

Victoria and Vancouver Island—An Appreciation

By William Blayney, in Canada.

"Victoria's got a move on! Real estate's jogging. I was kind o' surprised when I was over there the other day," remarked a Vancouver man at the breakfast table at the Vancouver Hotel. "You don't say so," replied the man sitting opposite him; "I'm from Agassiz, and on my way to Victoria for the opening of Parliament. I've been in the Province for more than twenty-five years, and knew Vancouver when it was only a bunch of shacks and saloons, and its only 'booter' Gassy Jack. Look at it now! Fine town, d'ye say? Bet your life it's a fine town! And going to be one of the finest towns on this continent before long. But my favorite's Victoria. Next year I'm selling out at Agassiz and going over there to live quietly and comfortably for the rest of my life. I've got a nice little property overlooking the sea. The house is just big enough for me and the missus, with a couple of spare bedrooms, and there's about an acre of land. Glad I bought the place a few years ago. It would cost me three or four times as much if I were buying it now. You'd like Victoria; it's about as English as it's possible for any city on this continent to be. At one time there was keen rivalry between Vancouver and Victoria, but I guess Victoria's given up the running now and settled down to quieter methods of progress."

Four hours later I was on board the Princess Charlotte, bound for Victoria and Vancouver Island, which Miss Agnes Deans Cameron has poetically christened the "Isle of Dreams." The C. P. R. maintains a daily service between Vancouver and Victoria by means of fast, modern, elegant, 1,000-ton 18-knot steamers, fitted with the Marconi wireless apparatus. The distance is eighty miles, and the passage, under all ordinary conditions, takes five hours during the daytime, and about half an hour longer at night. There is, however, a shorter route to the island, though not to Victoria, and that by a comfortable steamer, which makes a daily trip between Vancouver and Nanaimo, a distance of thirty-eight miles only.

One is never out of sight of land between Vancouver and Victoria, unless there be fog. The passage is very much like that through the Inland Sea of Japan, or among the Ionian Islands, or off the western coast of Korea. After leaving Burrard Inlet by a narrow channel, of inestimable value to Vancouver for defensive purposes, the steamer crosses the open Gulf of Georgia in a southerly direction, and then takes an intricate course through the group of islands and islets lying off the south-east coast of Vancouver Island. The islands on each side of this strait—or, as it is termed on the chart, "pass"—are, I regret to say, disfigured and disgraced by a number of unsightly hoardings, advertising hotels, clothing stores, real estate, and so forth. On one of the islands I noticed a few sheep. On another a large area of slightly sloping land had been cleared of timber and brought under cultivation, evidently for market garden and fruit-growing purposes.

Soon after sunset a large number of twinkling lights on our starboard bow intimated that we were passing the little town of Sidney, with its large lumber mills. Sidney is situated on a peninsula of Vancouver Island, and is the terminus of a short railway connecting it with Victoria. The railway is an almost infinitesimal portion of J. J. Hill's Great Northern system.

In less than an hour afterwards the Princess Charlotte slowed down, blasted forth the announcement of her arrival, and carefully, cautiously steamed her way through the narrow entrance to the inner harbor of Victoria, capital of British Columbia, and seat of the Provincial Government. There are three harbors in the area usually covered when speaking of Victoria, viz., that known as Victoria harbor, in the centre, Oak Bay on the east, and Esquimalt harbor on the west. Coasting steamers berth in the inner portion of Victoria harbor, and ocean-going liners in the outer portion.

Facing the inner harbor and excellent landing stage are the Parliament buildings and the C. P. R. Express Hotel at right angles to each other. A handsome granite retaining wall has been built round this portion of the harbor, between which and the Express Hotel lies the main street, clean, wide, and well-paved. Stand in the middle of this street, in front of the great hotel, shut your eyes and turn round three times, and you wouldn't know, when you opened them again, whether you were on the Thames Embankment in London or on Government Street, Victoria, such is their similarity; though, of course, the "Embankment" of Victoria is an altogether much smaller affair than that of London. The space between the street and the Parliament Buildings, and that in front of the Express, is laid out in beautiful lawns, adorned with flower beds of all sizes, shapes and descriptions, ornamental shrubs, firs, and shade-giving trees. Here and there were holly trees covered with a profusion of superb berries. Both holly and ivy grow to perfection on Vancouver Island. Holly is now being cultivated there for trade purposes, and finds a ready market in San Francisco and the other towns of the Western States. Buyers were paying as much as 40 cents per lb. for last December. In Medicine Hat, Alberta, where I happened to be a few days before Christmas, a small consignment was on sale at 50 cents per lb.

I would advise visitors to Victoria to lose no time in paying a visit to the Museum. No better knowledge of the natural products of British Columbia is obtainable than that afforded by a few hours spent among the splen-

did specimens of fauna and flora, of reptile and insect, of fish and shell, of grass, tree and herb, all carefully labelled, and housed in several rooms allocated for this purpose in the Parliament buildings.

Victoria is distinctively a city of "homes," and, in this respect, has been compared to Torquay, to Cheltenham, to Los Angeles, and a host of similar places. That this is so is due more to its delightful climate than to any other one individual factor. From statistics I find that the highest registered temperature during the last six years was 88.5 deg., and the lowest 7.4 deg.; this latter, however, being quite abnormal, for the next lowest registration during the same period was 14.8 deg. The average temperature for these years is given as 50 deg., and the rainfall placed at 27.7 in., whilst the precipitation of snow amounted to an average of 4.8 in., three-eighths of which fell in one year, viz., 1904. In 1908 the fall was only four-fifths of an inch.

Attracted by this mild and equable climate, to which may also be added the city's intensely beautiful situation and surroundings, the farmer and business man of the Prairie Provinces are beginning to look upon Victoria as the "Mecca" of their retired life. In many cases their only ambition is, in the shortest possible time, to make enough money to go "over to Victoria," and live a life of comfort and ease; and well they deserve it, too.

The population of the city is officially given as 49,000, and is, apparently, more rapidly increasing at the present time than has ever been the case heretofore. Its assessment for 1908 was \$28,326,120. The first distinctively large block of offices, after the style of those which are such prominent features in Vancouver, Winnipeg, Toronto, and Montreal, is now in course of construction, and, when completed, will give a new and more pronounced appearance to the city as a business centre. From an architectural point of view, however, the Parliament buildings are likely to remain, for very many years to come, its chief glory.

Twenty of the principal towns on the Island have banded themselves into a society called the Vancouver Island Development League, to co-operate in the work of publishing abroad the advantages and opportunities which the Island offers to the settler. These advantages and opportunities are best enumerated in the words of the League: "Fruit and vegetable growing, poultry raising, mixed farming, flower culture, bee-keeping, timber, pulp wood, coal, iron, marble, gold, copper, building stone, fire and brick clay, cement, quicksilver, salmon, herring, cod and halibut fishing, sealing industry, deep-sea harbors, government land, cheap electric power, water power, manufactures, railroad building, shipbuilding, the most equable climate in the world, unequalled living conditions; hunting and fishing, splendid roads, fine schools, law and order, the grandest and most varied scenery, the geographical command of trans-Pacific commerce, and the assembled essentials of manufacturing greatness." Surely there are very few islands of 15,000 square miles (about twice the size of Wales), either within the British Empire or without it, that can boast of so many natural resources and attractive features. Anything cultivated in Great Britain will grow and flourish equally as well in Vancouver Island, and all domestic animals thrive and can be profitably raised there.

Vegetables, in some cases, grow to enormous proportions in the virgin soil. Mr. Ernest McGaffey, secretary of the Victoria Branch of the Development League, had occasion to visit the small town of Duncan, some forty miles from the capital, and was invited to dine with one of the most prominent farmers there. "Do you like carrots, Mr. McGaffey?" asked his host. "Why, sure," was the reply. "Here, boy," called the farmer to one of his employees, "go and fetch a carrot from the field." A few minutes later the boy returned, carrying on his back a carrot of gigantic size. This he placed on the ground, and with an axe cut off a small portion, sufficient for the wants of the household and its guest for the meal, and carried it to the kitchen.

Big vegetables of this description are not, however, the exception in British Columbia; they are the rule. Mr. McConnell, editor of the Vancouver Saturday Sun, told me that he had recently purchased a quantity of potatoes grown in the Similkameen Valley, the majority of which were so large that it was necessary to cook only one for each dinner for his household of four or five people. I myself saw pumpkins weighing half a cwt., swedes of larger size than I have ever seen in Great Britain, and potatoes weighing 2, 3 and 4 lb. each, all grown in the Chilliwack Valley. The two valleys I have mentioned are, of course, on the mainland, but this makes no difference. The same vegetables will grow to the same proportions and with the same excellent flavor equally as well on Vancouver Island.

Whilst on the subject of vegetables, it is interesting to note that the Victoria Fruit Growers' Exchange, which by no means includes all the growers on the Island, last season handled 1,000 boxes of tomatoes, 200 boxes of peas, and 1,000 sacks of potatoes, besides large quantities of asparagus, carrots, squash, corn (Indian), turnips, citrons, cucumbers, beans, radishes, lettuce, onions, etc.

Turning from vegetables to fruit, the Exchange handled 48,000 boxes of strawberries, 24,000 boxes of currants, 2,000 crates of cherries, 4,500 crates of prunes, 24,000 boxes of loganberries, 14,400 boxes of gooseberries, 3,000 crates of plums, 20,000 boxes of apples, 1,000 crates of rhubarb, and 1,000 boxes of pears. From this it will be seen that strawberry culture forms one of the most important branches of fruit growing; it is destined to in-

crease to a distinctly large and profitable industry, by reason of the size and delicious flavor of the berries.

Much attention is also being paid to the cultivation of bulbs and flowers as profitable industries, and bee-keeping has met with considerable success. The Island is particularly suitable for poultry-raising, and farmers have no difficulty in making each bird return an average profit of \$2 a year.

There are still many thousands of acres of land open to settlement on Vancouver Island, and Crown lands may be obtained from the Government on the very easiest terms; but it is all practically covered to profusion with heavy timber, the cost of removing which, and clearing the land ready for breaking up, amounts to anything up to \$250 per acre. Cleared and cultivated land is worth from \$100 to \$500 per acre. About twenty varieties of useful timber are found in the dense forests of Vancouver Island, although only some four of them, at present, find their way into the market. Of these, the gigantic Douglas fir, which may often be found growing to a height of 300 ft., is the chief. The next in commercial importance is the red cedar, another forest giant. Spruce and hemlock complete the list. Imagine a settler attempting to clear these enormous trees, some of them 9, 10, or 11 ft. in diameter, from his land! I was told of a lumberjack who once, for a wager, undertook single-handed, and with only an axe, to fell a particularly big specimen within a certain time. It took him three weeks to complete the task! Lately the Development League has appealed to the Government to formulate some scheme of granting assistance to the settler in the matter of clearing his land, for which he would be asked to make payment by annual instalments over several years.

The mineral wealth of Vancouver Island is one of its most valuable assets, if not the most valuable. A million and a half tons of coal are being mined annually in one district alone, and valuable deposits have been discovered in many other parts of the island. Iron is plentiful, and in certain districts along the western coast is said to exist in immense quantities. Copper deposits are being worked in paying quantities in a dozen different places, and gold and silver have been found pretty generally distributed through the western half of the island. Beautiful marble is quarried at Nootka, on the west coast, and Portland cement is manufactured near Victoria.

The Ubiquitous Halibut
One cannot be long in any hotel or restaurant in Canada without seeing halibut on the bill of fare. In this respect it assumes the position of a national dish. It is there on Christmas Day, and again on Midsummer Day, and there are not many days in between these two dates when halibut finds no place on the menu. To Vancouver Island and its fishing banks Canada owes a deep debt of gratitude for this unending supply of halibut, made possible in the remotest districts of the Dominion, to some extent, by cold storage and refrigerator car facilities for its transportation. So plentiful is halibut in the waters of the west coast of Vancouver Island, that Mr. Ernest McGaffey, on one occasion, watched a few Indians, with their crude fishing arrangements, catch 21,000 lb. in Clayoquot Sound in one day. When it is remembered that a halibut sometimes weighs as much as 300 lb., perhaps this achievement will lose a tiny part of its glory. Salmon, trout, cod, sturgeon, herring, smelt, and countless numbers of an almost endless variety of fish inhabit the waters, both fresh and salt, of Vancouver Island, the fishing industry lying almost entirely in the hands of the Japanese.

The "Liverpool Street Station" of Victoria is still in its infancy, and is, altogether, a very small affair, but it serves the same excellent purpose as its great London prototype, inasmuch as it is the terminus of the railway between Victoria and Nanaimo, the "Yarmouth" of Vancouver Island. This railway, known locally as the "E. & N.," and officially as the "Esquimalt and Nanaimo," is now part and parcel of the great Canadian Pacific system, but has not long been in the hands of its new proprietors. Formerly it was mainly in the ownership of the great "coal king" of Vancouver Island, Mr. James Dunsmuir, from whom the C. P. R. Company purchased it for \$2,000,000. Seventy-eight miles of the E. & N. Railway are now in operation, the present northern terminus being Wellington, five miles beyond Nanaimo; but the line is being actively extended towards Alberni, Beaver Creek and New Alberni. This extension is about fifty miles long, known as Alberni Canal, penetrating the island for a distance of about 35 miles, and having its outlet in Barkley Sound. The Alberni Canal is easily navigable by the largest ocean-going steamers. In addition to the "E. & N." line there are two other railways on Vancouver Island—the "Victoria and Sidney," seventeen miles in length, belonging to the Great Northern system, and a railroad between Union Bay and Cumberland, twelve miles long, and owned and operated by the Wellington Collieries Company, one of Mr. James Dunsmuir's interests.

Vancouver Island's Scenic Beauty
The Island of Vancouver is one gigantic mass of scenic beauty and natural grandeur. Throughout the seventy-three miles between Victoria and Nanaimo, there is not a single spot, as seen from the train, which even the least impressionable traveller could, by any

stretch of the imagination, call dull, uninteresting, or unattractive; on the contrary, the traveller is usually in raptures from one end of the journey to the other. Four miles out of the Victoria terminus a good view is obtained of the magnificent harbor of Esquimalt, ranking with Halifax (Nova Scotia), Sydney (Australia), and Hong-Kong, as one of the most beautiful and safest harbors in the British Empire. The former glory of Esquimalt as a naval station is in process of being restored through Canada's coming into possession of a special Canadian navy of her own. Before the world grows much older steam pinnacles will again be shooting over the placid waters of Esquimalt, and the streets of the city of Victoria will be alive once more, with loose-limbed bluejackets and red-coated marines on shore leave.

Between Esquimalt and Summit, a distance of sixteen miles, the railroad track is, for a great part of the way, hewn out of the side of a precipitous mountain range, and, in its course, is carried over two deep yawning canyons by huge trestle bridges, one of which is built on a curve. This latter is now being replaced by a steel structure. Far down below this particular portion of the track lies the beautiful Saanich Inlet, a long, narrow fjord whose steep sides are clothed with forests of gigantic timber right down to the water's edge. At the edge of this inlet, lying close to the railway, is Goldstream, a perfect paradise of beauty, and renowned as the haunt of picnic parties from Victoria. At Summit, the railway leaves the valley of the Saanich Inlet and crosses over into Cowichan Valley, one of the most settled districts of the island. This district includes the basins of two or three rivers and the area of two large lakes, the largest being Lake Cowichan, covering about seventy-five square miles, but not visible from the railway. The other is Shawanigan Lake, popular with the good people of Victoria as a summer resort. Two excellent hotels, two miles apart, have been built here, and each of them adjoins the railway and is close to the lake.

The Gentleman Farmer's Paradise
The Cowichan river and runs into the pretty little town of Duncan's, which, in spite of its size, is one of the best known places on Vancouver Island. The people of the town and surrounding district are intensely English, so much so that the place is usually spoken of as "Knickerbocker Town" in other parts of British Columbia. Duncan's is, without a shadow of doubt, both thriving and prosperous. The land is occupied by the so-called English "gentleman farmer," who gets a good return for his capital, all the fishing, hunting, and shooting he needs, a climate second to none in the whole world, and the opportunity of wearing his beloved knickerbockers or breeches and leggings without being stared at in wonder and curiosity.

Four miles from Duncan's the line passes Tye, the principal copper mine and smelter of Vancouver Island; and eight miles farther on reaches Chemainus, on Chemainus Bay. Here the Victoria Lumber Company has its large lumber mills. Logs are brought down from the forest to the mill by the company's own locomotives and cars running on its private owned track, and ocean-going steamers and sailing vessels load the sawn lumber at a wharf alongside the mill for almost every habitable part of the globe. Soon after leaving Chemainus the railroad enters the great coal-bearing district which exists for many miles along the eastern coast of the island. On our right, as we go north, lies Oyster Bay, a beautiful inlet. Here is Ladysmith, shipping point for the great mines of the Wellington Collieries Company, whose wharves, bunkers, cheeks, sidings and trestle bridges form such an important item in the life and activity of the little town, which received its name in honor of the Ladysmith of South Africa.

Nanaimo: The "Coal City."
Nine miles farther on we reach South Wellington and more collieries; and about fifteen minutes later Nanaimo, the "Coal City," and second largest town on Vancouver Island. Nanaimo is a most delightful city; it is even quaint, and needs only some old ruined castle or Elizabethan house to complete the picture. Its streets turn and twist in all directions, and are absolutely devoid of the geometrical precision so prevalent in those of nearly every other Canadian town. Some of the hostels are known as "inns," whereas the term "hotel" is almost invariably applied throughout the Dominion. The glory of Nanaimo is its almost land-locked harbor.

The city has a population of 8,000, an excellent water system, electric light, gas and telephones. Its principal industries are mining, lumbering and fishing. Three large coal mining companies are at work in the immediate neighborhood, and two important lumber companies are located here. The fishing industry at present is almost entirely in the hands of the Japanese. During the herring season some five or six hundred men are employed, and from forty to fifty million pounds of fish are caught. The great bulk of this is exported to Japan and China. Quite recently a local company has been formed and incorporated for the purpose of engaging in the business of canning, curing, and packing food products, the chief of which will be the various kinds of fish caught along the Pacific Coast, and it will make a specialty of canning herrings when in season. Next to wheat and meal, fish is the principal staple of the world, and, strange as it may

seem, there is not a cannery for putting up herring along the whole of the Pacific Coast, although it appears to be one of the homes of this particular fish. With the type of machinery now owned by the company, which, by the way, was purchased from Messrs. Rhodes & Sons, of Wakefield, herring can be put up in the form of bloaters, fresh herrings, kippered herrings, and herrings in tomato sauce. During the herring run, which begins early in November, fish are obtainable in unlimited quantities for canning and packing purposes at prices ranging from \$3.50 to \$8.00 per ton.

In the immediate vicinity of Nanaimo there are many hundreds of acres of rich fruit and farming lands. The annual rainfall amounts to about 40 inches, and the climate is as equable as that of any other district on Vancouver Island. The country roads are well kept, and are much favored by motorists. As a centre for sportsmen, Nanaimo is unsurpassed. Fish are plentiful in sea, lake, river and stream; deer and feathered game are abundant within a few miles, and bears, panthers, wolves, and other big game are by no means scarce in the interior of the Island.

FEMALE BEAUTY

Auguste Rodin, in some remarks recorded in the *Matin*, speaks of the beauty of woman ancient and modern. "Maitre, do you easily find beautiful models?" he was asked. "Yes," "Beauty, then, is not very rare in our country?" "No." "And is it lasting?" "It changes quickly. I would not say that woman is like a landscape that the sun's inclination changes ceaselessly; but the comparison is correct. Real youth . . . lasts scarcely more than six months. When the girl becomes a woman, it is another sort of beauty, still admirable, but nevertheless less pure."

"But, tell me, do you not think that ancient beauty much surpassed that of our time, and that modern women are far from equalling those who posed to Phidias?"

"Pas du tout!" "Nevertheless, the beauty of the Greek Venus—"

"Artists, then, had eyes to see, whilst, today, they are blind; that is all the difference. Greek women were beautiful, but beauty resided in the mind of the sculptors who represented them."

Modern Equals Ancient

"Women of today are their equals, especially Southern Europeans. Modern Italians, for example, belong to the same Mediterranean type as the models of Phidias. The type is chiefly characterized by the equality of width of the shoulders with the lower part of the trunk."

"But did not the Barbarian invasion alter, by intermarriages, antique beauty?"

"No. It is possible to suppose that the Barbarian races were less fine and less well balanced than Mediterranean races, but time removed the stains of a mixture of blood and allowed the harmony of the old type to reappear."

"In the union of the beautiful with the ugly, it is always the beautiful which finally triumphs. Nature, by a divine law, constantly tends towards the best—tends without ceasing towards perfection."

"By the side of the Mediterranean type exists a northern type, to which belong many French women, as well as the women of Germanic and Slav races."

"In this type the lower trunk is strongly developed and the shoulders are narrower. It is the structure, you observe, in the nymphs of Jean Goujon, in the Venus of the 'Judgment of Paris' painted by Watteau, and in the 'Diana' of Houdon."

"In fact," said Rodin, "beauty is everywhere. Beauty is character and expression."

A German View

On the other hand, Professor Reinhart Thilo, of Berlin, writing in the *North German Gazette*, gives it as his opinion that female beauty is fading all over the modern world. For this fact, if indeed it be a fact, he assigns three causes.

The first of these, says Professor Thilo, is excessive indulgence in outdoor sports. He thinks it well that the size of women's hands and feet is increased by athletic sports, for their "worship of small hands and feet is pure fetishism." But he says almost regretfully, that too much exercise spoils the feminine curves and produces lumpy, muscular excrescences where nature intended only smooth roundness.

The second cause ruining woman's beauty is her craze for a slender figure. The so-called "robe collante" (dress glued on), says Thilo, simply falsifies the natural lines and injures health. The craze for slenderness is working harm, particularly in the United States and Sweden.

Thirdly and last, according to this authority, the change in the female mind, in woman's way of thinking, is affecting her outward appearance. For example, instead of desiring sincere love, modern women encourage flirtation. That motherliness which appears clearly in the best mediaeval statuary and paintings, even of maidens, is disappearing from the features of modern women.

Customer—What is the correct style in Easter hats this year?
Milliner—Well, there is a great deal of latitude in the choice of styles this season, madam.

Customer—Well, I want one as—er—latitudeous as you can make it.—Chicago Tribune.

THE COMING SHOO

(By Richard L.

The present season is a nesting birds and there to believe that the stock of a good one this year. Most of pheasants have already reported from Saanich, and while any man who has lately had only to believe senses to know that the benefited enormously from closed seasons which in the early spring the whooters everywhere, and it to suppose that a good stock will be hatched.

From many places last were undoubtedly reliable blue grouse were commoner than they had been for before we are quite justified should be allowed to shoot middle of September this true that at the beginning of are many birds not yet consequently too easy mark man's gun, and "pie" for with the fine nesting season there is little likelihood of fine by, say, September 15th, will strong enough on the win chance for their lives again tainly if pheasants are ready tober the First when it is a man to fail to distinguish a hen, blue grouse are read few did well with the blue after October's first week, but success to exceptional luck facilities.

The number of blue gr been shot legitimately in the insignificant. If the shooting allowed in the middle of Sep suffer no great harm as they us more than a week or two way to help the willow grow the season at the other end, more willows killed at the season when they are to be open ground and have left lands and swamps and taken higher up the hills.

There are very good re were practicable, the opening on should be the same for all the nature and supply of the of game is as different as it have both native and import not seem practicable to make opening date for all species.

September the First is too e birds here, if we are to be killed out, September 15th pheasants, but not so for grou be fully strong enough by th to shoot. October the First pheasants and willow grouse, for blues, unless we decide the another close season before t opinion enough to afford good Why not open the season for deer on September 1st, an game birds on October 1st, an at the end of November? Th usually look after themselves this country of abundant thick first week or so of shooting, unlikely that we shall ever sh we try, though we may cha a bit and make them less conf less inclined to come to close g Go through a certain stretch the best dog you can get a opening of the season and ye few or no pheasants. Stroll the same stretch the following will hear the cocks challenge rection. The Saanich pheasant to be shot out the year before they were given a rest. No mers if they find them scarce grouse are different; they wa tion, but they want it worst a season instead of the beginni

PIG STICKING IN B

Some years ago I was st gal, not far from Dinapore. days was one of the most p the world, where good sport a men made life worth living when I resided there was a some 2000 acres in extent. In part of the grass was about k spered with bare patches. A however, as heavy elephant g one piece, but divided up in to thirty acres. It was in the rough, but not very bad, exce here and there. Earlier in the arranged a day's pig sticking, b boar. This, I think, was due the raha (Revalenta arabica), was still uncut, thus affording for some unknown reason they ly found. Not satisfied with th obtained, I determined a mont another day. My friends, how frankness born of old friendsh the ground that prospects we judging by past experiences the