pretty, and we are told is finished and fitted inside in excellent taste, but we had no opportunity of taking any personal notes of its interior. Dr. Le Ferre' house is another handsome building; and, indeed, there are many others in town, but space will not permit us to dwell longer on this subject.

Such, then, is the general appearance of Vancouver and its surroundings to-day. What it will be this time next year, it is impossible to say, so rapidly is it growing.

By reference to the

PLAN ON THE NINTH PAGE,

The shape and mode of laying out the streets will be seen, as also the location of some of the more important buildings and places.

The proposed new Park comprises the whole of the Government reservation (shown on the index map), lying on the peninsula formed by "the Narrows," Coal Harbor and English bay. From the park to Burrard street the lots are laid out for private residential property, and many excellent sites will be found here. From Burrard street and continuing away in an easterly direction, lies the business portion of the town. Granville street is about to be extended across False Creek, and will then shortly be carried right through down to the Fraser River delta, forming a ready road to a new market from all points of this vast agricultural district. Water street and the whole of the dip and level ground following the railway will unquestionably command the mercantile and wholesale offices and warehouses. The rest of the town site, practically, is the property of the

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We have, however, by no means finished with the Mayor and Council yet. It goes without saying that men of this calibre are too

WIDE AWAKE

To sit down tamely and let their city mould its own destinies at haphazard. Men who secure the grading of their streets in advance to the extent and perfection that obtains in this city, men who have the courage to accomplish work of this kind in an infant city at an expenditure of $150,000, men who have the capacity to carry such works through with the same business forethought and forsighted policy as these men have shown are not likely to let their city of the future starve or want of enterprise and industries. An exemplification of this was shown, while we were in the city, the council voting, and the citizens by ballot confirming,

A GRANT OF $45,000.

Of this sum $20,000 was voted as the first instalment for their laying out of the new park, which, when finished, will be one of the largest and most magnificent in the world, and $25,000 as a bonus to encourage the establishment of

SMELTING WORKS.

When it is considered that ore from this province is at the present time shipped all the way to Denver, Colorado, the important bearing that these new smelters will have upon the mining industry of British Columbia can scarcely be over-estimated. Now that the trunk railroad is an accomplished fact, branch lines to every rich mining field will follow, and follow as quickly as they can be formulated, when once the ball begins to roll. There is enough work already promised to keep a smelter in full blast.

As a

NATURAL RESULT,

Moreover, of this stimulating effort, an iron foundry is already in the field with a capital of $50,000, and other iron foundries, machine shops, and the like, will speedily follow.

The Hospital also will cost $20,000, and there are, in addition, several large private enterprises, such as gas, electric light and other companies. The water company, also a private venture, is constructing reservoirs, laying pipes, and otherwise completing the water system at a cost of $280,000.

The reservoir is nine miles distant, across Burrard Inlet, at an elevation of 430 feet. The water will be brought thence in pipes and from its great pressure will throw a jet some 300 feet above the highest part of the city obviating all necessity for fire engines. There will instead be hydrants at close intervals all over the city.

These and kindred matters too numerous to mention have closely occupied the attention of the City Council, and so long as Vancouver returns men of this mettle to look after its interests, we can

WITH CONFIDENCE RECOMMEND

Our mercantile friends and all seeking profitable investment for their money, to trust their energy and enterprise to the fostering care of the City Fathers of this go-a-head place.

We have spoken pretty fully about the

CITY COUNCIL

And their labors, and it will be well, therefore, to say a word about the Aldermen composing it.

First then the "Worshipful Mayor,"

MR. M. A. MACLEAN,

Is a native of Scotland. He came to Canada with his parents in 1845. He takes very active interest in the welfare of Vancouver and assisted largely in getting it incorporated as a city. In an edition of this paper two years ago we ventured to prophesy he would be elected as the first Mayor, since which time he has been twice elected to the post and has devoted all his time and energy to the duties of his office.

ALDERMAN R. H. ALEXANDER

Is also a native of Scotland. He also has always shown a lively interest in the welfare of the city and was one of the first to prepare its incorporation.

ALDERMAN ROBERT CLARK

Is another native of Scotland, and is somewhat disposed to think that the less public attention is drawn to Vancouver the better, and that foreign newspapers certainly ought not to be encouraged to cross the border.

ALDERMAN L. A. HAMILTON, V. B. C. S.

Is also of Scotch extraction. He was engaged as a surveyor on the British North American Boundary Company in defining the forty-ninth parallel. He subsequently accepted a situation as chief land surveyor to the Canadian Pacific Railway Company and now holds the position of Assistant Land Commissioner.

ALDERMAN JOSEPH HUMPHRIES

Is a native of Ontario, and stated that he was induced to settle in British Columbia owing to a stray copy of the SAN FRANCISCO JOURNAL OF COMMERCE falling into his hands. He now represents the Moodyville Sawmill Company in this city.

ALDERMAN JOHN LEFEVRE

Is another native of Ontario. He graduated at McGill University, taking the first Sutherland Gold Medal. He practised medicine in Brookville for some time but at the beginning of the present year was elected to the position of surgeon on the Pacific Division of the C. P. R.

ALDERMAN GEO. H. LOOKERBY

Is a native of Prince Edward's Island. He is a machinist by trade and came to this city in July of last year.

ALDERMAN JOSEPH MANNION

Is a native of Ireland. This is the alderman who was so scared by poor Pencils' remarks about "taking in the city," and hoped that "no more 'leterary thramps' would be comin' around atarl, atarl."

ALDERMAN DAVID OPPENHEIMER

Is the life and soul of the Council, and unless we greatly mistake, will be elected by acclamation to fill the office of Mayor in the coming year. He is a native of Bavaria and spent his boyhood on the banks of the Rhine. Mr. Oppenheimer owns property here, his interests being widespread and scattered over all the principal centers of the city, whether East, West or South. His was the first axe to clear the city front site. Mr. Oppenheimer has done much for the province. He has not only made money here, but as soon as made he has re-invested it in some new venture, thus always adding his all to the growth and prosperity of the place. He holds also at present the office of Chairman of the Finance Committee.

ALDERMAN ISAAC OPPENHEIMER,

His brother, accompanied David to this country in 1848. The two brothers came to this Province in 1860, and have been associated together ever since sharing each other's vicissitudes and prosperity.

ALDERMAN E. SANDERS

Is a native of London, England. He came to this province in 1885 and commenced business as a builder.

The Mayor and Aldermen have our hearty good wishes. Long may they live to fill their several positions with honor to themselves and to the profit and welfare of their rising city.

THE C. P. R.

So much has been written and said from time to time of the Canadian Pacific Railroad which, moreover, can well afford to blow its own trumpet, through its own publications, that we will not take up valuable space by repeating the oft told tale. To any thinking man it is enough to describe Vancouver as the deep-water, mainland terminus of this gigantic road. Its future is assured beyond all question.

"THE LIVERPOOL OF THE WEST"

Is written upon it in characters so bold that those who run may read. It is but a question of time—how soon or how late depends much upon the men who settle here and hold the reins. There is scope for any amount of energy, capital, and enterprise. That fortunes, and big ones at that, will be made here requires no deeply inspired prophet to foretell, and if the same class of live, wide-awake, enterprising, business men continue to flock here as at present, they will not be long in doing it either.

LOGGING.

When you stop at Vancouver do not fail to visit the Commercial Sawmills just across False creek. You will find the courteous proprietors, Messrs. Leamy & Kyle, anxious to show you every attention, and you will here obtain one of the prettiest views of Vancouver and enjoy a stretch of landscape that cannot be beaten in the world. Pencils said that the whole shore over there abounded in "little bits," whatever that may mean, and that every step brought out some new picture, each more charming than the other. He just had time to "slap in" the mill, but it was necessary to reserve the "little bits" for another occasion. Our readers will kindly refer to this sketch on page 10, and will observe the "drag" leading down from the mill to the "boom." A log is just now in the chains, en route to the "execution carriages." To the right of the mill, in the foreground, will be seen the cook-house and dining-room, where all the hands take their meals, and between the two buildings, in the distance, we just catch a glimpse of the new C. P. R. hotel, with the coast range of mountains for a background. When we arrived at the mill the good steamship Mamie was lying at the wharf, and our genial guide (the manager of the works) insisted that we must "begin at the beginning," before we could arrive at a proper understanding of the lumber business. Acting under this belief nothing would satisfy him till we had promised to board the Mamie and to accompany him to Carbero channel in order that we might "take in" his logging camp. The journey was uneventful, except that Pencils, as usual, occasioned us considerable trouble by resorting to all sorts of tricks to stop the boat every few minutes in order to "slap it in." At first we had some sympathy for him, for we did certainly pass through fairy-land—bays and channels and creeks, with little islands studded about like floating gardens, the water, moreover, as smooth as molten lead, and the deep purple of the distant mountains here and there relieved by a snow-capped peak beyond, or some rugged promontory in the foreground, that was at times almost too much even for our own more matter of fact constitution. At last we succeeded in locking Pencils up below, and in due course found ourselves welcomed at

THE LOGGING CAMP.

Now don't suppose for a moment that the logging fraternity do not know how to take care of themselves. Here by the side of a cool and gurgling rivulet our friends have pitched not their tents, but their cosy plank huts. A tasty supper awaits each hungry woodsman as he sights the welcome spot, and many a yarn is spun and many a joke is cracked around the fabled campfire; the blazing logs now casting a rosy tint over the rugged faces, now bringing out in bold relief the outlines of the wearied forms that stretch themselves around, whilst the blue smoke curls upward through the straight and stately channels of the giant trees till it merges in the darkness of the vaulted roof above. Not thus, however, do the loggers spend the night, for soon the campfire is forsaken and each one rests him in his own particular bunk. Before we leave the camp just take a peep within the larder—venison and bear, grouse, salmon and trout; no need to go hungry

in these forests. You notice that some thirty men or so are camping here, but do not imagine that all are engaged in cutting trees. Out of these thirty men only two are knights of the axe. The thick and tangled forest is not so easily conquered as most people may imagine as they sit in their soft arm chairs at home. In

STARTING A CAMP

The first requirement is to build a road. Now this doesn't mean just clearing a track of a few trees and stumps and underbrush, but the formation of a road over which heavy logs, sometimes 13 or 14 feet in diameter, and 100 feet or so long, may be brought down to the coast. This is accomplished in the first place by a gang of "swampers," who go ahead and clear the way of all obstructions, ready for the "skidders" to take a hold. The "skidders" answer to "section men" on a railroad, and are constantly at work making and repairing the roads. The logging road is built with "skids," logs about 12 inches in diameter, that are placed about 9 feet apart. The roads and their various branches are made to follow the ground so as to secure a natural and gradual incline to the water. Trees are selected and felled alongside the roads or within a certain distance therefrom. The above cut shows

A LOGGER

Engaged in felling a tree. Our readers will observe that if the logger stood on the ground, or even at his own height therefrom, the circumference of the tree at that point would give him double the work that it would higher up. The logger, therefore, cuts a notch in the tree at the required distance from the ground and in this notch he inserts his "spring board," and on this he stands as he cuts the tree in its smaller circumference. After the trees are felled comes the

"SNAKING OUT,"

That is, the placing them on the "skid road." This is done by means of a cable, a snatch-block and an ox team of 8 to 10 oxen. One end of the cable is fastened to a tree or a stump, at the right angle on the opposite side of the road. The snatch-block is then fastened to the trunk, the oxen pull upon the block and by this immense leverage the trunk is drawn and placed upon the road.

A "LOAD"

Is then made up on the road. Twelve oxen are chained to the load of logs; the skids are well greased, the fore part of each log is "sniped" (that is beveled like an ice-sled) so as to run over the skids without catching in them, or tearing them up, and in this manner a load of some 5,000 to 8,000 feet at a time is hauled down to water. Here

A "BOOM"

Is formed of some four to five hundred thousand feet. The good steamship Mamie is hitched to the "boom," and by a hard tug of three or four days, and a consumption of some 24 cords of wood, at last deposits her charge within the region of the "drag" at the Commercial Mill.

Here we are then back again with

MESSRS. LEAMY & KYLE,

Having enjoyed our trip to their logging camp with their good-natured manager, Mr. Gray, immensely.

The mill has a capacity for 75,000 feet a day, and employs about 300 men (all white).

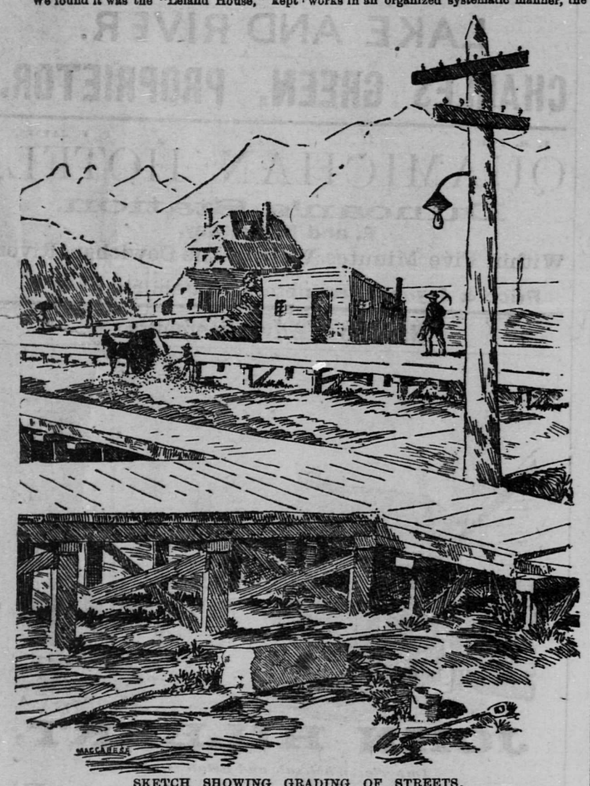
In connection with the mill is a

SHIP-YARD,

And a scow now on the slips is in course of construction. Here also was built their own good S. S. Mamie, registering 90 tons, and costing upwards of $18,000.

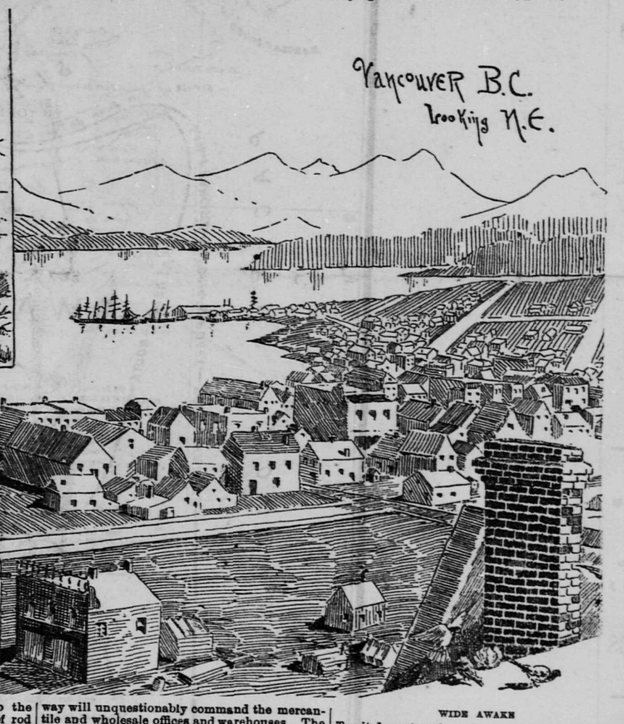
Messrs. Leamy & Kyle started here only some 12 months since, and have already done wonders—putting up their mill and buildings appurtenant thereto; built their steamboat and some six or seven scows, and altogether you would be astonished at the busy scene. In addition to which they have just completed pile driving for a new yard and sash factory, on the Vancouver town site, just opposite their mill near the C. P. R. round-house, and close and handy to their line of rails, whence they constructed a switch right into their new yard.

They do a large local trade, and ready ship considerably to the East.



SKETCH SHOWING GRADING OF STREETS.

VIEW FROM THE LELAND HOUSE, LOOKING ACROSS BURRARD INLET.



HASTINGS' SAWMILL AND SHIPPING.

LOOKING TOWARDS ENGLISH BAY FROM A CORNER OF THE NEW PARK.

REAL ESTATE REAL ESTATE REAL ESTATE

RAND BROS.

Real Estate Brokers AND Financial Agents

Offices at Vancouver and New Westminster, B. C.

We have the

Choicest Lots

On the Market

And

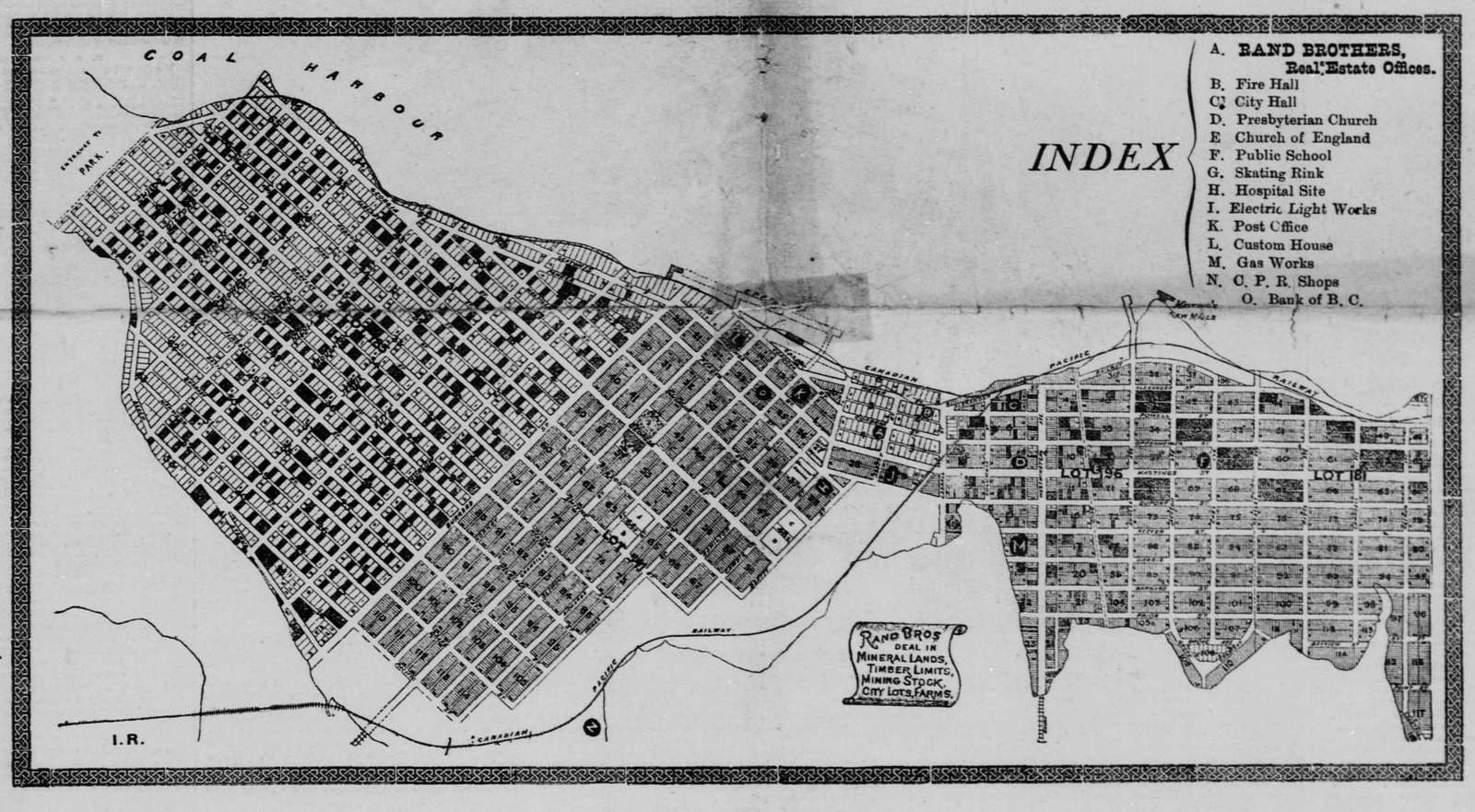
We can get

Any Other

LOTS

For You at

Lowest Prices.



Agents for the

Celebrated

BRIGHOUSE,

HAILSTONE

& MORTON

ESTATES,

Comprising the

Greater Part

Of Lot 185,

the "Nob Hill"

of

VANCOUVER.

THOUSANDS of Acres

FARM LANDS

THOUSANDS of Acres

ON THE FRASER RIVER DELTA!

RENTS COLLECTED,

INVESTMENTS MADE.

Estates Managed for Non-Residents

Make No Mistake, but Go to

RAND BROS.

Wilson Block, Cordova st., Vancouver.

VANCOUVER.

Continued from Eighth Page.

REAL ESTATE ITEMS.

"History Repeats Itself."

"If I had invested a hundred dollars, sir, in San Francisco in the 'early days' and hung on till now, I'd have been worth my million. Just think of it!" Point out the man on the coast who has not heard some 'Friscan complaining of his luck somewhat as above.

In Chicago you will meet with the same weeping and wailing and gnashing of teeth, and so indeed in the vicinity of any of our rapidly-growing cities. Perhaps nothing strikes a visitor from the old country so forcibly as the fabulous growth of our centers of industry.

On this continent we have become familiarized with the sudden springing into existence of almost ready-made towns. We pass over the rolling prairies or beat our way through the tangled forest and on our return a few months later, houses have replaced the trees, whilst streets and cable cars monopolize the prairie, and it is thought beneath our dignity to give expression even to an exclamation of surprise. If we could only know before hand the winning horse at the approaching Derby, or the lucky number of the Louisiana Lottery, what a snug little fortune we might make, and so with the cities that spring themselves upon us as if by magic on this continent of ours. If we could only get the "straight tip" as to what city would secure the popular favor; what spot on the prairie; what tangled mass in the forest would forthwith blossom and bud with houses and stores and busy industries, how easy it would be to become a millionaire!

Rarely do "coming events cast their shadows before" with the same marked outline as in this infant City of Vancouver, and yet will history repeat itself. Many will be the lamentations in a few years to come about the "golden opportunity lost."

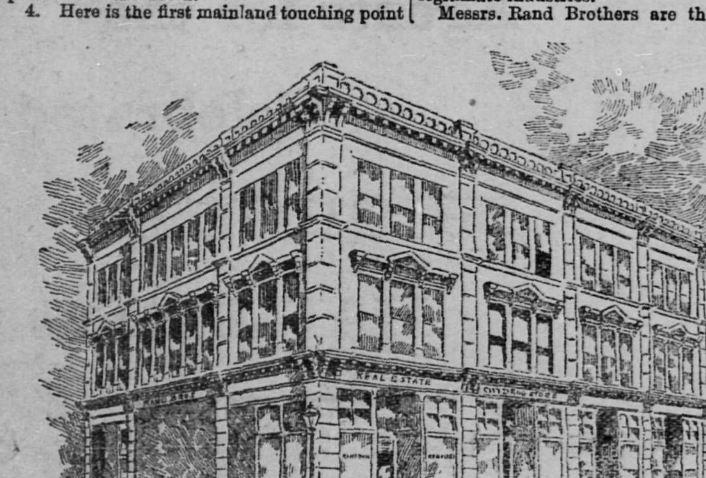
When Hastings street is connected with Hastings by cable-car, when Granville street has become the "Market street," extending to English bay and taps the agricultural district beyond; when Cordova street gives place to wholesale stores, and Water street and the whole of the level ground of the hollow and along the line, become monopolized by shippers and merchants; where smelters and foundries, shipyards and factories, and the grimy homes of steel and iron, coal and coke fringe the magnificent stretch of waterfront; when the whole peninsula is covered with bricks and mortar, the town extending along the Westminster road, and the busy ferries taking the surplus population to the second Oakland across the bay, then shall we hear the same groans in the streets of Vancouver, the same striking upon the thigh, as in our own city of 'Frisco to-day: "Oh, that I had given any price in the 'early days' to have bought the lots where now stands that factory, that smelter, that warehouse or the like." "Just to think that I might have owned half Market (Granville) street, or the whole of Kearny (Powell) street. If I had only looked a little ahead, and studied a bit the signs of the times." These and such like regrets will follow with the same certainty as will the rapid development of the city.

We know of no place where

THE LINES OF THE FUTURE

Are, or ever have been, so clearly marked as in this same city of Vancouver. Let us summarise a few of them:—

1. Here is just now completed the end (or the beginning, which you please,) of the mainland portion of a line that circles the globe.
2. Here is the spot that men of unsurpassed energy, pluck, perseverance, skill, money, forethought and indomitable will, have spent $200,000,000 to reach!
3. Here is a port, whilst yet in its infancy, that holds the backing and support, not merely of the Dominion and her strongest and most capable men, but also of her mother country—a country at once the wealthiest and most powerful of the world.
4. Here is the first mainland touching point by water with her rich sister colonies of Australasia, and the wealth of the Indies; whilst, on the other hand, here is the last house of call, so to speak, on the mainland, at the end of a line traversing a country larger in area than the United States. These lines of travel, moreover, being deemed of sufficient importance already to secure a special and substantial subsidy from Great Britain.
5. Here, also, is the most perfect harbor the world can show, entirely protected at every point, and capable of affording shelter to the largest fleet and the biggest ships of any navy of modern times.
6. Here coal and iron, both of the first quality, go hand in hand, a similar cause alone accounting for the secret of England's greatness to-day. England is the workshop of the world, and who shall say that similar causes will not shortly make Vancouver the workshop of the Pacific slope?
7. Here is the most charming climate of the world, and the ground-work for one of the most picturesque residential quarters that Dame Nature could bestow.
8. Whilst not only does coal, iron and lumber lie at her very threshold, and rich minerals within her province only awaiting short branches from the new trunk line for their development, but the food supply for her own requirements is practically inexhaustible. The finest salmon may be bought at your door for a cent a pound, and the islands and delta of the Fraser river, under 5 miles distant, supply some hundreds of thousands of acres of the finest agricultural land in the world, being an accumulation of the washings of the mountains.



THE WILSON BLOCK—*Rand Bros.'s Offices, the City Drug Store, and other business houses.*

These are a few of the thoughts that will occur to any business man as he contemplates this infant city, but the list might be continued almost without end.

On the other hand

TO BE CRITICAL:

The streets are somewhat too narrow. The seat of government of the railroad (Montreal) —considering the enormous bearing it has upon the place—is too remote from the town, thus losing touch of its interests and wishes, to the common detriment of the company and the people alike. The people are somewhat too conservative, timid at adopting anything new or lifting themselves out of a rut, and whilst very energetic in all matters touching their own comfort or the well-being of their city, are apt to be content to lose more than half the benefit of their energy by using very inadequate means to take their light from under a bushel—an evidence of "retail influence," "absenteeism," "delegated authority," or some similar cause tending to narrowmindedness, showing small capacity to grasp the future, as well as a lack of aspiration beyond the mediocre.

It is a curious fact that narrow streets in our experience are always sure and certain evidences that there are some narrow minds around exerting their influence. Vancouver, in some respects, shows unmistakable signs of compromises effected by the broader and more far-sighted citizens with their smaller minded, weak-kneed brethren. In the nature of things, some men with minds as small as their bodies, must exist in every community, but it would be a wise policy to buy them out and to send them back from whence they came—one small minded man will do more to retard a place than ten strong men can do to urge it forward—a fact that the citizens in all the three cities of British Columbia would do well to bear in mind at each recurring election. We can thoroughly sympathize with those

BIG-HEARTED,

Enterprising men, who, in spite of all opposition, have carried this city through all its municipal difficulties with a display of forethought, judgment, and breadth of ideas that have not only produced results unique in themselves, but that have, moreover, left such an impress upon their work that the careful observer cannot fail to recognize in this city an infant prodigy destined for great things. Our kind friends will pardon us one more criticism. It is a pity that the

LOCAL PRESS

Is not up to the standard of its sister cities.

A local newspaper plays a most important part, and has its own, well-defined duties to perform. No one, moreover, expects it to make itself ridiculous by any attempt to go beyond them.

If the local press moreover, from any cause, cannot offer hospitality to an accredited editor on a visit to the city, it would at least be well to observe the usual courtesy of returning his call by leaving a card. This the more if he receives a visit from a confrere of another nationality. We think, for the credit of the Stars and Stripes, we may say that an editor of the local press in Vancouver would find the metropolitan press of 'Frisco more alive to the amenities of society.

However, this is a small matter, and is thrown in incidentally on the spur of the moment. What we intended to allude to was, that the press appeared to be a detriment to the place as being too cramped and narrow in its views and aspirations, and content, moreover, at all times, to sit in the manger and howl if others attempted to do that which it either could not or would not do itself.

A local press should be supported at all times, and, indeed, subsidized if necessary; but its supporters should be careful to select an editor, with broad ideas, and one capable of viewing everything tending to the interests of the city from a disinterested standpoint.

Such, then, are some of the

PROS. AND CONS.

Concerning this city and her people. The "Cons.," as will be seen, are comparatively trivial in themselves, and easily remedied; the "Pros.," in our opinion, are as everlasting as the hills.

We will not leave the line of thought suggested by this article without a word upon the

PRESENT VALUES.

We have stated a few of our reasons for thinking that this city will rapidly enter the lists with the other wonderful growths on this continent, and it will be as well, therefore, to compare its present values with those of some of our remarkable cities that a few short years ago could only show values equal to Vancouver of to-day:

Comparative prices of valuable property per front foot in

Chicago	$6000
Cincinnati	3000
Cleveland	3000
San Francisco	3000
St. Louis	2500
Los Angeles	2000
Omaha	1000
Denver	750
Vancouver	150

Comparative table of the cheapest business property within one mile of the center of business, per foot frontage:

Chicago	$300
St. Louis	200
Cincinnati	150
San Francisco	150
Los Angeles	150
Cleveland	100
Denver	100
Omaha	100

Vancouver—altogether too low to estimate—say about $300 *per acre.*

Comparative table of residential property per foot frontage:

Chicago	$800
Cleveland	800
Cincinnati	600
San Francisco	450
St. Louis	200
Los Angeles	150
Denver	150
Omaha	100
Vancouver	20

From the above, it will be seen, therefore, if we are right in our judgment as to the probable rapid growth of this city, and the public can weigh well some of our reasons stated above for arriving at this conclusion, then indeed there is ample room yet for profitable investment as well as profitable enterprises, and our prophecy above, we think, will be fulfilled, that in a very few years to come, groans will be heard in the streets of Vancouver, and many a slap upon the thigh as people bewail the chance they missed by not investing in the early days.

We are indebted to Messrs. Rand Brothers—whose judgment in matters relating to real estate is second to none on this continent—for the above tables, as also for much valuable information respecting Vancouver and vicinity. We take this opportunity of acknowledging our obligations and of thanking them warmly for their courtesy and attention.

Rand Brothers.

If every one in this exceptionally wideawake, go-ahead city was possessed of the same energy and business-like capacity, the same fearlessness of "casting their bread upon the waters" —the same recognition of the advantages to be derived from seeking for outside support and the sharing of the good things this city enjoys as do the Rand Bros., this wonderful infant would be still more wonderful to-day even than it is. The price of lots would be even double what they are, many would be the substantial enterprises even now in full blast, and large indeed would be the outside capital flowing hitherward for investment and the fostering of legitimate industries.

Messrs. Rand Brothers are thorough-going real estate brokers, with whom it is a pleasure to do business; not merely is their judgment unsurpassed, their business record spotless, their experience large and their knowledge as experts in their line of business beyond dispute, but their enterprise is endless, and their energy is a by-word in the province. Up with the lark, they are nevertheless not afraid of the midnight oil; here, there and everywhere with their customers and clients, it is wonderful how they get through the daily routine of their business.

From our own observation it appeared to us that more feet crossed their threshold in a day than that of any other house in town in a week.

Here are their headquarters, but they have a branch also at New Westminster, and have some of the most desirable investments to offer in any part of the town or province, including large lists of city properties, as well as farms and ranches on the Fraser river delta, and in all parts of the province. Mines and mining stock also fall within their sale lists, as also iron and coal lands, timber limits, and every imaginable property or investment to be found in the province. They have just moved into their fine new offices, situate in the Wilson block, the largest building in town—a cut of which appears above.

TRAVELING ON THE SOUND.

STEAMBOAT LUXURIES.

"The Premier."

"Ease 'er!" "Stop 'er!" "Turn 'er starn!" What "innocent abroad" has not taken his penny ride down the Thames from Westminster to London bridge, or from the Surrey Side to Charing Cross, and watched the poor little urchin shivering in the wet and cold, keeping one eye down the engine room and the other fixed upon the captain as he walks the "bridge" above? The captain signals with his fingers to the boy on the deck below, who howls out the order down the hatchway to the engineer: "'Ed easy!" "starn-n-n easy!" Everything easy except the passengers, who, as a rule, are pretty uneasy—packed like sardines on one deck without a saloon or a cabin—not even a roof or an awning, wet or shine, baking hot or freezing cold. This primitive state of things exists, we believe, to this day, and we often wonder what some of our Old Country friends would say could they be suddenly transferred to the deck of one of the floating palaces that span the inland seas of the far West—if they would venture to the *terra incognita*, beyond the wild home of Buffalo Bill and the uncivilized redskin, the land of the setting sun and the fur-lined settlements of the Hudson Bay! We will endeavor to give our refined and luxuriant London friends a little idea of the sort of boats we indulge in here as we travel from point to point on the sounds and straits and inland seas of this rough and tumble country of their imagination.

Well, here is the "Premier" lying at the wharf; come aboard with us, O luxurious Londoner! No, no. You need not bring that umbrella with you; if it should rain we will promise you better shelter than struggling against the wind and storm with that flimsy thing as if you were on one of your own penny boats on the busy Thames! Ah! here we are. Come in here. This is the drawing-room. What do you think of it? One hundred and thirty feet long and more. This is better than getting under an umbrella, eh? Try one of those easy chairs or throw yourself at length on that soft cushioned couch. You can take a nap, no one will disturb you, and this thick Brussels carpet will deaden all noise. *Not sleepy?* Well, then, we'll get on with our inspection. See that piano by J. & C. Fischer of New York? Oh, yes, we have "heaps of fun" on the "Premier" sometimes—no one thinks of getting seasick here.

Those oil paintings in the panel? They are illustrative of the scenery in British Columbia.

Just look into one or two of these staterooms, there are forty-four on this upper deck and forty-eight below—altogether the boat can accommodate 136 passengers—see there are two comfortable berths to each state-room, fitted with spring mattresses and everything that modern comfort can think of. No danger of upsetting a lamp or setting your bed on fire, no necessity even to strike a match to get a light, just turn that tap and you have at once a bright electric light; turn it back and you are in darkness again. Those taps over the wash basin supply you with hot or cold water at pleasure at any time of night or day. Turn the other tap there, the basin will empty itself, no fear of upsetting anything. Now just look in here. This is one of the bridal chambers. There are five rooms like this; see, pull back that curtain, a regular double "fourposter." Ah! we thought this would "fetch you." Regular floating hotel, eh? Notice that bureau, that mirror, that wardrobe, that washstand. *Like to get married*, would you? just for the sake of being entitled to take one of these double staterooms? Well there's plenty of opportunity for making desperate love aboard, see all these little flirtation corners round the drawing-room with soft seats and cool retreats, to say nothing of the charming promenades on the upper deck. Now let us walk through behind here. This is the smoking-room, about 20x30 feet, here you may enjoy your cigar in peace or indulge in a quiet game of whist the while.

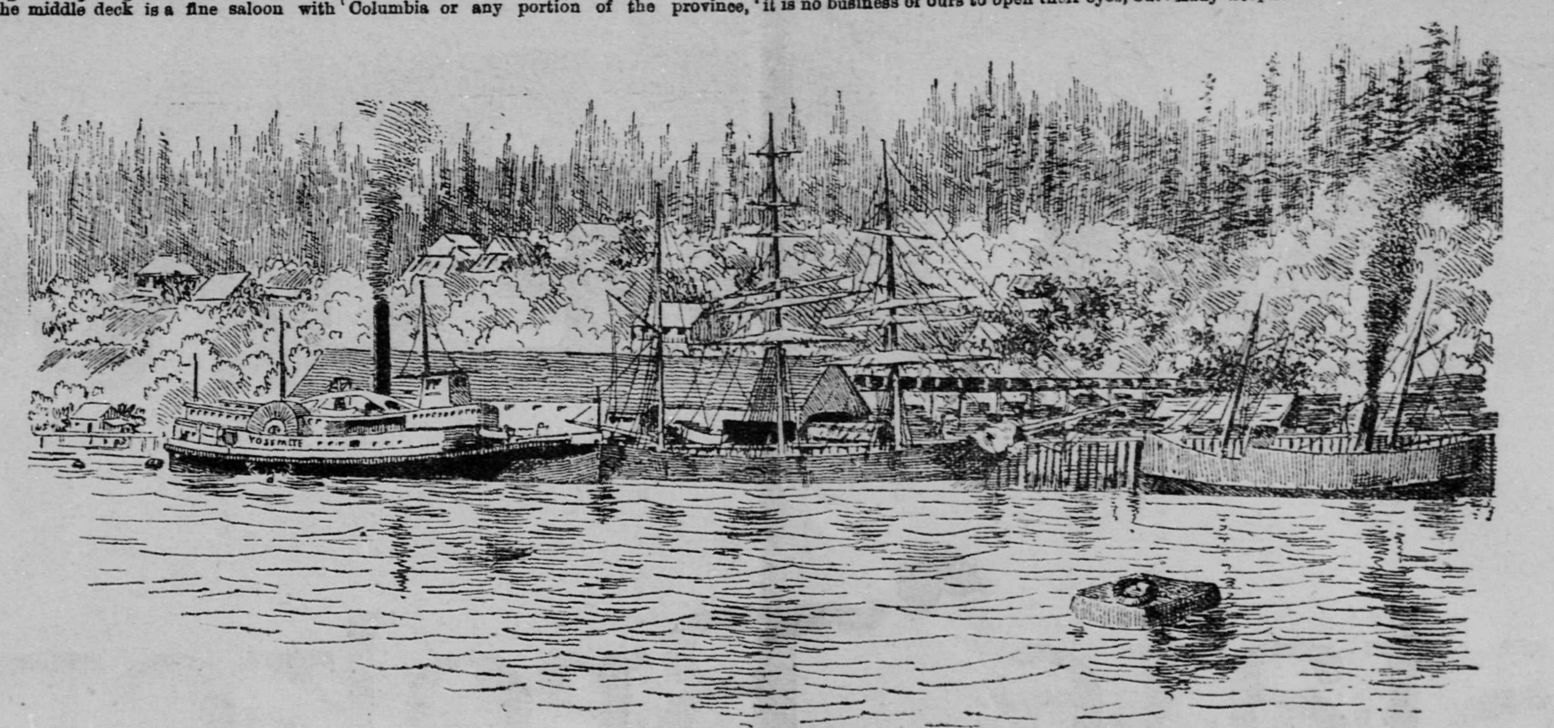
On the middle deck is a fine saloon with state-rooms and offices, and on the deck below, all above the water line, a comfortable dining-room arranged to seat some forty persons at a time. We'll go down to dinner presently, but come up here first to the upper deck. Now isn't this a fine place to "take your walks abroad" and get up your appetite. There's the captain's room and there the first officer's. Isn't that good enough for a prince? That is the "wheel house" right in the bow (see accompanying sketch). No necessity here for the notice that invariably meets you in the Old Country of "do not speak to the man at the wheel," the public don't get a chance of doing so here. The wheel is comfortably housed, protected from wind and weather, and placed at the vantage point whence the clearest look-out can be obtained; no boy is wanted to try his lungs against the storm before you can "stop 'er" or "turn 'er starn." From this Bluebeard's closet, where no one is permitted to enter, the captain can communicate at once with the engineer or indeed with any part of the ship.

Speaking of the engineer reminds us that the engines are well worth inspection. They were made entirely by the Union Iron Works of San Francisco and are of the very latest design. All the pipes center to one point and the engineer can control every part of the machinery without moving his position, thus closing or opening any given valve just by stretching out his hand from where he stands. An independent engine works the dynamo for the electric lights. There is a donkey engine also, used to heat the rooms, to supply hot water, to drive the pumps, the hydrants and the like. Printed instructions direct each officer and man and even passengers, what to do in case of fire, thus providing against all confusion. The ship is divided into seven air tight, water tight and fire-proof compartments, the coal bunkers occupying one, and each deck can be flooded just by turning a handle.

The boat is owned by Captain Spencer, of Portland, Oregon, and is chartered by the Pacific Navigation Company. She has a regular run between Vancouver and Puget Sound, plying three times a week between the terminus of the Northern Pacific with the terminus of the Canadian Pacific Railroads.

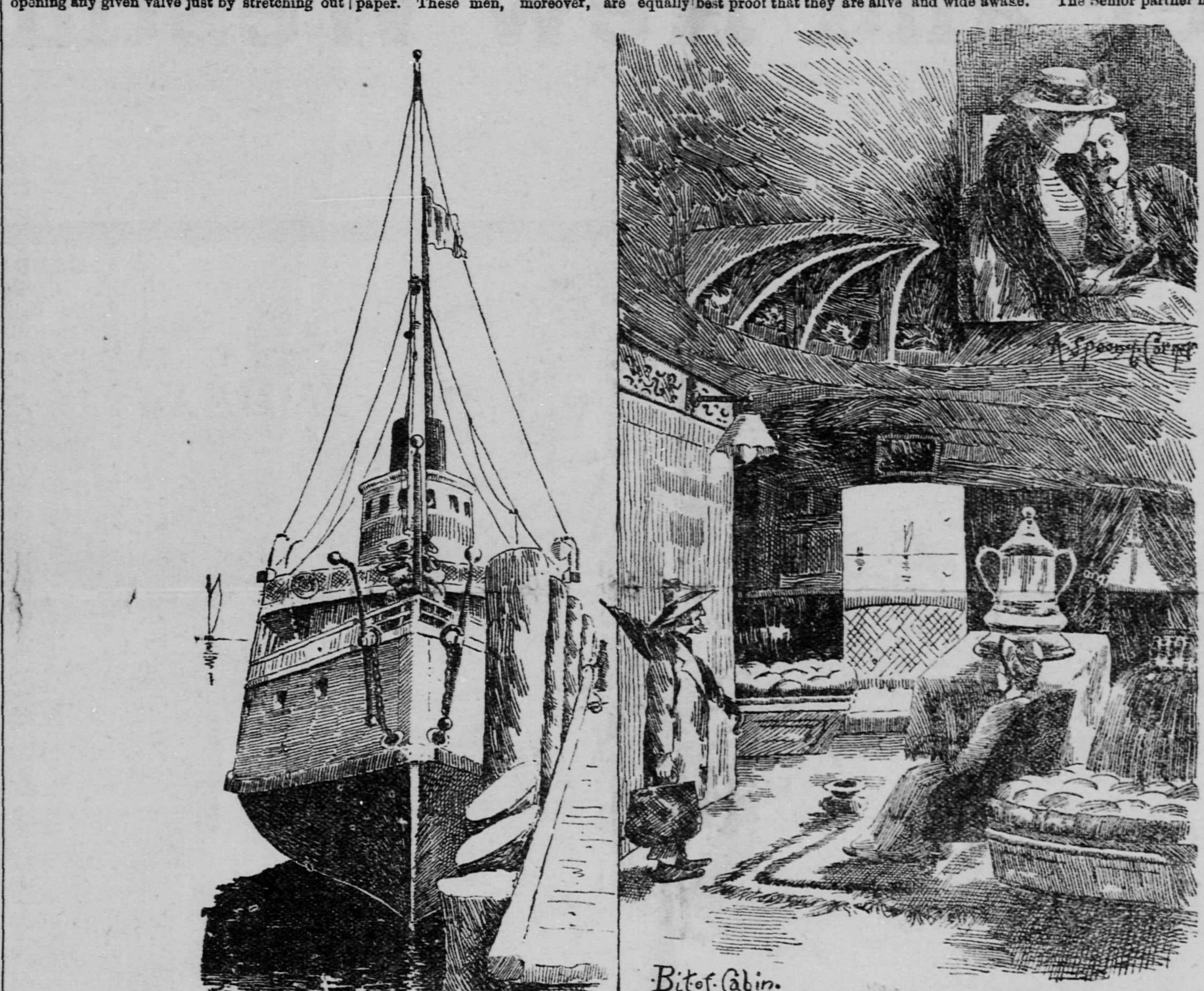
She has a speed of fifteen miles an hour (economical), but is capable of running seventeen miles an hour.

Now come down with us to dinner, we will crack a bottle of fine old dry champagne—for we can vouch for its quality—and pledge the health of the genial manager of the Pacific Navigation Company, Captain Irving, may whose shadow never grow less.



MOODYVILLE FROM THE HARBOR.

Moodyville from the Mill Grounds.



THE NEW STEAMBOAT "PREMIER."

LEAMY & KYLE'S MILL, FALSE CREEK.

CONCERNING

AGENTS AND AGENTS

BOOMS.

It may be noticed that the word "boom," except as applied to a raft of logs, nowhere appears in this edition, as applied to British Columbia or any portion of the province, and the omission is natural. Had we been traveling through California the word would probably have appeared twenty times in every column, but a "boom" is not indigenous to the soil where floats the British flag. A species of "boom," certainly, may be forced into existence here and there—a sort of spurious article—but it invariably "busts."

THE BRITISH DETEST ANYTHING FORCED

And unnatural, and would simply avoid a boom as they would avoid a painted face, or a bleached head of hair. Some people carry this feeling, however, to an

ABSURD AND DAMAGING EXTENT,

Notably in Victoria, where the real estate agents have an idea that everybody is going to hunt up a geography to search out British Columbia, and that they are doing their duty to their clients by hanging up a big map of the property entrusted them for sale, in some fusty little inner office where nobody can see it! In the opinion of these exclusive agents, it would, in fact, be quite an indelicate act to expose their city to the public gaze through the columns of a newspaper. These men, moreover, are equally cautious on public grounds not to do anything that would be likely to assist in attracting attention to the province. "It might have the effect of stimulating the more rapid development of the country, you know, and I should have more to attend to then than I could possibly manage." We have actually heard some of the leading real estate men in Victoria airing these views in all seriousness! The real estate men (generally speaking) of Vancouver and New Westminister are made of

DIFFERENT METTLE.

Now let us whisper a word of advice in the ears of our friends at a distance. If you are desirous of settling in British Columbia, of investing in farms or lots, opening up any new enterprise, or what not, let us urge you to place yourselves in the hands of those men who give best public proof of their enterprise and push.

MEN WITH BIG ESTATES

and interests who place their affairs in the hands of agents lacking any particle of enterprise, have themselves to thank for what they consider their ill-luck. They are mostly on the spot and ought to see at a glance whether their property is rightly placed. Some agents for instance will just "suck" a big estate for what it is worth, content merely to sit down idly and take their fees as they come along. Others will be content to take the lion's share of commissions whilst they let some minor agents do the work, spend the money in advertising and developments, and generally hunt up the buyers and settlers. And others again will actually wish to retard a sale or to keep back the natural growth of a country in order that they may "have it all." If landowners cannot see through these narrow-minded, small-souled individuals it is no business of ours to open their eyes, but we do say to our friends and distant readers correspond with and

MAKE YOUR INQUIRIES

of, live and energetic men; seek your property, your city lot, your farm, your enterprise, whatever it may be, where men of energy and push are surrounding you; be careful to settle on estates, or sections, or quarters of a city where the owner, or agent, or ruling spirit is alive and wide-awake and you will do wisely, though you pay twice the money for your interest.

As we mentioned in another column, the city of Vancouver recently

VOTED $25,000 AS A SUBSIDY

For smelting works. In itself this may not be a very great thing, but as an indication of the future it cannot be overestimated. In casting in your lot with men of this calibre you may rest assured that your interest will be secured, and that men of foresight, judgment and capacity will look ahead sufficiently for the protection, well-being and prosperity of the community. And as with cities, so with property owners, so with agents. Let us urge you again to cast in your lot with those who give best proof that they are alive and wide awake.

From the bent of the foregoing remarks our readers, we trust, will be able to follow us, therefore, when we say that there is an immense difference between "booming" a place and calling legitimate attention to its natural resources, and fostering their development.

British Columbia is certainly not booming. The rapid growth of the cities, the increase in population, the vast and steady advance in values, are

SIMPLY NORMAL RESULTS

Arising from recent exceptional circumstances in a country unprecedented for the wealth of its natural resources.

It would be strange indeed if a country so vast in its extent and so fabulously rich in its minerals, its fish, its lumber and natural products could be suddenly transported from the outer wilds to the center of one of the main highways of the world, without being brought a little into prominence or having its values somewhat revolutionized. We can only say that were any section of California suddenly to receive one-tenth of the cause for a "boom" as now exists in British Columbia, values would go out of all recognition, properties would change hands twenty time week, and real estate offices would be besieged by lines of people extending a quarter of a mile awaiting their turn, like the crowd at a music store on a sale of Patti's tickets. The cautious Britisher, however, will none of this. There is not the slightest particle of "a boom," but the prices rise—rapidly rise and steadily rise—in spite of everything.

The following are some of the more prominent real estate men in this city:

MESSRS. ROSS & CEPERLEY

Occupy very handsome new premises in the Lady Stephens Block. The building is of a very substantial character, constructed of massive granite blocks. A sketch of these premises will be found on page 11 of this edition.

Half the building is devoted to the use of the Postoffice, and Messrs. Ross & Ceperley occupy the other half. It will be seen, therefore, that they 'hold the fort,' so far as position and locality are concerned. Their office, moreover, is handsomely fitted and furnished, and the whole surroundings at once inspire you with confidence in the solidity, reliability, enterprise and capacity of the men who are conducting the business.

The Senior partner holds a very enviable and important position as M. P. (Let us here explain to the uninitiated that "M. P. P." means "Member of the Provincial Parliament," and "M. P." the much more important position of "Member of the Dominion Parliament.") Mr. Ross then is one of the Representatives of the country in the Dominion Parliament. His career has been a very honorable one, though checkered, and of considerable interest. We feel constrained, therefore, to give a brief sketch of his life.

MR. A. W. ROSS, B. A.—M. P.

Was born March 25, 1846, at Nairn, County of Middlesex, Ontario. Educated at Nairn Village School, Wardsville Grammar School, Toronto Normal School, University College, and graduated as B. A. at Toronto University. He was Inspector of Public Schools for the county of Glengerry, Ontario, from September, 1871, until November, 1874, when he resigned to study law in Toronto. He settled in Winnipeg, Manitoba, in June, 1877, was called to the bar in February, 1878, and entered into partnership with his brother, the late W. H. Ross, under the firm of Ross & Ross, afterwards Ross, Ross & Killam, later Ross, Killam & Haggart. The firm were solicitors for two chartered banks and four loan companies, besides they soon took the lead in the real estate business of the Province. Mr. Ross was elected a Bencher of the newly-formed Law Society of Manitoba in 1880; and after the death of his brother, became the largest operator and owner of real estate in the Northwest, and soon acquired the reputation of being the most successful operator in Canada, his name extending to England, as well as over this Continent. As he was considered to be thoroughly posted, and thus able to anticipate an increase in values, his every movement was watched by other real estate men and speculators. Inside of one year during the boom in Winnipeg in 1881-2, he cleared over $500,000, which was all re-invested, while during six months of this period his monthly cash deposits in the bank from receipts of sales made by him ran from $200,000 to $400,000, and everything he touched was a success until the "boom" burst in April, 1882, when he lost everything through his unbounded faith in the natural resources of the Northwest, and its rapid development. In 1881, when the C. P. R. Co. commenced the construction of the national highway with remarkable energy, there was a rush of capital and enterprise to Winnipeg, and it was not the visionary ones alone who went thither, but sober, experienced and thoughtful men. Through a variety of causes the rush came to a standstill; banks and monetary institutions, which had hitherto encouraged the wildest of speculations, suddenly tightened and called in their loans, then followed almost a panic with the strewn wrecks of the "boom." All suffered, the oldest and wisest as well as the rest being covered in the wreck; and had the "boom" not burst when it did, Mr. Ross' success would have been pointed out as one of the most marvelous on the Continent; but after all the experience and lesson have their value, and Mr. Ross is now on the road to speedily retrieve the past. In Manitoba he was connected with nearly every project that had for its object the development of the country, and was chosen to represent the Great Northwest in the "Howland Syndicate" to construct the C. P. R. In 1884 he came to British Columbia to commence life again, and he had some interest at Port Moody, the then terminus of the C.P.R. On a visit to this place as well as to the present site of Vancouver he immediately decided the latter could only be the place for the permanent terminus of the great transcontinental railway; and at once declared it was one of the finest natural town sites in the world, which is every day becoming more patent through the energy and enterprise of its citizens. He then assisted very materially in having the change of terminus made to its present site; and has unbounded faith in the great future of Vancouver.

He entered politics in 1878, being elected to represent Springfield in the Legislative Assembly of Manitoba, and on a general election being held in 1879 was re-elected, and had only three votes polled against him. He resigned in 1882 to contest Lisgar for the House of Commons and was elected, defeating Dr. (now Swett) Schultz, a very strong man, and the oldest member for the county. At the last general election, although residing in British Columbia for three years, his constituents returned him by acclamation. The number of voters in the county is 6003. During his term in Parliament Mr. Ross has made two speeches, especially dealing with the future of the Great Northwest, which at once gave him a strong position in the House. These speeches were printed by the Government and the C. P. R. Co., and scattered broadcast as immigration literature.

He is a thorough Canadian in its broadest sense, as distinguished from parochial or provincial, and from an intimate knowledge of the country, considers the hope of the future greatness of Canada rests upon the development of the unlimited natural resources of the region from Lake Superior to the Pacific Ocean. His principal traits of character are geniality, indomitable will, energy and perseverance. Here as in Winnipeg he is thoroughly posted about advancing values.

H. F. CEPERLEY.

The junior member of the firm of Ross & Ceperley, is an American, was born in Otsego county, New York, in 1851, educated at Whitestown Seminary, of the same State. He came to Minnesota at the age of 21 years, and since that time has traveled extensively through the Western States and Territories, the last ten years having been spent in New Mexico and Montana in the real estate and insurance business, representing at one time in Montana fifteen of the leading English and American Fire Insurance companies. Mr. Ceperley possesses a thorough knowledge of the business in which he is engaged; he is a member of the Vancouver Board of Trade, and was elected to the first council of that body. He is a live, energetic and thoroughly reliable gentleman.

We can assure our readers that any business entrusted to Messrs. Ross & Ceperley will receive prompt and careful attention.

RAND BROTHERS.

A sketch of Messrs. Rand Bros. will be found in another column.

. C. INNES & CO.

Another wide-awake firm here is that of Messrs. F. C. Innes & Co. Mr. Innes is in fact the pioneer real estate man in this city, and no one is better acquainted with values, or has had greater facilities than he has for acquiring all that special knowledge which can be obtained only by the man who starts with the beginning. Moreover his partner, who is an attorney, is able to give the most careful and reliable attention to the examination of titles and the preparation of legal documents. Mr. Innes also is a Notary Public, and the firm, besides being real estate brokers and conveyancers, do a considerable business as financial and insurance agents.

Messrs. Innes & Co. are not only well acquainted in Eastern Canada, but Mr. Innes is himself familiar with the whole of the Pacific Coast, and has a thorough knowledge of the various methods of transacting business in its several States and districts, together with its general requirements, necessities, developments and interests.

Mr. Innes is himself a large property owner in this city and vicinity, comprising some of the choicest business and residential lots in the market.

Messrs. Innes & Co. are noted for their square dealings, their push and enterprise, and for the energy, perseverance, painstaking and ability shown in the conduct of their business.

H. A. JONES & CO.

We do not pretend to account for the "reason why," but it always does appear to us that real estate men who hail from "the States" can get through more work in a day than any other real estate men can in a week. They seem to have gotten the "hang of it" somehow. It is but necessary for us to say that Mr. H. A. Jones comes from the State of Ohio to convey at once the picture of a rushing, pushing, energetic business man. Mr. Jones, moreover, will be found equally alive to the interests of his principals, whether acting for a vendor or a purchaser. Arriving at Vancouver before the great fire he was one of the very first to open an office in this Phœnix City; hence it is that by growing up with the place he is thoroughly conversant with all the ins and outs of the situation, has all the prices at his fingers' ends, and is never at fault in his valuations. By strict attention to business, unfailing energy, and proved integrity, he has secured himself an extensive business; and, indeed, has effected sales of property for all the leading landowners in the city. A firm believer in Vancouver and its brilliant future, we predict that Mr. Jones will make his mark, and probably his fortune, in this city of his adoption.

INDEX MAP OF VANCOUVER.

Hastings' Sawmill.

One of the most prominent landmarks of Vancouver is the Hastings' Sawmill. Built at the extremity of a little pointed peninsula jutting out for some distance into the bay, the mill catches your eye directly, whether from the land or water, and strikes home at once as the center of a busy enterprise. Whether you refer to the plan of the town or to any of the sketches of the place the Hastings' Mill stands out with the striking prominence.

The sketch at the foot of page 8 is a faithful representation, and shows also the extensive shipping business transacted at this company's lumber yard. Their trade is mostly foreign, principally to Australia, China, and the southwest coast of America. They turn out some 12 to 15 million feet a year, and their monthly payroll is about $5000. They have a capacity for 75,000 feet a day. The machinery includes one circular double 60-inch saw, one edger, one pony gang with 44-inch gate, having a capacity of 40,000 a day, lath and picket mill, two planers. The mill employs some 180 men, all white except the cook. The company has a logging camp in English Bay, about six miles distant by water, where about 25 men are employed. The trees here are of a great size, often 8 or 9 feet in diameter. The company has likewise two other camps on Thurlow Island, about 130 miles distant, where they employ 50 men. It also has a powerful tug for bringing in the booms. The company has only very recently been incorporated, and is known as the Hastings' Sawmill Company, limited.

Mr. R. Alexander is their tried and capable manager.

Bank of British Columbia.

In the development and rapid growth of any rising place, a good, sound, reliable bank plays a very important part. This province may certainly be congratulated in this respect. The Bank of British Columbia is not only a thoroughly solid institution, but the management is evidently as wide-awake and enterprising as it is judicious and careful. Its ramifications are far-reaching, the bank having its head office in London, whilst its branches are scattered over this coast in every direction—at San Francisco, Portland, Or., Victoria, New Westminster, Vancouver, Nanaimo and Kamloops. Besides its own particular branches, the bank has agents and correspondents in every quarter of the globe. It was incorporated by Royal Charter in 1862, with a capital of $2,500,000.

We give the principal items of the last three half yearly balance sheets, as they will be found interesting not merely as applied to this enterprise, but as an index of the steadily increasing trade and population of the province:

	June 30, 1886.	Dec. 31, 1886.	June 30, 1887.
Capital paid up	£375,000	£375,000	£375,000
Reserve fund	80,000	85,000	90,000
Notes in circulation	113,926	161,058	170,697
Current accounts and deposits	644,571	688,366	804,919
Bills payable	145,316	133,477	296,358
Other current liabilities	19,211	17,815	20,461
Specie, cash and gold bars and dust	153,365	203,664	233,708
Consols and India stock	51,859	51,015	52,497
Bills receivable and Dominion notes	230,053	336,903	295,833
Bills discounted and loans	874,986	811,654	1,115,967
Other securities	43,763	38,026	37,778
Bank premises	45,122	45,452	45,554
Balance of profit and loss	21,155	25,909	23,910
Working expenses	11,329	11,087	11,344
Dividend	11,250	18,750	15,000
Added to reserve	5,000	5,000	5,000
Carried forward	4,905	2,249	3,910

Mr J. C. Keith is the valuable, trusted and popular agent in this city. This branch was opened for business directly after the fire, and indeed was the first bank established here. It is by all odds doing the largest business by far in the place. We should not forget to mention that they are the Government bankers.

Bewicke & Wulffsohn.

It requires no "second sight" to see that this firm will grow into prominence in the same ratio with the rapid growth of the city.

Mr. Bewicke is one of England's "younger sons," being from the good old stock of the Yorkshire Bewickes.

Mr. Wulffsohn comes from Hamburg, Germany, where he is still the head of a large export and import general merchandise business, with another large business also of the same kind in Brazil.

Messrs. Bewicke & Wulffsohn are in reality private bankers here, but with that fearless individuality that stays not to go in the beaten track of others, or to copy the exact lines of precedent, they adapt their business to the circumstances of their surroundings, and have established a banking business here more after the pattern of the Birkbeck Bank in London than any other institution we can call to mind—combining with their banking business a sort of building and loan society, real estate, stock broking business, insurance agencies and the like, with correspondents in all the leading cities of the world. That their comprehensive business will grow and increase with the same rapid strides as the city of their selection is, in our judgment, beyond question. Their banking house is situated on Cordova street, nearly opposite the C. P. Railway Company's offices. The foundations and walls of the first floor are of granite and the upper portion of brick. The interior of the building is finished off in handsome style and in excellent taste, with a large fire and burglar-proof safe and every other convenience and necessary fitting, proper and useful for their business. A sketch of their premises will be found in our advertising columns.

Messrs. Bewicke & Wulffsohn have agencies and correspondents in Hamburg, Berlin, Vienna, Paris, Havre, Antwerp, London, Glasgow, Montreal, New York, San Francisco, Victoria, B. C., Rio de Janeiro, Buenos Ayres, Yokohama, Kobe, Hongkong, Shanghai, Bungkok, and other places.

One department is devoted to a general banking and stockbroking business, and the other to a general real estate and insurance business. They hold agencies for the leading life, fire and marine insurance offices of the world, and as capitalists they command many advantages, amongst others, paying losses right away, without waiting for the arrival of the money from the office. An adjustment of this kind came under our notice whilst we were in the town. A fire happened on the 24th of September; the claim for $1,855 was adjusted and paid on October 10th, thus being far ahead of time of settlement of any other office in town.

We are indebted to Messrs. Bewicke & Wulffsohn for many acts of kindness, and take this opportunity of acknowledging our appreciation of the attention and genuine hospitality shown us by them whilst in the province.

Leland House.

What Driard House is to Victoria Leland House is t Vancouver. The autographs of my Lords and my Ladies adorn the Register. The elite amongst the tourists follow like sheep as if by instinct, and every one feels more than satisfied if he is lucky enough to find a "shake-down." Inside everything is done that careful management and an obliging nature can do to cater to the comfort and enjoyment of the guests. The house has recently changed hands and is now under the proprietorship of Mr. Wm. Prout, who lately conducted a similar business in Victoria. Mr. J. E. Insley so well known as the owner and late proprietor of the Colonial Hotel, at New Westminster, holds the position of manager. Already have Mr. and Mrs. Prout become deservedly popular with their guests, and as a consequence during our stay we frequently observed that the house was not large enough to meet the demands upon it. The house, situated on Hastings street, is a large building of three stories, capable of affording accommodation to about 100 guests. It is close to the depot and the wharf, as well as near and handy to the business portion of the town. The dining-room is very nicely fitted up and arranged to seat about forty guests at a time. On the ground floor also is the billiard room, bar and office, all separate, the latter used likewise as a reading and smoking-room. On the floor above is a pretty drawing room and anti-drawing room, with a very nice piano by Haines of New York, and the bed-chambers on that and the floor above are all comfortable and well-furnished rooms. Each floor opens on to a veranda, where are found comfortable seats and from whence may be enjoyed a view of the most charming scenery this perfect country can produce. We understand that very extensive alterations and additions are in contemplation, and there is no doubt that next spring will see great changes here. A cut of the building as also a sketch of the view from the veranda will be found in these columns.

Mr. and Mrs. Prout have our best wishes, and we can recommend their house with confidence, whether to the citizens or to tourists.

Oppenheimer Brothers

Are direct importers and strictly wholesale dealers in groceries, and have obtained for themselves a well-earned reputation throughout this coast for reliability, enterprise and progress. The firm carry everything in the grocery line, and do a very considerable business. They occupy a fine new brick building on Powell street, a sketch of which will be found in our advertising columns. The Oppenheimer Brothers are both active members of the City Council, and are referred to more fully in our article-in-chief upon Vancouver.

The Retail Stores.

MR. A. BUNKER.

One of the prettiest stores in the city is that of Mr. Alfred Bunker, situate in the Hamilton Block at the corner of Hastings and Granville streets. This store was built by Mr. Hamilton, who holds the position of Chairman of the Board of Works, as well as C. P. R. Land Commissioner. Mr. Hamilton was his own architect, and certainly must be congratulated upon his taste and workmanship. It will be seen from the accompanying picture that the people of this city are already studying appearances as well as solidity. Every new block erected has an air of "Come to stay" about it uncommon in the Pioneer cities of the States.

Not only, however, is the exterior of a pleasing elevation, but the interior is also worthy of mention. The taste and business-like arrangement of the stock is at once noticeable, and it is apparent to all that Mr. Alfred Bunker, who has lately arrived from St. Johns, New Brunswick, is not only a wide-awake man, thoroughly at home at his business, but possessed of that sort of grit, tempered by a bright intelligence, that will make his presence an acquisition to any rising city. We predict that he will soon make his mark amongst his fellow citizens.

He conducts the business of a first-class family grocer, carrying upwards of $3,000 worth of general provisions of all sorts, in combination with fruits, vegetable and dairy produce.

He is a Canadian to the backbone. Canadian born and Canadian he hopes to die.

After leaving St. Johns he did not settle down again blindly, however, but gave himself a chance to see if any other place suited him better, visiting all the chief places and districts on the coast from the Dominion border to Southern California, and returned fully satisfied that Vancouver was the place of his choice. He has a lease of his store, and we think has shown good judgment in the selection of the spot to drive his stakes. Already has Mr. Bunker started a trade with China, having shipped a large amount of fruit by the steamship "Port Victor" of the C. P. R. line just under way.

Abrams & McLean.

Another of the principal stores here is the clothing establishment of Messrs. Abrams & McLean on Carroll street. Burnt out at the great fire, they were in full swing again at the end of two weeks and now carry a full and excellent line of clothing and gentlemen's furnishing goods, including ladies and gentlemen's boots and shoes of every description, hats, waterproofs, umbrellas, gloves, trunks, satchels, blankets, and everything in this line of business that can be thought of. It is evident from the excellent quality of the goods and their extremely low prices that Messrs. Abrams & McLean know what to buy and how to buy it. We understand that they do a large trade with the inlying country dirtricts and places on the line of rail from whence goods may be ordered by mail and forwarded C. O. D. by express. The accompanying sketch gives a very truthful representation of their business premises.

The Tremont Hotel,

On Carroll street, near Powell, is a commodious brick building in a first-class position, near the principal wholesale and retail stores of the town. It has accommodations for about one hundred guests, and the genial proprietors, Messrs. McKoskery & Lloyd, take especial care to see after the comfort and well-being of their guests. The dining-room is arranged to seat about 40 guests. There is an excellent parlor, opening on to a pleasant veranda; a billiard-room, office, smoking and reading-room, and every convenience and comfort that a first-class family and commercial hotel can afford. The above sketch gives a very faithful representation of the building.

F. W. Hart.

Another enterprising, wide-awake man in this city is Mr. F. W. Hart, the proprietor of the principal furniture store on the mainland of British Columbia. He is one of the pioneers, being established here prior to the fire, and with his usual "get-up and get" about him was "running" his business again almost whilst the ground was still hot. He keeps a full line of furniture here, and has an extensive store, as well as a furniture manufactory (the only one in town). Here, also, will be found a choice assortment of china, porcelain, crockery, glassware, lamps, wallpaper, carpets, in fact, every requisite for furnishing or beautifying your home.

Placards through the town are pretty frequently reminding you to "Go to Hart's for furniture," and we can with confidence repeat the advice. He is contemplating large additions to his business premises.

Thomson Bros.

We can recommend our readers to pay a visit to the well-filled bookstore of these enterprising men. It is situated on the east side of Cordova street, in the center of the business portion of the town. Here they carry an excellent line of books and stationery, making quite a feature of their commercial books. Ledgers, cash books, journals and stock books simply line their shelves. They do a considerable business as news agents, and carry also quite a line of toys and fancy articles. We may mention that copies of this edition may be purchased at their store.

S. T. Tilley,

On Cordova Street, has quite an extensive business here. Burnt out at the fire he started right in again immediately with a tent for a store, and now has accumulated here some four or five thousand dollars worth of stock.

He carries an excellent assortment of books, stationery and fancy goods of every description. At the back of his store is the head telephone office. Mr. Tilley is a live, energetic Pacific Coast man, having spent some years in California, and coming originally from New Brunswick.

Copies of this edition may be obtained from Mr. Tilley.

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ROSS & CEPERLEY,

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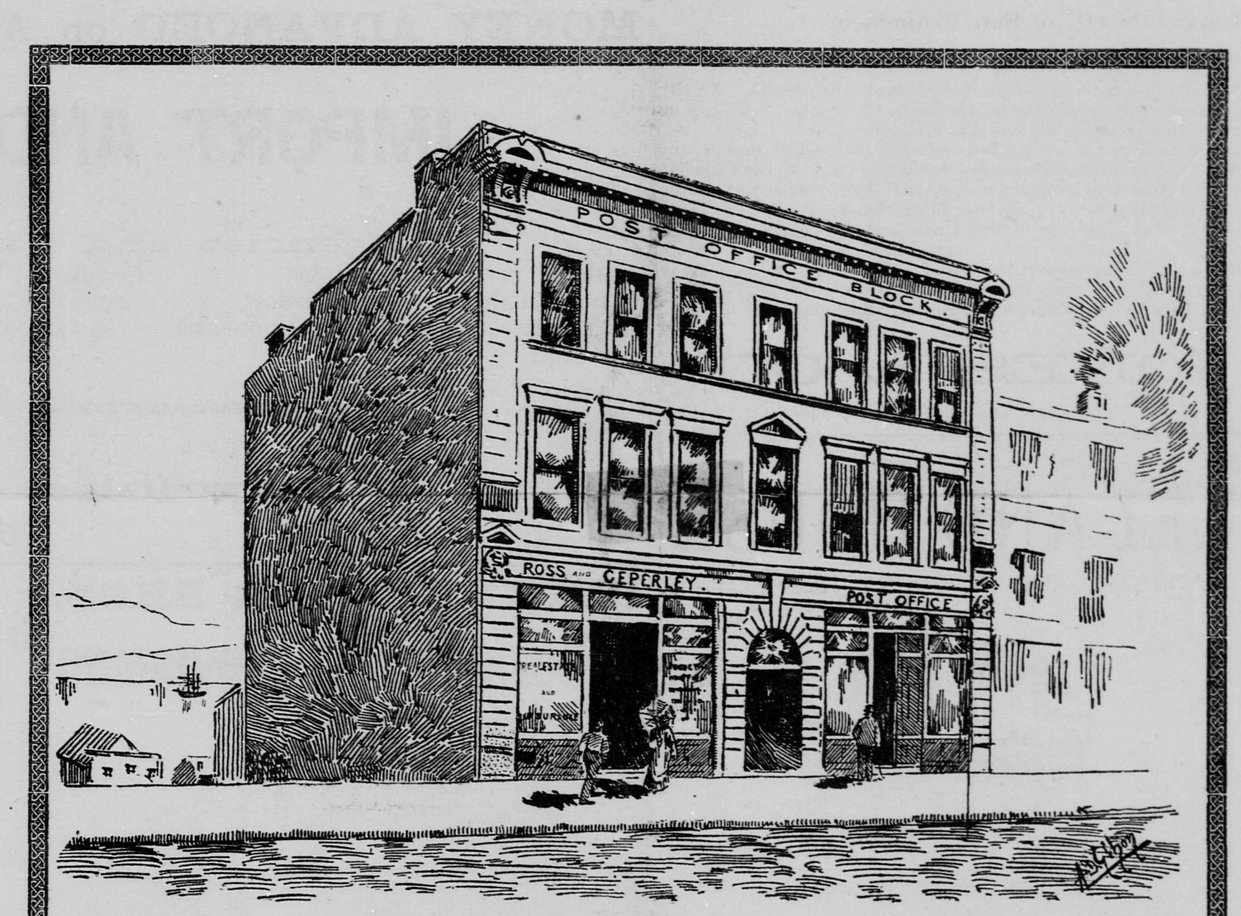

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Representing the Ætna of Hartford, Hartford of Hartford, Western of Toronto, Fireman's Fund (Marine) Travelers' Life of Hartford and Accident of Hartford.

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F. C. INNES & CO.,

REAL ESTATE BROKERS

Financial Agents, Notaries Public, Conveyancers, etc.

As one of the Members of our firm is an attorney, the most careful attention is given to the preparation of legal documents and the examination of titles.

H. A. JONES & CO.

EVIDENCES ARE DAILY MULTIPLYING

WHICH SERVE TO CONVINCE EVEN SKEPTICAL PERSONS THAT THE

CITY OF VANCOUVER,

BY ITS GEOGRAPHICAL LOCATION,

Is Destined to be the Largest Seaport North of San Francisco.

Its resources are both substantial and inexhaustible. Its development is no more rapid than is consistent with health. No city on the Pacific Coast can show such a record in Public Works and Improvements in proportion to its size as Vancouver. No city on the Pacific Coast can show such extensive private improvements in proportion to population and age as Vancouver.

The increase in value of all kinds of property in and around Vancouver during the coming five years will be greater than in any place on the Coast. Extensive improvements in the way of buildings, wharves, workshops and tracks are being made by the Canadian Pacific Railway Company. Smelting Works, to have a capacity of hundreds of tons of ore per day, have been commenced. Iron Foundries and other important industries are now being formulated. Hundreds of feet of massive brick structures are now being erected. Scores of elegant residences are being built throughout the city. Mile upon mile of broad avenues and magnificent streets are being graded and improved.

VANCOUVER IS THE CITY OF THE NORTHWEST TO LIVE IN. Vancouver is the city of the Northwest to speculate in if you wish to make money. Invest in Vancouver now if you would reap the greatest profit from your investment. Property has advanced in value generally 25 per cent and more in the past few months. For full information concerning Vancouver, and desirable investments to be found in and near the city, address

H. A. JONES & CO.

P. O. BOX 18. Real Estate and Loan Brokers, Vancouver, B. C.

MOODYVILLE.

"You see those white specks over there across the water? No, not there, that is the Indian mission; over there to the right of where you are looking. You notice the smoke curling up and the steam from the engines? Yes there, well that is Moodyville.

Messrs. Welch & Co., the large commission merchants of San Francisco, and Welch, Rithet & Co., of Victoria, have quite a colony there and "own the whole business."

A large saw mill, the largest in the Province, and attached thereto a comfortable and well appointed hotel, an excellent library and reading-room for the "hands," a church, a school, a grist mill, a fire brigade, a cook house and boarding house for the employees, a machine shop, a blacksmith's and carpenter's shop, a shipyard, a large general store, quite a little settlement in the way of huts and cottages, and a very pleasant, charmingly situated residence for their manager, Mr. B. Springer. This house, which is very conveniently arranged and of a pleasing style of elevation, was built by the present Lieutenant-Governor, Hugh Nelson, some years since, he being at that time one of the owners of this very valuable property.

Those big ships you see lying there are awaiting their cargoes of lumber, for this mill, let us tell you, does an immense foreign trade.

The company has vessels under engagement at the present moment for 15,000,000 feet of lumber for Australia and elsewhere. The company ship largely also to China and Japan and South America. That ship you see there now is under charter for Buenos Ayres. The new line of steamboats to Yokohama also ship a considerable quantity. The company has very powerful engines here, taken from an English man-of-war, "The Sparrow-Hawk," that was dismantled out here some time ago—it is a splendid engine of about 500 horse-power, kept going by eleven boilers, the furnaces for which are fed by the sawdust from the mill.

The saws are the usual double 60-inch circulars (arrangements also have just been made for another set), with a 24-inch gang saw and the usual complement of "planers," "edgers," "gang bolters," and "lathers."

The mill is very roomy and convenient, and the lumber, as soon as cut, is deposited on the "live rollers," which transfers it to the respective destinations, thus saving a great deal of hand labor.

The company employs some 300 men altogether, including the logging camps, and can turn out 225,000 feet of lumber in 12 hours. Yet, notwithstanding this enormous capacity, they were compelled during the Summer to run night and day, owing to press of business.

The whole place is lighted by electric light. There is a separate engine to run the grist mill, the machinery for the workshops, and the fire-pumps in case of fire. As a double protection moreover against fire the company has an immense water tank on the adjoining hill, holding some 50,000 gallons of water, giving 150 feet pressure to the square inch. From this source the whole premises can be flooded in a few minutes. The company own several logging camps, one on the inlet close by and some four or five up the Coast, ranging from 75 to 150 miles distant, with a powerful tug which is kept in constant work bringing down the "booms," and the like.

Messrs. Welch, Rithet & Co. estimate that they have about 5,000,000 feet of timber in the booms at the mill, and some 7,000,000 in the water altogether.

The hotel attached to this enterprise deserves special mention. The excellent manager, Capt. Power, fills a difficult position with credit to himself, with great satisfaction to the company, and in a manner to win unbounded popularity with the mixed community surrounding him. The company do not "run" this hotel there for what it can make out of it, but simply to supply a want. The hotel is well furnished and well appointed and the cook is all that can be desired. Capt. Power, moreover, sees to it that his guests are made to feel contented in a manner that only a genial man of the world, who himself knows "what's what," can do. At the bar only the very best wines and liquors are kept, and here again Captain Power displays equal good judgment and ability, knowing well how to combine the *suaviter in modo* with the *fortiter in re*. Notwithstanding the large community surrounding him, drunkenness is unknown, another standing example to show—were any more necessary to convince unwarped minds, and minds warped or unhinged can't be convinced any way—that the liquor traffic, properly managed and controlled, is far more effectual in its results than prohibition. Here the men have their glass of beer or wine with their meals, as thirst or nature may dictate, or their own liking or appetite may prompt, without the temptation engendered by prohibition of bringing home whole bottles of whisky at a time.

The owners of this hotel are very properly content to see to it that the employees are well cared for, their reasonable wants, likings and desires studied and met, that the liquor at the bar is of the best, that no "hanging round" the bar-room be permitted, but at the same time that grown men are no longer tied to their grandmother's apron strings.

We wish all similar large enterprises showed the same common sense and courage of their opinions.

The settlement is very prettily situated on Burrard Inlet, just across from Vancouver. Ferry boats ply some three or four times a day. Pretty, little houses and cottages dot the hill side, half hidden by the overhanging boughs and rich vegetation.

The sketch on page 10 shows a section of the mill and grounds with Mr. Springer's house on the hill to the left, as seen from the water. The steamboat Yosemite and several ships awaiting a cargo, will also be noticed. The company's wharves extend for a considerable distance, and altogether they have some five or six miles of water front here.

The smaller picture in the corner is taken from the back of the store, the hotel being at the rear behind the artist and consequently not included in the picture. The buildings on the right are the lodging house, cook house, etc., the long trough on the high trestles is the water conduit from a sparkling stream, which flows down the hillside a little further inland. The wharves, of course, are not seen from this view, being on the other side of the mill. We may mention that the water is very deep right up to the banks.

With reference to Messrs. Welch & Co. allowing a bar for the sale of liquors within the limits of their settlement here, we did not know when we were writing the above remarks how nearly our views had been confirmed by the actual circumstances of the case, and before going to press we feel constrained to add a short postscript to this article. It is related, and we know we can vouch for the truth of the narrative, that Mr. Welch, one day when visiting his works, was very much annoyed at finding one of his men considerably under the influence of liquor. As soon as the man had "sobered off," Mr. Welch immediately sought occasion to rebuke him for his drunkenness, and was considerably staggered upon having the tables turned upon himself. The man, with some warmth, charged that Mr. Welch was himself responsible for all the hard drinking in the settlement! Continuing, he urged that if "he could obtain a glass of beer or liquor when he wanted it, he would have 'his glass' and that would end it. Whereas, it being necessary to take a journey across the water before he could meet with a saloon, he naturally took the opportunity of supplying himself with a whole bottle of whisky, and then he just simply couldn't leave the thing alone till he had finished it."

The man maintained, moreover, that he was not singular in this respect. In the result, Mr. Welch determined to try an experiment, and directed that a bar should be opened for the sale of liquors, taking care to see that the genuine article was dispensed instead of fusel oil.

The goody-goodies were distracted and furious. The church bodies and their ministers, the blue-ribbons and the Mother Grundies bewailed, and petitioned, and threatened, and pleaded, but Mr. Welch is a man not merely with a level head, but with an unbending will and mind of his own, and in due course the bar was opened. Upon his next visit, some time afterwards, Mr. Welch was thanked on all hands—the goodies and the ribbons, the grundies and the ministers uniting their congratulations. Drunkenness, hitherto rampant, was practically unknown.

J. A. Brock & Co.

Anyone coming to Vancouver should not fail to pay a visit to Brook & Co.'s Photographic studio on Cordova street. We are indebted to these gentlemen for many hints and acts of kindness and take pleasure in acknowledging our obligation. Not only will visitors fully appreciate an inspection of their excellent views, but any one at a distance contemplating a visit to this country will do well to send on a few dollars to Messrs. Brock & Co. for an assortment of their views Their portraits also are very successful studies. We were very pleased also with their studio and reception rooms, which are nicely furnished and lighted also by the incandescent electric light. We may mention that the sketches of the Wilson Block, the Postoffice Block, the Leland House and the Tremont House were made from photographs from this studio.

Johnston & Tyson.

Amongst the retail stores deserving especial mention is that of Messrs. Johnston & Tyson, situate in a very commanding position on the corner of Powell and Carroll streets. It is a very substantial and commodious building, filled with a choice selection of clothing and gentlemen's furnishing goods. The business was established by Ogle, Campbell & Co., of New Westminster, and purchased by the present proprietors, Messrs. Johnston & Tyson, in June last.

We have inspected their stock, which bears evidence of a very careful selection, and at once stamps the "buyer" as a man of great judgment and experience. The make, quality and style are all that could be desired. There can be no doubt that Messrs. Johnston & Tyson, not only secure a large portion of the trade of this place, but from many of the towns and villages of the interior, especially from places up the line, from whence orders may be sent by mail, receiving immediate attention and shipments by rail. They carry a full line of every imaginable article of clothing and underwear, as well as boots and shoes of all sorts, ladies' and gentlemen's, high or low, ordinary or hunting, leather or rubber. Also umbrellas, hats, trunks, satchels, towels, shirts, ties, collars, cuffs, hose, and indeed everything usually included in the above lines. From what we have seen of their stock and their prices, it is evident that they secure the entire confidence of their customers.

The City Drug Store.

Mr. Charles Nelson, who came to this city shortly after the fire, now occupies one of the finest stores in the province, situate in the imposing new "Wilson Block," a sketch of which appears in these columns. Here he carries a full line of pure drugs, together with an excellent assortment of patentmery, soap and toilet articles of every description, all of the best and most approved style and make. Mr. Nelson holds the English Associate certificate.

F. X. Martin.

Another "Anti-fire man" carrying a large and successful business here is Mr. F. X. Martin. His store is situate on Condova street, in the very center of the business section of the town. We do not know a better example of the "Happy Grocer" than this genial caterer. Whilst he has a pleasant word for every one, he has also a constant eye to business, and uses excellent judgment in the selection of his goods, consisting of a full line of family groceries, provisions and dairy produce.

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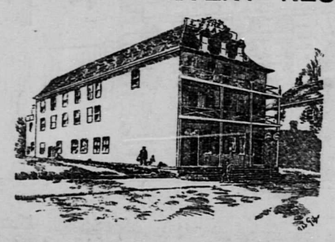

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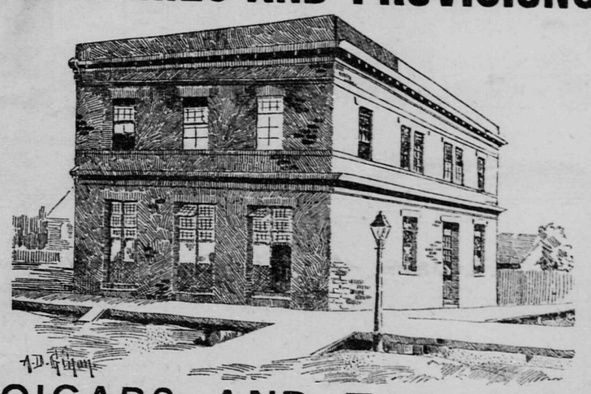

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