

OUR BIOGRAPHICAL SKETCHES

A FEW OF VANCOUVER'S PROMINENT AND ENTERPRISING CITIZENS.

Interesting Sketches of Busy Men's Lives who are Shaping Vancouver's Destiny and Making the City Famous all over the Habitable Globe.

James W. Horne, M. P. P.

Eldest son of the late Christopher and Elizabeth Orr Horne, was born November 3rd, 1853, at Toronto, Ontario. His father, a native of Saxe-Coburg, came to America when a young man, and after a brief residence in the United States, removed to Canada and first settled in Dundas, where he established a cloth manufactory. At Toronto he became a partner in the Clark woolen mills. While this enterprise was still in its infancy he died, leaving a widow and five children, of whom the subject of the present sketch was the eldest. When the estate was wound up it was found that only a few hundred dollars remained for the maintenance of the family. At this time Mr. Horne was a lad of nine years of age, attending school; but with the discernment and fortitude of one of maturer years he saw and decided that it was his duty to get out into life, and if possible aid his mother in providing for the family. He was willing to take any employment which offered, and the first thing at which he engaged was doing the lighter work on a farm situated near Toronto. He left his first employer to engage with a farmer in Pickering township, who had agreed to allow him every alternate day to attend school. On these terms he remained in Pickering for about two years, when he removed to Scarboro, where he entered the employ of another farmer. He remained here until he reached the age of 15 years. Having a strong bent toward mechanical studies he decided to apprentice himself to a large manufactory at Whitby. He did so and for the next five years he remained in this establishment assiduously devoting his attention to the acquisition of all the branches of the business. During the five years of his apprenticeship Mr. Horne allowed his salary to accumulate in the business, and at the end of that time about \$3,000 had accumulated to his credit, which he invested in the business, and was shortly after elected a director of the company, and also was appointed managing director. He continued to conduct this large establishment for two years when, owing to the failure of his health, he was obliged to resign this position. He subsequently began business as an insurance and general agent at Whitby, and latterly at Belleville, continuing in this avocation until the spring of 1878, when his health again failing, he went to Southern California remaining there only a few months. Manitoba, then known as the Red River country, was at this time coming into notice, and deciding that a splendid business opportunity was afforded there, he accordingly went to Winnipeg, then a struggling town of 3,000 inhabitants. He opened an Insurance and Shipping office and in a short time succeeded in building up a good business. In the spring of 1881, after the charter for the C. P. R.

went from Winnipeg to the Rocky Mountains had been granted, there were hundreds of people in Winnipeg on the *qui vive* to be the first on the site of the large town which was expected to spring up on the line of railway in the centre of the fine agricultural country west of Winnipeg. Mr. Horne concluded that he would be first on the site and be one of the chief founders of this proposed city, and when Gen. Rossier laid out the route of the railway Mr. Horne followed him on horseback. When he reached the Assiniboine River he decided that he had found the site of the future metropolis. The site of the future town was at this time indistinguishable from the prairie, which stretched on every side, except by the grade stakes of the Canadian Pacific Railway. Mr. Horne bought a certain quantity of land at this point. He at once opened an office, or rather erected a tent, on the prairie, divided his land into lots, opened and graded streets and when this preliminary work was accomplished, began the erection of buildings. His desire was to attract attention and residents to the new place, and in order to do this he went to Winnipeg and got business men and others, by offering good inducements and stores at low rent for the first six months, to cast in their fortunes with the young town. In November the railway came through and with it a large number of people poured in. In the spring of 1882 there were over one thousand residents in the place and a public meeting was accordingly held, and a charter of incorporation as a city was applied for and granted. Mr. Horne declined to accept the Mayoralty, but allowed himself to be placed on the Council board. At the first meeting of the aldermanic board Mr. Horne was appointed chairman of the board of public works. Mr. Horne's property increased in value with the growth of the town, and he was regarded as not only the most enterprising and successful, but also the wealthiest citizen of Brandon. Mr. Horne had always kept a watchful eye on the Pacific Province, and was especially regardful of the Pacific terminals of the Canadian Pacific Railway. In the spring of 1883 he took a trip to Southern California, and on his return visited Burrard Inlet and the Fraser valley. He perceived, however, that he was too soon, and he accordingly returned to Winnipeg and Brandon. In the spring of 1884 he again visited Burrard Inlet, but found he was too soon yet and invested in some farming lands, which are now very valuable. In March, 1886, he finally came through to Vancouver (known as Coal Harbor), one year and a half before the railway had been extended to it. He took up his residence there, however, and invested largely in real estate, when there was nothing to indicate the present growing metropolis. He identified himself with its progress and growth from the beginning, and being a shrewd, far-seeing business man, he made very choice selections of property and erected business buildings thereon. His faith in Vancouver's greatness from the first was unbounded, and now that he has made a large fortune, none begrudge it to him. He is the heaviest individual property owner in Vancouver, and has built several large business blocks on Cordova, Granville and other streets, views of some of which are given in this number. In 1888, he was elected a member of the City Council of Vancouver, and again in 1889, on both

occasions heading the poll, and in 1890 he stood successfully as a candidate for the Provincial Parliament of British Columbia. He has entered the most of his interests here and these now amount to a large sum. He is President of the Vancouver Loan, Trust, Savings and Guarantee Company; President of the Pacific Coast Fire Insurance Company; Chairman of the Board of Park Commissioners; Director on the Electric Railway and Light Company; President of the Colonization and Trading Company; Director of the Northwest Loan Company; and Director of the Northwest Insurance Company, and is on the boards of a large number of other important companies. He is one of the most public spirited men of Vancouver, and has the full confidence of the citizens, as has been shown repeatedly at the polls. He is also a prominent member of the Masonic fraternity. Mr. Horne's career is one which young Canadians would do well to consider with attention. He is a self-made man. His success is due entirely to his own efforts. He has established a reputation for business sagacity that gives him great influence in the city and Province. He has an honorable career. His marvelous success is the result of unswerving fidelity to the motto so often preached but so little practiced: "Industry, Intelligence, Integrity."

R. P. Cooke, C. E.

One of our prominent, influential and public spirited citizens is Mr. R. P. Cooke, who is the second son of the late Thomas Lalor Cooke, Crown Solicitor, Kings County, Ireland. He was born at Birr, Kings County, in 1824, and graduated at Trinity College, Dublin, with the degree of B. A., in 1848. Studying engineering under Sir John McNeil, he obtained a first-class diploma from the engineering school attached to the university. Emigrating to Canada in 1852 he was employed on the Grand Trunk Railway, west of Toronto, being subsequently engaged, as assistant and divisional engineer on the construction works at Toronto, Weston, Stratford, and St. Mary's and also as district engineer in charge of the line west of Toronto. In 1859 he removed to Kingston, taking charge of the Central District from Toronto to Montreal. In 1861 he terminated his connection with the Grand Trunk Railway and some time after, having been appointed managing director of the Brockville and Ottawa Railway, he removed to Brockville. He resigned that position in 1867. Since that time he has been engaged as engineer and contractor in various works in Canada and the United States. Among these may be mentioned the Boston, Barre and Gardner Railway in Massachusetts, costing over \$600,000; the Carillon Canal and Dam on the Ottawa, costing from \$700,000 to \$800,000; the Toronto Harbor Protection works amounting to over \$250,000; breakwaters, dredging and general improvement of navigation on the Nicolet, from \$200,000 to \$300,000, and various other important undertakings. On his first visit to the Pacific coast, in 1887, Mr. Cooke was so much impressed by the favorable site of the embryonic city of Vancouver for manufacturing industries, that he shortly afterwards, in the spring of 1888, took up his permanent abode here, and, in connection with a few friends, established the Vancouver City Foundry and Machine Works Co. He also took an active part in the construction of