



Chinamen lifting trays or coolers.

was destined to show industry of a very different nature.

The city of New Westminster, situated on the north bank of the river at a distance of about fifteen miles from the Gulf of Georgia, is perhaps seen to best advantage when on approaching by steamer it unfolds itself before you, trim, yet picturesque, with an air of individuality quite its own, as street after street of brightly-painted wooden houses and leafy orchard trees rises steeply one behind the other, until the summit of the high hill is reached. Eastward to Sapperton, so called by the Royal Engineers, the original pioneers of the district, in 1859, under Colonel Moody, and westward through the large yards of the Royal City Planing Mill, the town stretches over a distance of nearly four miles.

Like almost every other colonial town in all parts of the world, this city of New Westminster is subject to periods of "ups and downs"; and after being, perhaps, unduly elated during a small boom three years ago, the inevitable depression has followed, and has been felt the more severely because of the recent good times, when money was plentiful and wages at an abnormal figure—£1 per day, for instance, being the usual pay for plasterers, while other artisans and labourers were remunerated in proportion.

But the "Royal City," as she is proud to call herself, in recognition of the fact that her name was originally chosen by Queen Victoria, possesses what should be the high road to wealth in the beautiful Fraser River, which, in places nearly a mile broad, traverses the finest agricultural land of the dis-

trict, putting a means of transit into the hands of all in places where railroads are but a dream of the distant future, and communication by waggon is well-nigh impossible over the newly-made, rough roads of the forest. So it is to the Fraser, with its marvellous supply of salmon in the summer, and its practically unlimited stores of ice in winter, that New Westminster largely owes her ability to weather temporary storms and fogs, and hopes finally to settle again to steady-going ways on a firmer basis than is ever afforded by speculations in land, however tempting they may appear at the time.

Never perhaps, however, in the memory of any settler has the salmon-run at all equalled that of the season of 1893, though it is a well-known and oft-proved saying among the Indians that only on every fourth year do the fish come in their full numbers. Yet there can be but little doubt that much of the excessive quantity this year is due to the co-operation of the Government Hatchery, which annually preserves and deposits some millions of fry or small fish into the waters, the number last year being 5,764,000. As a rule, the size of the pack for the next season is decided as early as the preceding autumn, and all arrangements are made accordingly. The boxes containing sheets of tin are ordered at once from England, and take their long journey round by the Horn, when, upon their arrival, they are taken in hand by the much-execrated, but ever useful Chinamen, who, as a rule, contract to make the tins at so much the case, containing forty-eight of them, often turning out as many as from four to five thousand cans in one day. But it is not so much with the making of the receptacle as the actual method of canning itself that we are concerned, a process involving more care, skill, and expedition than would be credited from any mere casual consideration of the work.

Of the five different kinds of salmon which abound in the river, the sockeye is the one universally used for the purpose of canning, and it was towards the end of July the good news came that the great run of fish had begun. From that time onward for three weeks the one word in everybody's mouth, the one thought in each mind, and the principal prevailing odour along the wharves was—salmon. The morning papers were seized upon eagerly, and "last night's catch" formed the topic for the day's conversation. Lucky, indeed, were those fishermen who, having

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