

season soon after arriving at Richfield he obtained employment with Mr. George Hunter Cary, the Attorney General, as his clerk at \$10 per day. He retained this position for a short time and then went mining in a gulch which supplied the Black Jack tunnel with water power. After digging out quite a hole here they washed up and found only a nugget worth \$16.25 and a little fine gold. After striving in vain to find the spot from which the nugget came they had to abandon the claim. Mr. Andrew then went back to the Attorney General's office and worked with him till the fall when he returned to Victoria. Upon arriving here he entered the office of Mr. George Dennis, solicitor, where he worked till the Leech River excitement broke out when he at once packed up and started for the diggings. He did not remain there long, however, and when he returned to Victoria he entered the office of Messrs. Elliott & Stuart, the brewers, where he remained till he accepted a position in the Hudson's Bay Company's service on the 18th of February, 1875. On the 12th of September, 1882, he married Miss Helen Kate, the youngest daughter of the late Richard Woods, Esquire, at that time Sheriff of Vancouver island.

**Armstrong, Francis Patrick**, (Golden), son of Hon. James Armstrong, C.M.G., Chief Justice of St. Lucia and Tobago, W. I., was born in Sorel, Province of Quebec, in 1862. He was educated in Montreal, and on leaving school entered the employ of the harbor commissioners of that city. While engaged in this occupation he obtained his thorough knowledge of the steamboat business. He came to British Columbia with the first exploring party under Major Rogers, and took up land on the Columbia Lakes. He was the first to engage in freighting by row boat on the Upper Columbia. In 1886 he built the steamer *Duchess*, which continued to make her runs till 1888, when, owing to the large increase of freight and traffic, he discarded her and built two others, a large one, to which he gave the name of his former vessel, the *Duchess*, and a smaller one, which he called the *Marion*, both commodious and beautifully furnished and fitted. In 1890 he found that in order to accommodate his growing business he would have to increase his fleet and he accordingly built the new light draught steamer, the *Pert*. His business is growing steadily and especially in summer his vessels are crowded with tourists. The trip over this route from Golden to