

C., 1886. His father was a Scotchman, who, in his capacity as a civil engineer, visited Russia in 1827 in the employ of a company of railway contractors operating there and who married a Russian lady. While in Russia Captain Spring was born, and shortly afterwards the family removed to Scotland. At an early age Captain Spring entered the mercantile marine, and after visiting various quarters of the world and sailing in nearly every sea, he arrived at Sooke, Vancouver Island, in 1853. In 1861 Captain Spring and Mr. C. B. Young formed a partnership and opened a general store at Bella Coola to supply the miners. They also possessed a schooner, of which Hugh McKay was appointed master. In 1862 Captain Spring was stricken with small-pox and his life was saved by the care and attention bestowed on him by a miner, Daniel McCallum. When Captain Spring recovered the company sold out its interest at Bella Coola and returned to Victoria. They found the west coast business was becoming brisk and in 1863 they (Captain Spring and Mr. C. B. Young) worked up a trade with the Indians in fur and oil, and the same year they started a station at Beachy Bay for salting and curing salmon. They worked up a lucrative business, finding a market for their fish in California and the Sandwich Islands, and continued in partnership till 1864, when Captain Spring joined Peter Francis and in conjunction with him started a trading station at San Juan, on the west coast. From that time till 1870 Captain Spring was engaged in this trade, and during that time purchased and lost quite a number of schooners. In 1870 the seal fishing began to assume importance, and Captain Spring formed a partnership with Mr. Hugh McKay and Mr. Peter Francis to engage in this industry. The company purchased three schooners, the "Surprise," the "Alert" and the "Favorite." They continued this business with increasing success till 1880, when Mr. Theo. Lubbe, now of Esquimalt, joined the firm, which was now known as Wm. Spring & Co. Prior to 1884 the seal fishing had been off the coast of Vancouver Island, but in that year the firm fitted out the schooner "Mary Ellen" with a crew of white hunters, under command of Captain Dan McLean and sent her to Behring's Sea. In 1885 the "Favorite" was also sent north under command of Mr. Charles Spring. From this time forward the company's business prospered and they continued to add to their fleet of schooners, owning six at the time of Captain Spring's death. After his decease his large