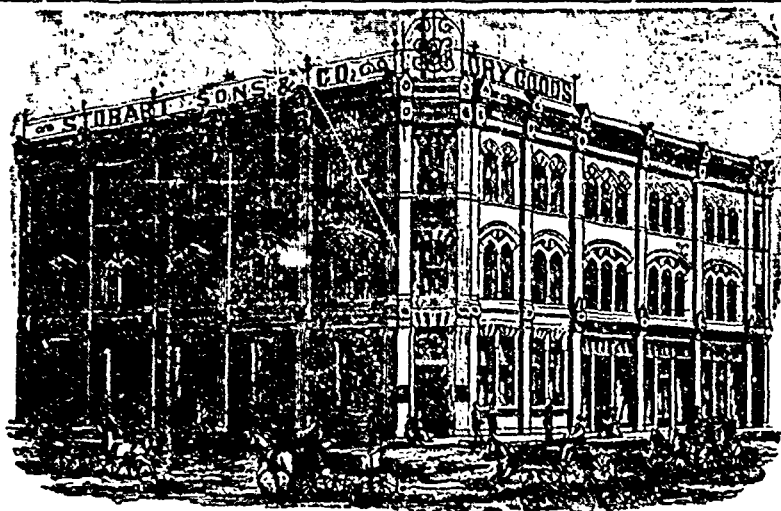


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### Vancouver.

A representative of the *Victoria Times* has lately visited Vancouver, and writes the following to his paper:

The sales of lots by the Canadian Pacific Lands Department for the quarter ending 30th March approximated close upon half a million. So far this month, the indications already are that these figures will be largely exceeded. The sales by private parties, brokers and agents amounted to a sum fully that of the C. P. R.

New structures are in process of erection in all parts of the city. At present the choice appears to be beyond the False Creek bridge, in the neighborhood of the new workshops for the company at the foot of Granville street, and in the north end of the city, known as Hasting's mill property. The buildings in progress range from the humble cabin with but a few dollars up to the stately mansion for the affluent who have made money on a rising market and the elegant granite blocks under contract for Sir George Stephen, Sir Donald A. Smith and W. C. Van Horne. It is estimated that the total buildings in various stages will number about four hundred.

Values are still increasing. The tendency is upward and very firm, with a brisk demand for lots in the sections we have indicated, as well as in the south end of the city, and with conditions for building, which are now inserted in all agreements signed by the Railway Company, stipulating that the purchaser shall erect a building within a year from date of purchase valued at \$1,200. Within the last month some seventy lots have been disposed of on those conditions in the Brighthouse and Western properties.

A company has been organized to build a street car railway service. The moving spirits in the scheme are A. G. Ferguson, H. A. Abbot, F. Innes and others.

The completion of a bridge, crossing False creek, will connect the city with the North Arm of the Fraser, Lulu Island and the whole of the fine country lying west of New Westminster, and prove alike advantageous to the city and the farmers. The C. P. R. Company will build the bridge, which will have a draw in it,

on receiving a subsidy from the city, as well as open a road through the 5,500-acre block they have beyond the creek.

The "drive," for the construction of which the sum of \$25,000 was voted recently, is being pushed on with vigor. This road will skirt the Inlet round to English Bay and form a magnificent highway for tourists and pleasure seekers.

The new railway shops at the foot of Smithe and Robson streets are roofed in and now being covered with filling, tar and gravel. The engine and boiler are in place, as well as the fly wheel and the main belt pulley. The main shaft is also being placed in line. An army of men are at work already in these shops preparing for the transfer of the machinery, etc., from the present one near the Royal City Planing Mills. The new shops are larger than any the company have outside of Montreal, and will give constant employment to at least five hundred men, which number will be at work therein early in June or July next.

It is claimed that there are more men in the city of Vancouver than in Victoria. The gentle sex are a vast minority, which is good news for many of our matrimonially inclined young maidens and those somewhat advanced, for with them the hope is sung that while the lamps hold on to burn the prettiest old maid may even yet rejoice in her possession of a hubby.

Thus it will be observed that the terminal city continues to grow, a growth which no other city north of San Francisco, or even it, has ever equalled. The population is now placed at between 8,000 and 9,000 souls. The more sanguine claim that by the end of the present year the result will double these figures. Every incoming train brings its quota to swell the number.

Those who did not invest ere now are furious over their bad luck. That several have already made fortunes cannot be doubted, whilst others are on the highway in the same direction is equally certain. The highest figure yet reached is not \$200 per foot frontage. There are those who hold that this figure can be multiplied by two before the new year sets in. Even then the figure asked for relatively valuable property in Seattle and Tacoma will not be approached. It behooves all, however, to be cautious and avoid anything savoring of an unhealthy boom, which have proved so disastrous to people in Winnipeg, Los Angeles, San Diego, Denver, Kansas City and other exploded boom towns.

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