

Then there is the sealing which is beginning to receive attention from Vancouver firms. Several schooners are owned and fitted out by business men in the city and the fleet is likely to be largely increased during the next few years as the undertaking is a profitable one.

Having now taken a glance at a few of the commercial and industrial aspects let us turn our attention to others.

The streets of Vancouver are regularly laid out and broad with excellent sidewalks living both sides. In the business portion of the city the work of laying down bituminous rock pavement is now going on and when completed few cities on the Pacific coast will compare with Vancouver in the excellence of her street paving and no better evidence of the enterprise of her inhabitants can be shown. In the suburbs and residential districts the citizens are planting trees and otherwise beautifying the streets in front of their residences.

But it is in the magnificent buildings erected in the city that the people of Vancouver feel a just pride. Scattered throughout the city are splendid blocks of buildings built of stone and pressed brick with highly ornamented fronts which would be a credit to any metropolis on the continent. Banks and other financial institutions, capitalists and merchants having vied with each other who could erect the finest structure. The total value of the buildings erected in Vancouver during 1891 amounted to over \$3,500,000 and last year although the amount was not so large it came very near it. One feature however, in connection with the building operations is worthy of mention as showing the stability of the city's growth. Of a total of 429 buildings erected in 1891, 311 were of stone and brick, and only 118 of frame.

The streets are lit by gas and electric light and there is an excellent system of water works owned by the city and which furnish pure good water. The sewerage system is an excellent one and each year it is being extended and made more complete while for the disposal of refuse a crematory is in operation and found to answer the purpose most satisfactorily. The health of the city is, therefore, well protected.

The terrible ordeal of fire which the city passed through in 1886 has kept the citizens ever since alive to the importance of having an efficient fire department. Fire limits are defined and rigidly enforced and with the system of alarms and the excellent fire brigades on hand there is little danger of Vancouver ever being overtaken again by a disastrous conflagration.

At the time of writing, the City Authorities are negotiating for the purchase of the city tramways, and if the negotiations are successfully completed it is safe to say that the Electric street railway system of Vancouver will be greatly improved and extended. As it is, the service is excellent, but the advisability of the city retaining full control over the traffic on the streets is looked upon with favor by many of the thoughtful citizens.

Of Hotels, there are no less than 56 houses open for the accommodation of visitors, the principal one being the Hotel Vancouver, owned and controlled by the Canadian Pacific Railway. This palatial hotel lit throughout by electric light, furnished by works connected with and belonging to the house, contains 145 rooms for the use of guests, with spacious drawing rooms, reading rooms, dining rooms and offices, and in every respect is a hotel worthy of any city on the continent. It is at present managed by Mr. G. A. Cheney, late of the Lakewood House, in the vicinity of New York, so well known throughout the United States as a health and pleasure resort.

Next to the Hotel Vancouver is the Manor House, the proprietor of which is Capt. Edwards, and this hotel is one of most comfortable and complete on the coast, especially for families and tourists. From the several balconies of the Manor may be seen the towering peaks of a snow capped ridge of mountains