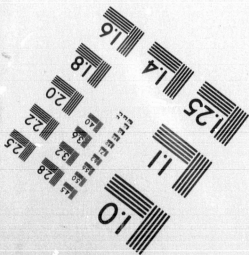
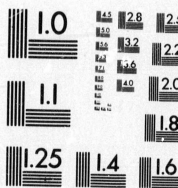
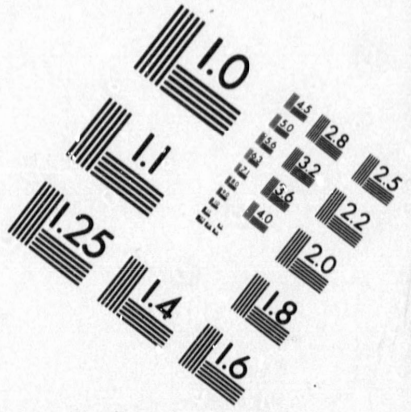


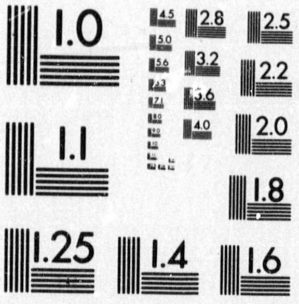
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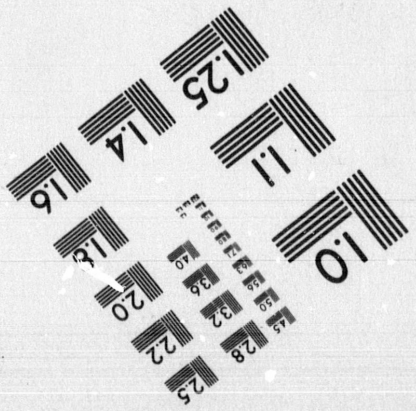
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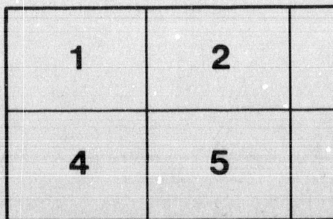
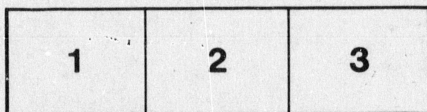
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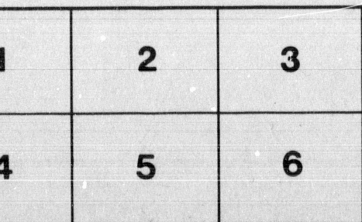
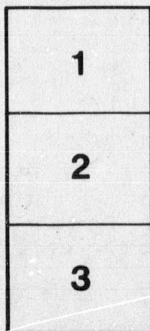
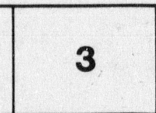
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*Pac. Canadian Pacific*

## VANCOUVER, B.C.,

—THE—

Pacific Coast Terminus of the C.P.R.

THE LARGEST

Single Line of Railway in the World, and

THE ONLY

Truly Transcontinental Railway of America.

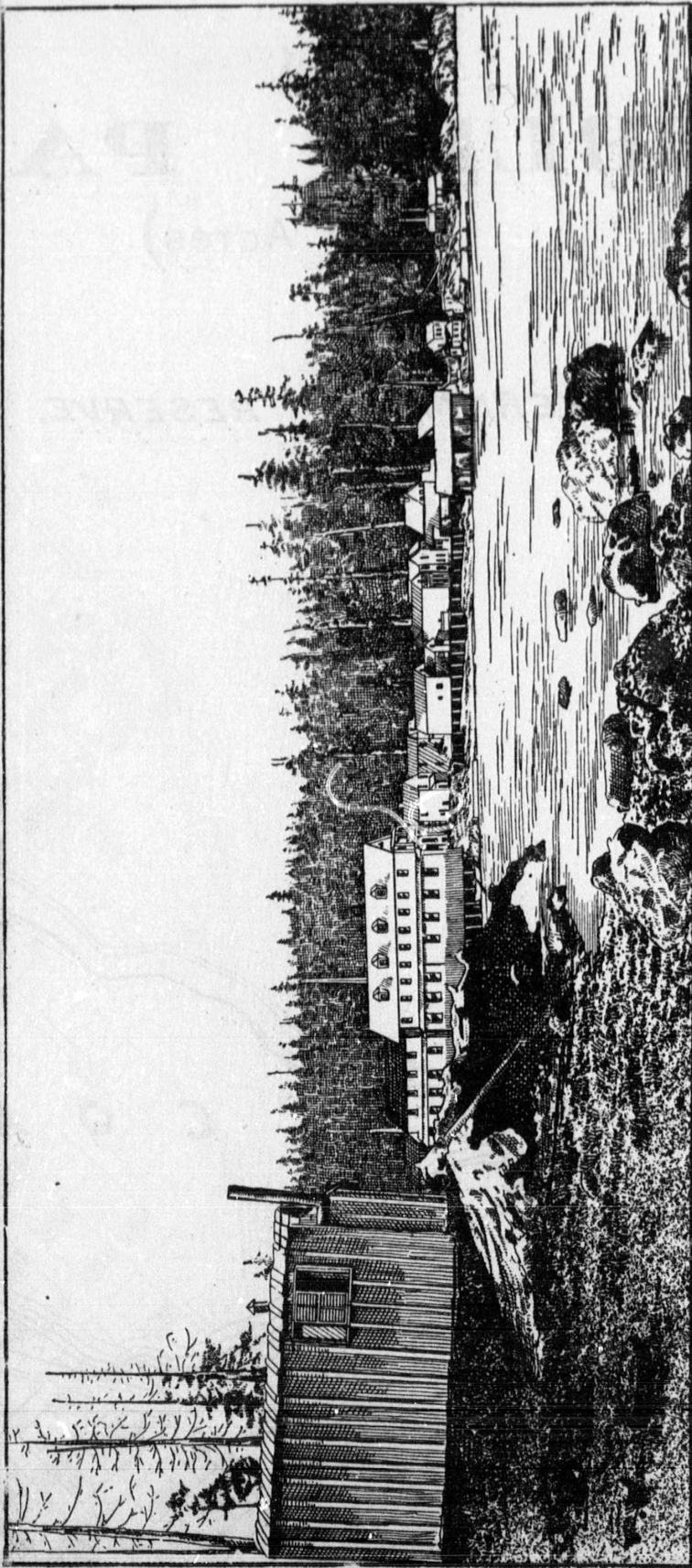


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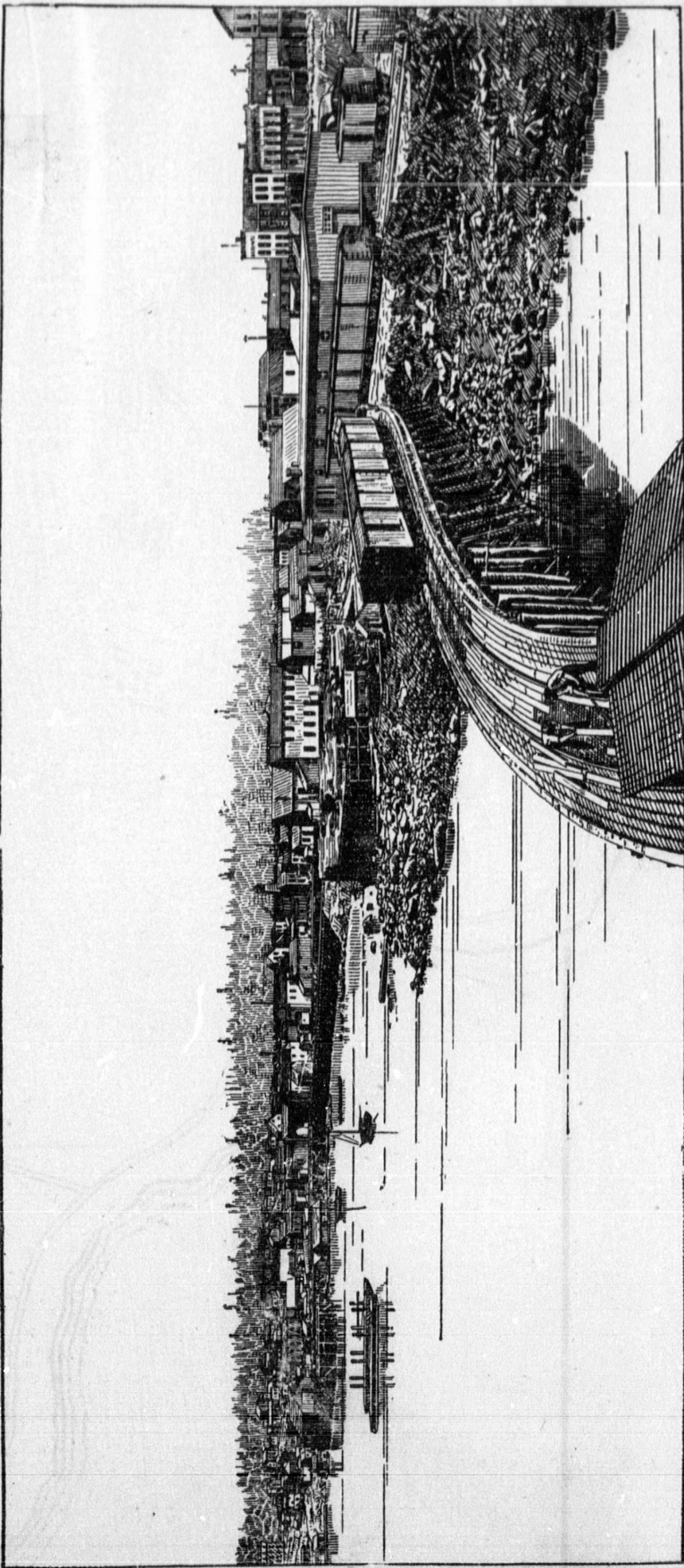
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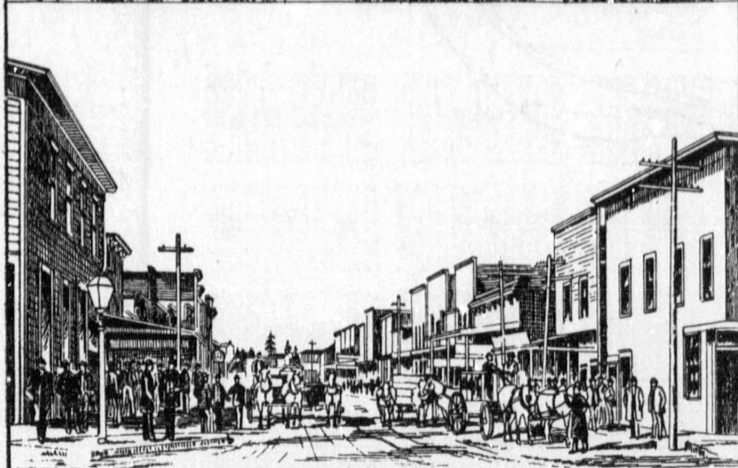


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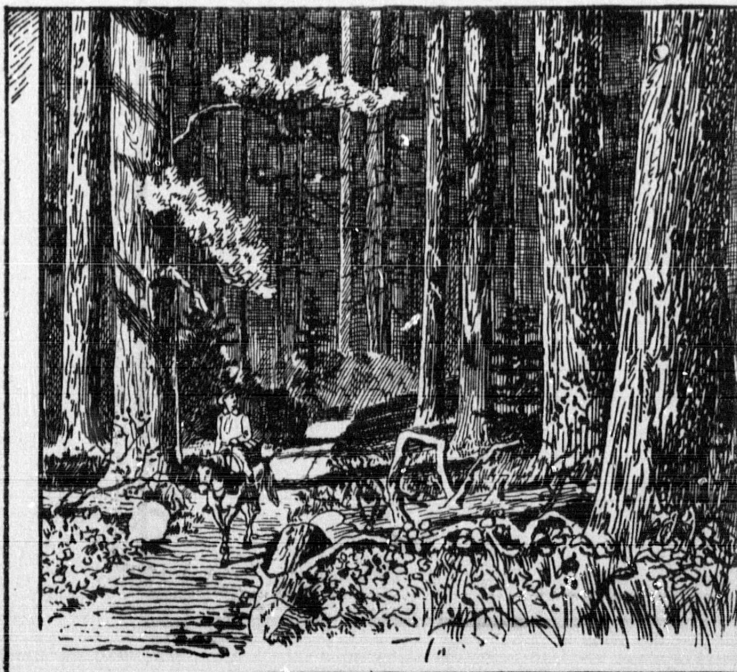


VANCOUVER, FROM WHARF—SEPTEMBER, 1887.





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## SKETCH OF VANCOUVER, B.C.

HER MARVELLOUS GROWTH AND GREATER PROSPECTS FOR THE FUTURE.

For the information and perusal of the thousands who are preparing to go to the Pacific Coast, the capitalists and others who are contemplating a change to better their circumstances, the sportsmen and those seeking health, we submit the following brief outline of facts relative to the City of Vancouver, British Columbia, which are gathered from personal observation and enquiry, and other reliable sources :

Vancouver is the western terminus of the Canadian Pacific Railway, the longest single line of railway in the world, and the only truly continental line in America. It is only on this Road, as you approach the Rocky Mountains from the East, that your conception of their grandeur is fully realized, as from Gleichen westerly they stand out in bold relief, rising from the plain, "tooth-edged" and "snow-capped." You plunge into the mountains at once through the far-famed beautiful valley of the Bow River, past Anthracite, named after the coal which is being mined in the neighborhood, past Cascade Mountain, through the Canadian National Park, consisting of 260 square miles, and in which are situated the celebrated Banff Hot Springs, where the C.P.R. Co. have erected a magnificent hotel, which will accommodate 250 guests. Past Mounts Castle, Lefroy, Cathedral and Stephen, the latter two especially being indescribable in their grandeur, down the valley of the Kicking Horse River, which has to be seen to be appreciated, thence north along the valley of the Columbia some distance, when a plunge is again made into the Mountains, this time the Selkirks, even bolder and grander than the Rockies, up the valleys of the Beaver River and Bear Creek, past Mounts Tupper (Hermit), Macdonald (Carroll), and Sir Donald (Syndicate Peak), to the hotel at the foot of the Glacier, in which the service and appointments are unsurpassed, if equalled, as is the case in the three hotels—viz., at Field, Glacier and North Bend, all erected in the style of the Swiss chalet. The view here is perhaps the grandest and most sublime that could be had from any spot on any railway in the world. Then around a series of wonderful curves or loops past Ross Peak. The following are the heights of the mountains :

	ABOVE THE TRACK.	ABOVE SEA LEVEL.
Mount Stephen.....	6,474	10,525
Cathedral Mountain.....	5,960	10,284
Mount Macdonald.....	5,558	9,440
Mount Tupper.....	4,983	9,063
Mount Sir Donald.....	6,980	10,645
Ross' Peak.....	3,951	7,616

After passing Ross Peak you go down the Illecillewait River, all along which rich quartz leads have been found, then past Albert canyon, a wonderful production of nature, to the valley of the Columbia again,—the second crossing. You ascend now through the gold range, not so grand as either the Rockies or the Selkirks, but possessing beautiful

features of its own in Lakes Summit, Victor, Three Valley and Griffin, to the great Shuswap Lake, the home of the sportsman, which, owing to its wonderful contour, surpasses in beauty the far-famed Lake Pend d'Oreille, on the Northern Pacific Railway. Down the lovely valley of the Thompson, with its clear beautiful water and perfect forest, mountain, and cloud reflections, along with the shrubbery and coloured rocks, producing remarkable scenic effects, to the junction of the Fraser River. Across the Cantilever bridge, down the wonderful canyons of this gold-sanded river, through tunnel after tunnel, and over trestle work, with the maddened waters surging beneath. Now, thoroughly awe-stricken, you hold your breath in viewing this, one of the greatest rock-vents of nature. "The scene is fascinating in its terror, and we leave it gladly, yet regretfully." For thirty-six hours in comfort, yea, luxury, you have been passing the greatest of the world's panoramas, ever changing and never tiring; and now you fall back in your seat and cry "enough," delighted that you have entered the rich lower valley of the Fraser. You pass Agassiz station, where passengers get off for the celebrated Harrison Hot Springs, and in a few hours gaze on salt water. Burrard Inlet is reached, and "Vancouver" is called, where the passenger either stays or transfers for Victoria, Seattle, Tacoma, Portland, San Francisco, New Zealand, Australia, Yokohama or Hong Kong.

#### VANCOUVER.

The position of Vancouver on the Pacific Coast is, in Canada, similar to that of San Francisco, in the United States, and its rapid growth should also be similar, thus making it in the not distant future the second city on the Pacific Coast of America.

The site of Vancouver was chosen by the far-seeing and energetic management of the C.P.R. Co. as their western terminus, on account of its magnificent location, being one of the finest natural town sites in the world. The main harbour is on the north side of the city, nearly three miles wide, with mountains on the north for protection, with a narrow entrance, yet easy to navigate by the largest ocean craft. It is sheltered at all times from high winds, and thus vessels are always safe in their berths, making it one of the best harbours in the world. English Bay, on the west side of the city, is a large, open roadstead, with excellent anchorage, and by erecting a breakwater a good harbour can be made of it. From this, in an easterly direction, runs False Creek, dividing the city in two, and here is more harbour accommodation, which can be largely increased and improved by dredging. The main portion of the city is a peninsula, having Coal Harbour on the north, False Creek on the south and English Bay on the West, as can be seen on the map inside. By reference to this plan, the shape and mode of laying out the streets will be seen, as also the location of some of the more important buildings and places.

The surface of the ground is gently undulating, and slopes towards the water on all sides, thus affording an excellent opportunity for thorough systems of drainage and sewage.

On the 1st of March, 1886, there was only one struggling street along the water front, as shown in view herewith, and the town site was an unbroken forest, the clearing of which at once began at a cost of \$300 per acre, and rapid progress was made, building going on all the while. On April 6th, 1886, the city was incorporated, a Mayor and Alderman being duly elected. Mr. M. A. McLean was chosen the first Mayor. On 5th May following the C.P.R. Co. first put their property on the market, which was eagerly sought for. Great improvements were made during the next two months, but which were nearly all obliterated by

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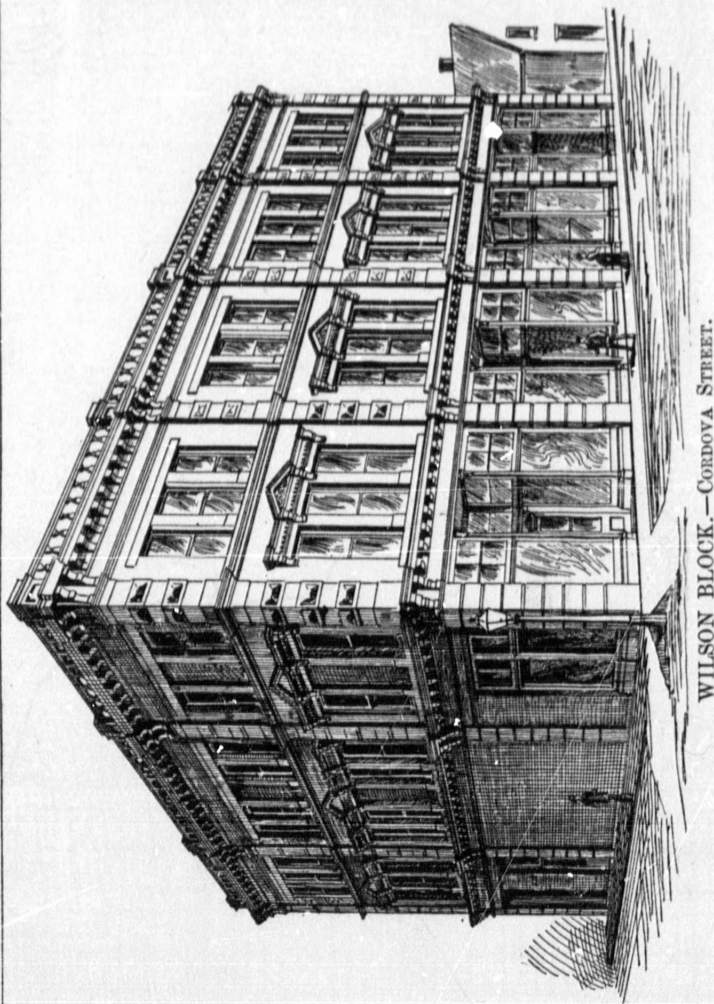
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the fire of the 13th of June following, which swept all the houses but two or three out of existence. All suffered great loss, and many were made penniless, but the citizens were equal to the occasion, and by four o'clock the following morning lumber was being hauled for the re-building of the city, and the motto "nil desperandum" was adopted, with a result never previously surpassed, if ever equalled, in any city on the continent, when we consider the growth, as well as the substantial character of the improvements.

The electric light company have their works in full operation, and it is being used on the streets, in hotels, shops and private houses. The



Vancouver Gas Company have also constructed their works at a cost of \$60,000, and laid down pipes in all the leading streets, and this light is being largely used. There is also a complete telephone system extending over the city. The Capilano Water Works Company are completing their works at a cost of \$250,000, and water will be turned on by August 1st of this year. The city will be furnished by the finest water in the world—clear, soft and cold, free from any animal, vegetable or mineral impurities, while with it the head secured water can be thrown 100 feet over the highest buildings, thus minimizing all danger from future fires.

All of the above is the work of private enterprise, thus showing the unbounded faith the citizens and capitalists have in the city's future.

The city has graded 18 miles of street, planked some and gravelled others, and 24 miles of sidewalk constructed, and all done in a very substantial manner. A separate system of sewerage has also been constructed in the business portion of the city, including altogether 16,127 feet, besides 357 feet of cast-iron pipe laid out in harbour and connected with the sewers in length. All of the above has been done in a city hewn out of the forest and not yet two years old. The total debt of the city is \$190,000, and the population, January, 1888, was 6,085; now, May 1st, 8,000. The assessment of real property is \$3,471,245. The city have quite recently issued debentures to the extent of \$150,000, bearing 6 per cent. interest, for further substantial improvements, and they were sold at 104, showing the faith English capitalists have in our future growth.

Among the important buildings erected, or in course of construction, by private capitalists are the following, wood-cuts of which appear here with:—Wilson's brick block, Cordova street; Lady Stephens' brick block (granite front), Hastings street; Van Horne's granite block; The New York block, granite front; Lord Durham's brick block; also Lord Elphinston's block; Sir Donald Smith's block, all on Granville street; and Springer and Van Brenear block on Hastings street. The C.P.R. Co. have erected a magnificent hotel at a cost, when furnished, of over \$200,000. Every room in the building is lighted by electric light. In its appointments it will not be surpassed by any hotel in Canada, and is now opened with an experienced manager and full staff, the manager being Mr. E. M. Mathews, assisted by Mr. H. S. Dunning, both from the Windsor Hotel, Montreal, which should be a sufficient guarantee that the "Hotel Vancouver" will be unsurpassed, and the company intends that its reputation shall be established throughout the world; a view of the hotel appears herewith. Some very fine suburban residences have been built, Queen Anne and other handsome designs being adopted.

The C.P.R. Co. have constructed 1,500 feet of wharfage on Burrard Inlet, with ample freight sheds on same. Another 1,000 feet of wharfage, owing to the demand through increased trade, is being constructed at present. \$20,000 were voted by our citizens for a drive around the Park, which, being a military reserve, was granted to the city by the Dominion Government for park purposes. It consists of 950 acres. The drives have been constructed this past winter, and are now ready for use. This is one of the finest natural parks in the world. The visitor, besides enjoying the scenery, consisting of mountain and sea views, along the drive, which, from the C.P.R. hotel will consist of 10 miles, 7 miles of which are around the park proper; can enjoy the luxury of sea-bathing on the beautiful clear sand beach on English Bay.

In the almost immediate neighbourhood, the sportsman, whether a lover of the rod or gun, can secure all that his heart can desire, and the yachtsman, in the various inlets and sounds along the coast, almost adjoining, can sail or steam for weeks, thoroughly sheltered, and enjoy magnificent scenery at the same time.

During the year 1887, hundreds of dwelling houses were erected in all parts of the city, costing from \$800 to \$10,000 each. In the business portion of the city, solid brick blocks, from two to four stories high, and some of them with granite fronts, were erected, all substantial in character. During this present season more of this class of buildings will be erected than during the year 1887, and, in future, hardly any business blocks will be erected less than three stories high. A by-law

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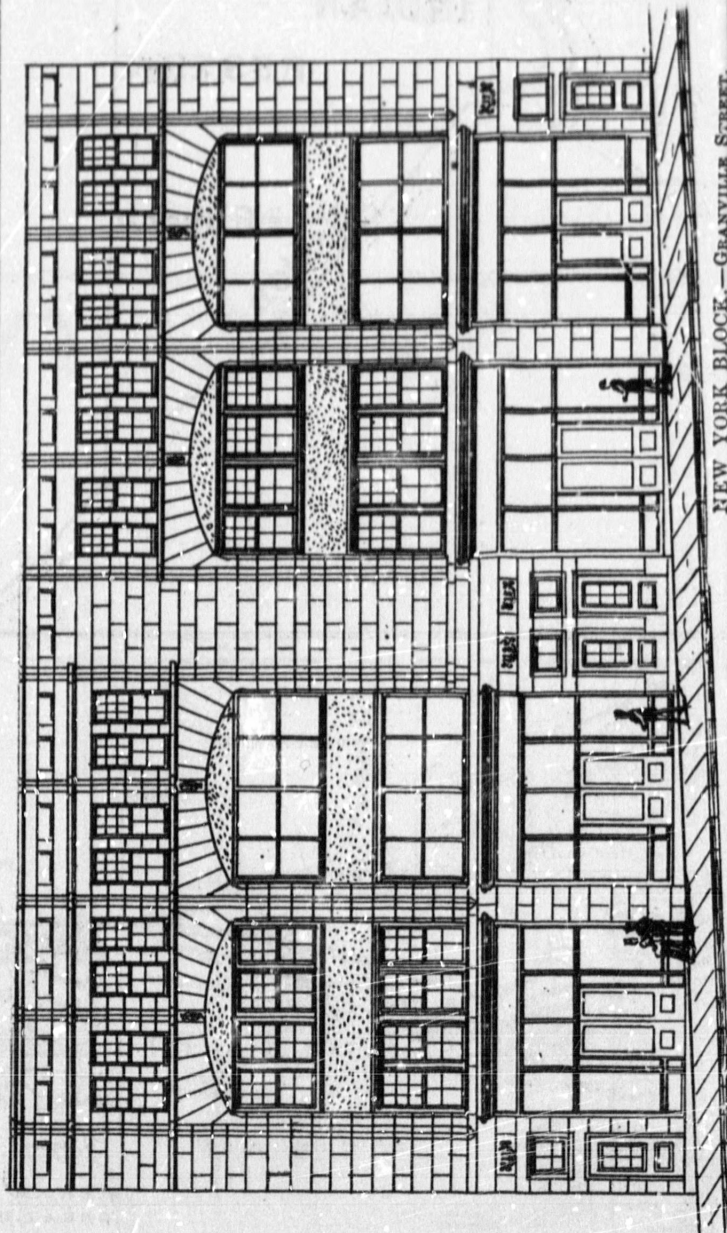
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was passed by the City Council placing the fire limit over the whole of the business portion of the city, so that, in the future, nothing but brick or stone will be used in the construction of business blocks. There are two steam fire engines and two volunteer companies. A large school house was erected in 1887 ; another one is now being erected, and there will shortly be a demand for more. A general hospital, of a substantial



character, has been erected in a convenient part of the city. It is worthy of note that nearly all these buildings have been erected without the aid of borrowed capital, a very small percentage indeed, in fact less than ten per cent. of the parties erecting these buildings have required to borrow money upon the same, there not being a single loan company doing business in the city, and no persons loaning money out on mort-



gages as their regular business, so that these substantial improvements are the natural results of capital in the place and the faith that the citizens have in its future. The total value of buildings erected in 1887 was over \$1,000,000. The following banks have branches established in the city: The Bank of Montreal, with a capital \$12,000,000; Bank of British Columbia, capital, \$2,433,333; Bank of British North America, capital \$4,866,666.

The following denominations are represented by churches and regular pastors, viz.: Roman Catholic, English Church, Presbyterian, Methodist, Congregational and Baptist. The first-named are now preparing to erect a church at a cost of \$100,000, and the Presbyterian and English Churches are each taking steps for the erection of a second church, the growth of the city demanding it. The various national societies are also organized here and in full force, so that the destitute, if any, or the unfortunate of any nation, are looked after by the various societies. The Masons, Oddfellows and Knights of Labor have also their organizations in full running order.

Lots in the city are of various sizes, some being 25x120, others 150x120 feet, while others are 66x132 feet, all having lanes in the rear.

Residence lots sell from \$100 to \$1,000 each, depending upon size and location.

Business property sells from \$100 to \$250 a foot frontage, depending entirely upon their position.

The San Francisco *Journal of Commerce*, of January, 1888, though written October, '87, thus describes Vancouver:—

#### A GORGEOUS APPROACH.

"Approaching Vancouver by water we presently pass through the "Narrows" and enter at once the magnificent harbor of "Burrard Inlet," the most perfect shelter that Father Neptune ever planned.

Towards our left we view the craggy peaks and broken outline of the distant Coast Range, with the foothills extending downward to the water's edge, and on our right the shaded groves and cool retreats of the Government Reservation, destined for many a "lovers' walk" of the future, for here is the site of the new park.

The evening of our entry to the harbor was beyond description. It seemed as if fair Hesperis had decked herself in all her brightest gems and soft, rich-tinted velvets to bid *bon soir* to Atlas, her retiring lord, and as we turned the point and passed beyond the "Narrows," the setting sun now casts each stretch of valley into misty shade, now lights the mountain slopes and distant crags with color stolen from some wood nymph's cheek. In front the eye still travels onward down the inlet through the "Second Narrows" and on, and on, from golden points to glistening islets, and thus and thus till the warm evening purple of the middle distance merges in the mist and both are lost in the cold grey of the shadowy range beyond.

Turning towards the South, we notice an extensive clearing on a gentle slope towards the water front, with busy streets and imposing buildings, stretching away for nearly two miles along the shore. It is well nigh impossible to believe that this is the infant city of Vancouver -- a growth of a year.

"Ah!" cries Pencils, as the good ship Yosemite drew near her moorings, "do you see that hotel on the rising ground, right here close to the wharf and depot? That is certainly where we ought to stay whilst in town. Just see what

#### A SPLENDID VIEW

we shall get from the verandas."

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“You’ve just dined! Well, come out with us then on the veranda and smoke a cigar. Stretch yourself at full length on that bamboo chair, throw your leg over that elongated arm; that’s right; now what have you got to say about it? Isn’t that a magnificent view over the bay? It is two miles across. You would scarcely think so, would you? Those foothills are ten miles off, whilst the distant peaks, you see almost due north, we are told are over forty miles away as the crow flies. Those white specks you see over the water are the houses of the Indian mission. You may just distinguish the spire of the church; some distance to the right you see the Moodyville settlement; here is the largest sawmill in the province. On this side of the bay, there to the right where you see those fine ships lying at anchor, is the “Hastings” Sawmill. Right here below you is the C. P. R. wharf. You can just distinguish the smoke stack and masts of the “Port Victor” lying there, one of the “liners” between this port and Japan. This line of boats, you will remember, has been just established and has been granted a subsidy from the British Government of £45,000 per annum and increased by the Canadian Government to \$300,000.

Just this side of the wharf you may notice an engine and some freight cars; well, there is the depot of the Canadian Pacific Railway, the gigantic enterprise just completed, connecting East and West, the Atlantic with Pacific. It cost \$200,000,000 to enable the engine to reach this town; nice little bill, isn’t it?

One of the first things that strikes a stranger, especially if he hails from San Francisco, is the methodical, business-like, large-hearted manner in which the

#### ROADS AND SIDEWALKS

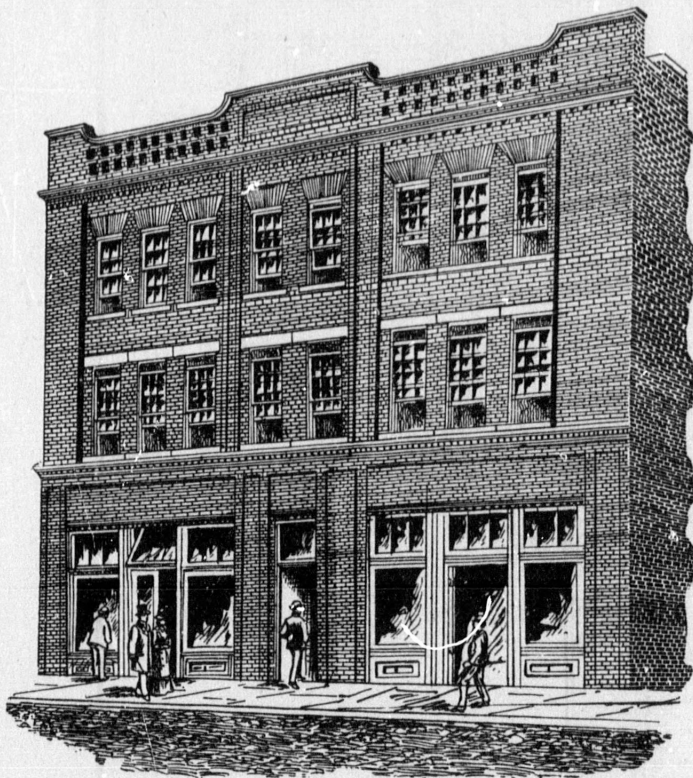
have been formed and graded. During the past year some twelve miles of streets and twenty-nine miles of sidewalk have been graded and planked at an expense of some \$15,000. Out of pure chaos of slopes, and banks, and holes, and dips, covered with enormous trees and massive stumps, have grown smoothly-paved roads and sidewalks, all on proper levels and easy gradients, in many places necessitating “a fill” of from 8 to 10 feet. The sideways, temporarily thrust into peculiar prominence, look like so many elevated trestle bridges, crossing the city in every direction. The roads are gradually graded up to these sidewalks, the houses and stores are built on either side the road, following the same settled grade, and every one knows at once what his ground floor level will be, and will continue to be, after the building is erected. It is impossible to estimate the enormous trouble and future expense the city has been saved by the far-sighted, business-like, broad-minded policy displayed by the ruling spirits in the City Council in this and other kindred matters relating to the future welfare of this city. It is difficult to give our readers any just idea of the way this city has been treated in this respect. We desired Pencils to give a rough sketch of a bit of the grading work to supplement our remarks, and to give a more vivid idea of the work accomplished here. This sketch, which we give below, shows some of the graded trestle sidewalks, men at work filling up the roadway, and houses built or in course of erection to meet the same grade. In a few weeks this street will be all completed, built in on either side, and no one will any longer recognize that the sidewalk was once a trestle bridge and the roadway and houses built up to meet it.

#### THE CITY HAS DONE WELL.

Besides \$125,000 spent on the roads, they have spent another \$25,000 in perfecting the sewers, which, before this paper goes to press,

will doubtless be finished. This special expenditure has been covered by a loan of \$150,000 at six per cent. for a period of 40 years. The loan was placed right away at 98. Besides the time and money saved by completing these works in an organized systematic manner, the amount of the loan has been recouped over and over again already, by the increased value that such expenditure alone has placed upon the ready graded building frontages thus created.

It just makes a 'Friscan's mouth water when he compares the business men of this infant Vancouver with the poor, dollar-limit fossils of San Francisco, where they boast of having no debt, as if it were a credit to the place not to issue municipal bonds while the roads and pathways are a disgrace to civilization, and the City Hall is a standing monument to incapacity and jobbery as year after year it thrusts its tattered wings before the public gaze.



LORD DURHAM BLOCK.—GRANVILLE STREET.

As you approach Vancouver from New Westminster by road, the size and importance of the new-born city is particularly observable. From the rising ground whence the last mentioned sketch was made, your line of vision takes in the bridge over False Creek, just below you, while beyond to the right you catch sight of the harbor, and to the left a glimpse of English Bay.

Spreading in every direction on the peninsula formed by these several waters are the houses and stores, the mills and workshops that go to make up the city of Vancouver. You can scarcely credit that a few short months ago the whole of this peninsula was one vast mass of gigantic timber and tangled forest.

As we stand here on the Westminster road and view the city lying on the peninsula beyond we would have you bear in mind that on

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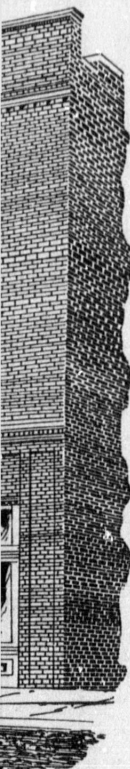
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June 13th, 1886, the great fire made a clean sweep of everything—two houses alone escaping—and that every building you see in the distance before you has been erected in the interval. Again, do not imagine that those distant buildings are all flimsy wooden shanties—many of them are

#### SUBSTANTIAL, MASSIVE BUILDINGS.

Some built of hard cut granite, others of brick, others of cement, and that even when of wood many of them are of considerable architectural importance. The following table, which gives not merely the cost, but shows also the material of which each building is constructed, demonstrates better than anything, perhaps, the amount of energy that has been displayed here in this short time.

Such, then, is the general appearance of Vancouver and its surroundings to-day (September 1887). What it will be this time next year, it is impossible to say, so rapidly is it growing.

#### “HISTORY REPEATS ITSELF.”

“If I had invested a hundred dollars, sir, in San Francisco in the ‘early days’ and hung on till now, I’d have been worth my million. Just think of it!” Point out the man on the coast who has not heard some ‘Friscan complaining of his luck somewhat as above.

In Chicago you will meet with the same weeping and wailing and gnashing of teeth, and so indeed in the vicinity of any of our rapidly growing cities. Perhaps nothing strikes a visitor from the old country so forcibly as the fabulous growth of our centers of industry.

On this continent we have become familiarized with the sudden springing into existence of almost ready-made towns. We pass over the rolling prairies or beat our way through the tangled forest and on our return a few months later, houses have replaced the trees, whilst streets and cable cars monopolize the prairie, and it is thought beneath our dignity to give expression even to an exclamation of surprise. If we could only know before hand the winning horse at the approaching Derby, or the lucky number of the Louisiana Lottery, what a snug little fortune we might make, and so with the cities that spring themselves upon us as if by magic on this continent of ours. If we could only get the “straight tip” as to what city would secure the popular favor; what spot on the prairie; what tangled mass in the forest would forthwith blossom and bud with houses and stores and busy industries, how easy it would be to become a millionaire!

Rarely do “coming events cast their shadows before” with the same marked outline as in this infant City of Vancouver, and yet will history repeat itself. Many will be the lamentations in a few years to come about the “golden opportunity lost.”

When Hastings street is connected with Hastings by cable-car, when Granville street has become the “Market street,” extending to English bay and taps the agricultural district beyond; when Cordova street gives place to wholesale stores, and Water street and the whole of the level ground of the hollow and along the line, become monopolized by shippers and merchants; when smelters and foundries, shipyards and factories, and the grimy homes of steel and iron, coal and coke fringe the magnificent stretch of waterfront; when the whole peninsula is covered with bricks and mortar, the town extending along the Westminster road, and the busy ferries taking the surplus population to the second Oakland across the bay, then shall we hear the same groans in the streets of Vancouver, the same striking upon the thigh, as in our

own city of 'Frisco to day: "Oh! that I had given any price in the 'early days' to have bought the lots where now stands that factory, that smelter, that warehouse or the like." "Just to think that I might have owned half Market (Granville) street, or the whole of Kearny (Powell) street. If I had only looked a little ahead, and studied a bit the signs of the times." These and such like regrets will follow with the same certainty as will the rapid development of the city.

"We know of no place where

#### THE LINES OF THE FUTURE

are, or ever have been, so clearly marked as in this same city of Vancouver. Let us summarize a few of them:—

1. Here is just now completed the end (or the beginning, which you please,) of the mainland portion of a line that circles the globe.

2. Here is the spot that men of unsurpassed energy, pluck, perseverance, skill, money, forethought and indomitable will, have spent \$200,000,000 to reach!

3. Here is a port, whilst yet in its infancy, that holds the backing and support, not merely of the Dominion and her strongest and most capable men, but also of her mother country—a country at once the wealthiest and most powerful of the world.

4. Here is the first mainland touching point by water with her rich sister colonies of Australia, and the wealth of the Indians; whilst, on the other hand, here is the last house of call, so to speak, on the mainland, at the end of a line traversing a country larger in area than the United States. These lines of travel, moreover, being deemed of sufficient importance already to secure a special and substantial subsidy from Great Britain.

5. Here, also, is the most perfect harbour the world can show, entirely protected at every point, and capable of affording shelter to the largest fleet and the biggest ships of any navy of modern times.

6. Here coal and iron, both of the first quality, go hand in hand, a similar cause alone accounting for the secret of England's greatness to-day. England is the workshop of the world, and who shall say that similar causes will not shortly make Vancouver the workshop of the Pacific slope?

7. Here is the most charming climate of the world, and the ground-work for one of the most picturesque residential quarters that Dame Nature could bestow.

8. Whilst not only does coal, iron and lumber lie at her very threshold, and rich minerals within her province only awaiting short branches from the new trunk line for their development, but the food supply for her own requirements is practically inexhaustible. The finest salmon may be bought at your door for a cent a pound, and the islands and delta of the Fraser river, under 5 miles distant, supply some hundreds of thousands of acres of the finest agricultural land in the world, being an accumulation of the washings of the mountains.

These are a few of the thoughts that will occur to any business man as he contemplates this infant city, but the list might be continued almost without end."

We can thoroughly sympathize with those

#### BIG-HEARTED,

enterprising men, who, in spite of all opposition, have carried this city through all its municipal difficulties with a display of forethought, judgment, and breadth of ideas that have not only produced results unique in themselves, but that have, moreover, left such an impress

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upon their work that the careful observer cannot fail to recognize in this city an infant prodigy destined for great things.

Perhaps it is scarcely fair to criticise at all a Board that has accomplished so much and done its work so well. When we consider that in March, 1886, the whole of this town site and peninsula was one mass of forest, crowded with trees of enormous size, some as much as eight to ten feet in diameter and 300 feet high, that now some 1000 acres are cleared at an average cost of \$250 or more an acre; that the city in the like interval has grown from practically nothing to 5000 inhabitants. That some twelve miles of roadway and twenty miles of sidewalks have been graded and planked; that sewers have been constructed at a cost of \$25,000; that water schemes have been discussed and settled; fire limits and laws established; a Board of Trade inaugurated; hospital established, and all the work that these and similar matters entail, we say when we consider all this and the short time in which all the work has been accomplished and the excellent way



LORD ELPHINSTONE BLOCK,—GRANVILLE STREET.

in which everything has been done, we certainly think that the Mayor and City Council have produced wonders and are deserving of the best thanks, not merely of their city but of the province.

We have, however, by no means finished with the Mayor and Council yet. It goes without saying that men of this calibre are too

WIDE AWAKE

to sit down tamely and let their city mould its own destinies at hap-hazard. Men who secure the grading of their streets in advance to the extent and perfection that obtains in this city, men who have the courage to accomplish work of this kind in an infant city at an expenditure of \$150,000, men who have the capacity to carry such works through with the same business forethought and farsighted policy as these men have shown are not likely to let their city of the future starve for want of enterprise and industries. An exemplification of this was shown, while we were in the city, the council voting, and the citizens by ballot confirming,

A GRANT OF \$45,000.



Of this sum \$20,000 was voted as the first instalment for their laying out of the new park, which, when finished, will be one of the largest and most magnificent in the world, and \$25,000 as a bonus to encourage the establishment of

#### SMELTING WORKS.

When it is considered that ore from this province is at the present time shipped all the way to Denver, Colorado, the important bearing that these new smelters will have upon the mining industry of British Columbia can scarcely be over-estimated. Now that the trunk railroad is an accomplished fact, branch lines to every rich mining field will follow, and follow as quickly as they can be formulated, when once the ball begins to roll. There is enough work already promised to keep a smelter in full blast.

As a

#### NATURAL RESULT,

moreover, of this stimulating effort, an iron foundry is already in the field with a capital of \$50,000, and other iron foundries, machine shops, and the like, will speedily follow.

The Hospital also will cost \$20,000, and there are, in addition, several large private enterprises, such as gas, electric light and other companies. The water company, also a private venture, is constructing reservoirs, laying pipes, and otherwise completing the water system at a cost of \$280,000.

The reservoir is nine miles distant, across Burrard Inlet, at an elevation of 430 feet. The water will be brought thence in pipes and from its great pressure will throw a jet some 300 feet above the highest part of the city, obviating all necessity for fire engines. There will instead be hydrants at close intervals all over the city.

Now let us whisper a word of advice in the ears of our friends at a distance. If you are desirous of settling in British Columbia, of investing in farms or lots, opening up any new enterprise, or what not, let us urge you to place yourselves in the hands of those men who give best public proof of their enterprise and push.

#### MEN WITH BIG ESTATES

and interests who place their affairs in the hands of agents lacking any particle of enterprise, have themselves to thank for what they consider their ill-luck. They are mostly on the spot and ought to see at a glance whether their property is rightly placed. Some agents for instance will just "suck" a big estate for what it is worth, content merely to sit down idly and take their fees as they come along. Others will be content to take the lion's share of commissions whilst they let some minor agents do the work, spend the money in advertising and developments, and generally hunt up the buyers and settlers. And others again will actually wish to retard a sale or to keep back the natural growth of a country in order that they may "have it all." If landowners cannot see through these narrow-minded, small-souled individuals, it is no business of ours to open their eyes, but we do say to our friends and distant readers, correspond with and

#### MAKE YOUR INQUIRIES

of, live and energetic men; seek your property, your city lot, your farm, your enterprise, whatever it may be, where men of energy and push are surrounding you; be careful to settle on estates, or sections, or quarters of a city where the owner, or agent, or ruling spirit is alive and wide-awake and you will do wisely, though you pay twice the money for your interest.

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Among the more prominent real estate men in this city,

**MESSRS. ROSS & CEPERLEY**

occupy very handsome new premises in the Lady Stephen's Block. The building is of a very substantial character, constructed of massive granite blocks.

Half the building is devoted to the use of the Postoffice, and Messrs. Ross & Ceperley occupy the other half. It will be seen, therefore, that they 'hold the fort' so far as position and locality are concerned. Their office, moreover, is handsomely fitted and furnished, and the whole surroundings at once inspire you with confidence in the solidity, reliability, enterprise and capacity of the men who are conducting the business.

As we mentioned in another column, the city of Vancouver recently

**VOTED \$25,000 AS A SUBSIDY**

for smelting works. In itself this may not be a very great thing, but as an indication of the future it cannot be overestimated. In casting in your lot with men of this calibre you may rest assured that your interest will be secured, and that men of foresight, judgment and capacity will look ahead sufficiently for the protection, well-being and prosperity of the community. And as with cities, so with property owners, so with agents. Let us urge you again to cast in your lot with those who give best proof that they are alive and wide awake.

From the bent of the foregoing remarks our readers, we trust, will be able to follow us, therefore, when we say that there is an immense difference between "booming" a place and calling legitimate attention to its natural resources, and fostering their development.

British Columbia is certainly not booming. The rapid growth of the cities, the increase in population, the vast and steady advance in values, are

**SIMPLY NORMAL RESULTS**

arising from recent exceptional circumstances in a country unprecedented for the wealth of its natural resources.

It would be strange indeed if a country so vast in its extent and so fabulously rich in its minerals, its fish, its lumber and natural products could be suddenly transported from the outer wilds to the center of one of the main highways of the world, without being brought a little into prominence or having its values somewhat revolutionized. We can only say that were any section of California suddenly to receive one-tenth of the cause for a "boom" as now exists in British Columbia, values would go out of all recognition, properties would change hands twenty times a week, and real estate offices would be besieged by lines of people extending a quarter of a mile awaiting their turn, like the crowd at a music store on a sale of Patti's tickets. The cautious Britisher, however, will none of this. There is not the slightest particle of "a boom," but the prices rise — rapidly rise and steadily rise — in spite of everything."

**PRESENT VALUES.**

This city is rapidly entering the lists with the other wonderful growths on this Continent, and it will be as well, therefore, to compare its present values with those of some of our remarkable cities that a few short years ago could only show values equal to Vancouver of today.

Comparative prices of best retail business, wholesale and second-class retail business, and best and cheap residential properties, per foot frontage, in the following cities :—

CITIES.	Best Retail Business Property.		Wholesale and Second-class Retail.		Best Residential.		Cheap Residential.
	Corner Lots.	Inside Lots.	Corner Lots.	Inside Lots.	Corner Lots.	Inside Lots.	Inside Lots.
Chicago .....	\$6000	\$4000	\$2500	\$2000	\$750	\$600	\$50
Cincinnati .....	3000	2500	1800	1400	700	500	40
Cleveland .....	3200	2800	1600	1000	400	300	30
San Francisco ..	3500	3000	2000	1600	250	150	25
St. Louis .....	3000	2500	1600	1200	450	400	30
Los Angeles ....	2200	1800	1000	800	186	140	20
Kansas .....	3000	2500	1000	800	150	100	15
Omaha .....	2000	1500	1000	500	300	200	10
St. Paul .....	1400	1000	800	600	300	250	10
Minneapolis ....	1700	1350	850	600	200	160	15
Denver .....	1000	600	400	320	200	160	32
Duluth .....	900	700	300	200	100	70	15
Winnipeg .....	700	500	150	100	30	18	5
Portland, Oregon	1200	1000	800	600	100	60	20
Seattle .....	700	500	250	200	30	25	10
Vancouver .....	250	200	100	50	30	20	5

“From the above, it will be seen, therefore, if we are right in our judgment as to the probable rapid growth of this city—and the public can weigh well some of our reasons stated above for arriving at this conclusion—then, indeed, there is ample room yet for profitable investments as well as profitable enterprises; and our prophecy above, we think, will be fulfilled; that in a very few years to come, groans will be heard in the streets of Vancouver, and many a slap upon the thigh, as people bewail the chance they missed by not investing in the early days.”

The steamers of the route from Vancouver to Yokohama and Hong Kong, and chartered by the C.P.R. Co., have carried of imports to Vancouver during the six months ending December 31st, 1887, 21,495,994 lbs., 30,000 bricks and 608 passengers. Of the freight, 17,004,817 lbs were tea. The exports during the same time were 6,857,792 lbs. and 369,948 feet of lumber, flour, cotton and electric light machinery, forming the principal part of the export freight. The passengers leaving Vancouver by these steamers were 1048. The disbursements by these steamers in Vancouver during the six months for labour, provisions,

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coal, etc., were \$116,170.82. Nearly all of this sum is pure profit. When the new steamers are put on and running fortnightly, the disbursements on each trip will be about \$15,000, which will be \$400,000 per annum. Besides this, large sums of money will be left in the city by the passengers arriving and departing.

#### POST OFFICE.

In the money order department of the Post Office orders were issued for seven months ending January 31st., 1888, \$54,310.22, and during the same time the returns from stamps sold were \$5,449.17. For January, 1888, alone, \$1,068.69 were received, while during the whole of the previous year, ending June 30th, 1887, the sales from stamps were under \$5,000, a good illustration of the rapid growth and development of the City.

The first train reached the city May 23rd, 1887, and the first steamer from Hong Kong during the following month.

Vancouver was only made a separate Port in July, 1887, and the following are the returns for the first six months :—

#### STATEMENT

showing value of dutiable and free goods imported into port of Vancouver during six months ending December 31st., 1887, and amount of duties collected thereon :—

Value of dutiable goods.....	\$97,787
Value of free goods.....	47,935
Duty collected.....	28,864.24
Tonnage of vessels arrived at this Port from sea....	83,353 tons.
Tonnage of vessels arriving coastwise.....	127,479 tons.
Exports.....	204,644
Number of vessels taking lumber from this port..	20

#### TRAVELLING FACILITIES.

The steamer "Princess Louise," or "Yosemite," makes daily trips between Victoria and Vancouver, carrying mails and passengers.

Steamer "Premier" makes semi-weekly trips between Vancouver, New Westminster, Seattle and Tacoma, calling at way ports. About once in three weeks one of the following steamers, viz. : "Parthia," "Abyssinia" or "Batavia" leave for Australia and Hong Kong.

Weekly connection with San Francisco, Cal., is made by the Pacific Coast Navigation Company's Steamers, "Umatilla" and "Mexico."

Five or six steamers ply along the Coast to leading points.

Eight stages run regularly every day between New Westminster and Vancouver.

The Ferry boat "Senator" makes several trips daily between Moodyville, Hastings and Vancouver.

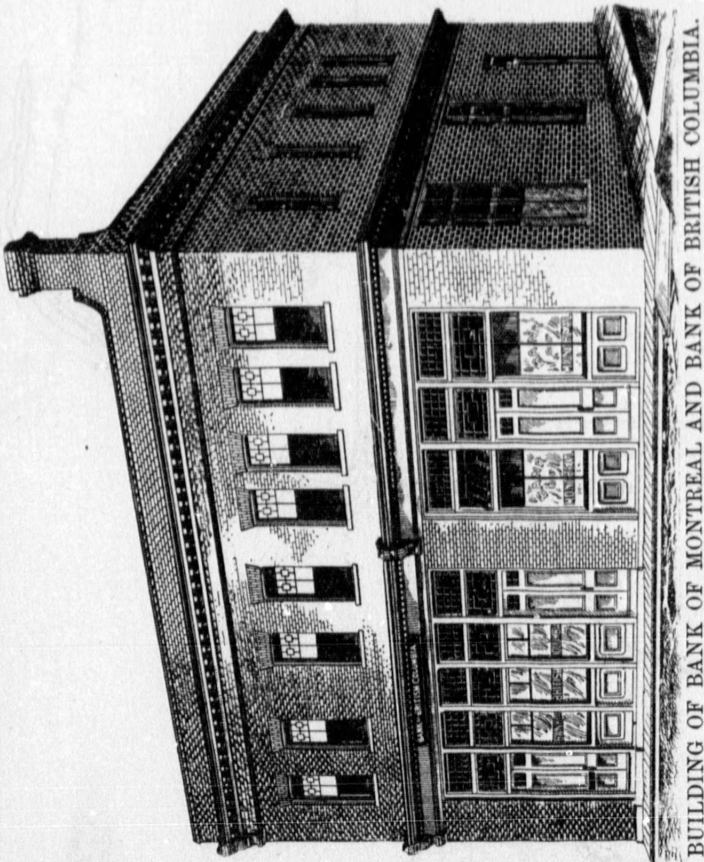
#### EXPORT TRADE.

Lumber is exported largely to foreign markets, principally Australia, China and South America.

The Hastings sawmill is situated on the shore of Coal Harbor, immediately at the terminus of the Canadian Pacific Railway. The daily capacity of this mill is from 50,000 to 70,000 feet, according to the style of lumber, and there are employed in and around the mill and logging camps about 200 men, with a monthly pay roll of from \$8,000 to \$12,000. The timber limits connected with the mill embrace about 20,000 acres, and are estimated to contain 600,000,000 feet, board measure, of lumber. The mill's annual output is about 15,000,000 feet.

The mill site comprises some six acres of land, situated about twelve hundred yards from the Canadian Pacific Railway wharves and station, and the line of the C.P.R. is laid through its yard. The wharves can accommodate five or six vessels at one time. In connection with the mill is a store, with a separate wharf, mess-house, kitchen and dwellings for employees. Mr. R. Alexander is resident manager.

The Royal City Mills Company are amongst the largest employers of labor in British Columbia. They own and work two mills at New Westminster, and one large steam sawmill at Vancouver, 56 ft. x 300 ft., having a daily capacity of 45,000 feet or 80,000, feet, and running day and night. They have also a large sash and door factory, 50 x 120 feet. A shingle mill, capacity 35,000 daily. Warehouses, a boarding house, 24 x 60 feet, and 25 houses for employees. It has a water front-



age on False Creek of 1,000 feet. The mills and machinery are all new and of the finest description, possessing every modern improvement. They are centrally situated, and a good 36-feet planked road runs from their yards to the central portion of the city. They have three steamers for towing logs and lumber, and fifteen barges. They operate ten logging camps, and employ about 500 men at their mills, camps, and factories. The output of the Vancouver mill is 10,000,000 feet annually, and about 100 men employed. The manager of the company is Mr. John Hendry.

Leamy & Kyle's sawmill is situated on the south side of False Creek, with an excellent water frontage, and was established last year. It has an annual capacity of 10,000,000 feet, and employs forty men about

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Rice-

Lard-

75 cts. ; 3

Ham:

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Pork-

Codfis

Soda

Tea-

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Coffee

30 cts. ; r

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7½ to 8½ ct

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the mills. They only supply the local market, and their trade is increasing rapidly; they have now started a large sash and door factory.

MacKay's mill at foot of Granville Street saws for local market, and has an annual output of about 4,000,000 feet.

The Moodyville sawmill is situated on the north shore of Burrard Inlet, about three miles from Vancouver. The company has a water frontage of two miles on Burrard Inlet. In and about the mill and logging camps employment is given to 300 men. The average pay-roll of the company is from \$8,000 to \$14,000 per month. The annual output is about 20,000,000 feet. The resident manager is Mr. B. Springer. The company have also a yard and wharf at Vancouver, situated at the north end of Cambie Street.

The north shore of the inlet contiguous to Moodyville is a favorite resort for the citizens during the summer months, and doubtless in the near future it will be fully taken up with handsome residences, and adorned with beautiful grounds.

Other manufactures have been started in the city, boat-building, furniture manufacturing, tin, sheet iron and copper ware. Soap factory, breweries, etc., a boiler factory being among the number.

A new foundry is being erected by reliable and experienced capitalists, which will employ 40 or 50 men.

The C.P.R. Co. are erecting round houses and workshops on the shore of False Creek which, when in full blast, will give employment to from 500 to 600 men, thus adding a population from this cause alone of 2,500 people.

### GENERAL LOCAL PRICES CURRENT.

#### PROVISIONS.

Flour—Manitoba roller patent, per bbl. \$5.25 to \$5.50; strong bakers, \$5.00.

Graham flour—4 to 5 cts. per lb.

Corn meal—5 cts. per lb.

Buckwheat flour—5 cts. per lb.

Cracked wheat—5 cts. per lb.

Oatmeal—5 cts. per lb.; Capitol mills 5½.

Rice—Japanese, 6 cts.; China—5 cts. per lb.

Lard—Fairbanks, 10 lb. pails, \$1.40 to \$1.50; 5 lb. pails, 70 to 75 cts.; 3 lb. pails, 50 cts.

Hams—Sugar-cured, 17 to 20 cts.

Bacon—15 to 18 cts.

Pork—Clear, pickled, 15 cts.

Codfish—12½ cts.

Soda crackers—7 to 8 cts.

Tea—Uncolored Japan per lb., 25 to 75 cts.; Oolong, 50 cts. to \$1.00; English breakfast, 50 to 75 cts.; Green tea, 35 cts. to \$1.00.

Coffee—Green Costa Rica, 35 cts.; Java, 35 to 40 cts.; Rio, 27 to 30 cts.; roasted Costa Rica, 35 cts.; Java, 35 to 40 cts.

Beans—Small white per lb., 4 to 5 cts.; colored, 5 cts.

Sugar—Granulated, per lb. 10 cts.; yellow, 11 cts.; dark brown, 7½ to 8½ cts.; loaf sugar, 12½ cts.

Syrup—Golden, \$1 per gal.

Molasses—per gal., 60 to 75 cts.

Potatoes—per lb., 1¼ to 1½ cts.

Eggs—Per dozen, 30 to 35 cts.

Butter—25 to 35 cts per lb.; 70 to 75 cts per roll.

Cheese—20 to 25 cts. per lb.

Coal oil—\$3.50 per case.

Onions—New, 2½ cts. per lb.

VEGETABLES.

Cabbage, 2 cts. per lb. ; tomatoes, 6 cts. per lb. ; cauliflower, 15 cts. per head ; garlic, 25 cts. per lb. ; Chili peppers, 25 cts. per lb. ; sweet potatoes, 5 cts. per lb. ; celery, 15 cts. per bunch.

FRUITS—FOREIGN AND DOMESTIC.

Lemons, 35 to 50 cts per dozen ; apples, from \$1.50 to \$2 per box ; oranges, 35 to 50 cts. per dozen.

GAME.

Wild ducks, 75 cts. per pair.

MEATS.

Steaks—Porterhouse, 15 to 18 cts. ; shoulder, 10 cts.

Roast—Rib roast, shoulder roast, 12½ to 15 cts.

Mutton—10 to 18 cts.

Lamb—\$1.25 to \$1.50 per quarter.

Pork—Chops and roasts, 15 cts.

Veal—12½ to 20 cts.

Sausage—15 cts.

Corned beef—8 to 10 cts.

Sides, 8 cts.

FISH MARKET.

Fish—Spring salmon, 35 cts to \$1 each ; halibut, 12½ cts. per lb. ; codfish, 6 cts. ; rock cod, 8 cts. ; sturgeon, 5 cts. ; salt herring, 8 cts. ; Nova Scotia, George's Banks cod, 12½ cts per lb.

Oysters—Baltimore, 80 cts per can.

FEED.

Chopped, \$33 to \$35 per ton ; oats, \$25 per ton ; hay, \$20 to \$25 per ton ; straw, \$1.25 per bale.

HARDWARE—WHOLESALE PRICES.

Bar Iron—4½ to 12 cts. per lb. according to size and quality.

Steel—18 to 25 cts. according to size.

RETAIL HARDWARE.

Nails—Rate, \$4.25 per keg.

Locks—Mortise, @ \$6 per doz. ; do., \$16 to \$18 per doz. ; rim locks, \$4.50 to \$8 and \$9 per doz.

Saws—Crosscut, 75 cts. and \$1 per foot ; hand, \$1 and \$3.50 each.

Axes—Handled, \$1.25 to 1.75 each.

Shovels—Long handled, \$1 and \$1.25.

Wheelbarrows—\$3.

Wedges—Extra cast steel, 20 to 25 cts. per lb.

Grindstones—3½ to 5 cts. per lb.

Sledges—Extra cast steel, 25 cts. per lb.

Mattocks—\$1.25, picks, \$1 ; sadirons, 10 cts. per lb. ; polishing irons, 75 cts. and \$1.25 each.

Rope—16 cts. per lb.

Rakes—Garden, 75 cts. and \$1 each ; hoes, 40 to 75 cts.

Paper—Building, tarred, 5 cts. per lb.

Powder—Gun, 50 cts. and \$1 ; giant, 40 cts. ; fuse, 2 cts. per foot.

Shot—\$2.25 per bag.

LUMBER—RULING FIGURES.

Bridge and wharf plank and timber, per m. \$10 to \$12.50.

Street plank, any length, \$10.

Rough lumber, building material, \$10.

Rough lumber, sized, \$12.50.

Fir, clear, per m., \$14.

Flooring  
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Flooring 1 x 6 t. and g. second, \$16 ; flooring 1 x 6 t. and g., \$20 ; flooring, 1 x 4, t. and g. first, \$22.50 ; flooring, 1 x 4, t. and g., second, \$18.

Rustic, 1 x 8 No. 2, \$16.00 ; No. 1, \$20 ; Cedar, \$25 to \$40.

Shingles, \$2.25.

Laths, \$2.50.

D. D. finishing, \$22.50 to \$25.

#### LIME.

San Juan Lime (Vancouver Kiln) \$4.50 per bbl.



SECTION OF GIANT TREE, CUT ONLY 150 FEET FROM PRESENT SITE OF HOTEL VANCOUVER

### THE CLIMATE.

The climate of Vancouver is temperate, the thermometer seldom registering as high as 90 above zero in the summer, or lower than 10 above zero in the winter. The winters are, for the most part, open, with rain and snow falls, at short intervals, and a few beautiful shining days, especially in the latter part. This season may be said to embrace December, January and February. The driest months of the year are June, July, August and September, but on the hottest days the evenings are cool and pleasant. The rainy season is not all rain, nor the dry season all dry. During the winter the fields and forest are clothed in a mantle of green, and flowers bloom in the open air. Roses and other flowers can be gathered for decorating the table at your Christmas dinner. Add to this, Nature's scenery, to be seen in its varying grandeur surrounding you on all sides, and who could be unhappy ?



# PRECIPITATION BY MONTHS SEASONS AND YEARS. AT NEW WESTMINSTER, B.C. (VANCOUVER 12 Miles Distant.)

LAT. 49° 12' 47" N., LONG. 122° 53' 19" W.

YEARS.	Sept.	Oct'r	Nov.	Dec'r	Jan'y	Feb'y	Mar.	April	May	June	July	Aug't	AUTUMN Sept.-Nov.	WINTER Dec.-Feb.	SPRING Mar.-May	SUMMER June-Aug.	ANNUAL								
1872	3.20	5.61	7.90	8.98	7.57	6.88	6.68	3.18	2.41	2.42	1.67	2.03	16.19	23.16	13.98	5.28	58.49								
to 1887.																									
Means																									
Mean Temperature.	{												Jan'y	Feb'y	March	April	May	June	July	August	Sept.	October	Nov.	Dec.	MEAN
													34.2	36.4	40.0	48.2	54.3	58.3	63.1	60.9	56.2	48.1	40.5	34.5	47.9

Highest Temperature, 92°—July 15, 1877, August 11, 1887. Lowest Temperature, 7.0 below zero—January 14, 1875. The only time for 14 years the Thermometer fell below zero was January 14, 15, 16, 17, 18, 1875—perfectly calm. Mean number of days on which rain or snow fell—152. New Westminster being on the first high land from the sea, the rainfall is greater than at other places in the District. Ladner's, near mouth of Fraser, is about 4 inches to N.W.'s 7.

A. PEELE, Captain.

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the first high land from the sea, the rainfall is greater than at other places in the District. Ladner's, near mouth of Fraser, is about 4 inches to N.W.'s 7.

## A. PEELE, Captain.

Thus, to summarize, as the results of the growth of the city, only two years old, and hewn out of a dense forest at that, we have 18 miles of graded streets, 24 miles of sidewalk, over 3 miles of sewers, electric light, gas works, waterworks almost complete, schools, churches, two daily newspapers morning and evening, a really first-class hotel, cosy, comfortable as well as stylish homes, substantial business blocks, shops of various kinds with every article required for daily use at reasonable prices, manufactures being established, a city rushing ahead with unequalled growth and rapidity and yet substantially built, and all this without any boom or wild speculation. Add to this the delightful climate, excellent drives which are being established, good boating and yachting, fishing and hunting in the immediate neighborhood, and we have one of the most pleasant and attractive cities on the Continent, as well as one whose future rapid growth and development is assured.

The following are extracts from a letter signed J. C. McL., under date April 24th, 1888, and appearing in the *Winnipeg Call* of May 4th, 1888.

"In Vancouver it is simply wonderful the way the young city is progressing in the building line. Your numerous readers will scarcely credit it, but to-day there are in the neighborhood of four hundred houses in various stages of construction. When I say houses I mean buildings for residences and business premises. These range from the humble cabin costing about \$50 up to the stately palatial business block of iron, granite and brick costing \$50,000 and upwards. To you Winnipeggers who have never seen the forest growth of British Columbia it will appear to be a matter of not much moment to build a city of close upon 10,000 inhabitants inside of two years. That, however, is a feat yet without a parallel in Canada outside of Vancouver. But when it is stated that less than thirty months ago the site of the now bustling city of Vancouver was a dense forest, the like of which could nowhere else be encountered in the Dominion — many of the trees when cut averaging 30,000 feet board measure. Hundreds of acres have been denuded of this timber, the stumps taken out, the land graded, and beautiful villas built thereon. In many cases so large was the timber that the cost of clearing it off approached \$150 and \$200 per acre. Now it is a city of fine pretensions; beautifully made streets and sidewalks for upwards of twenty miles, streets graded to a certain level. Gas and electric light illuminates the city by night. Telephone calls by the hundred; excellent drainage, and sewerage in some cases. Churches, schools, societies and every other concomitant of civilization, are here to be encountered, where less than two years ago nothing was left to mark where a town once stood but burning embers. It is a positive marvel, is Vancouver.

Property is gradually advancing in price. For business lots as high as \$225 has already been paid per foot frontage. These figures I am confident will be doubled by the fall of the year. Outside property I consider now to have reached its limit. A mile from the postoffice, or the centre of the city, lots 66x132 are selling for \$500 to \$1,000 and upwards, according to location. Lots are sold subject to building conditions, so that a check is placed on wildcat speculation. At the present rate of growth Vancouver, by the end of this year, will contain at least 15,000 inhabitants.

A large foundry and iron works has been started. A smelter for ores is to be erected shortly. These will be followed by other industries. In brief, Mr. Van Horne's declaration, made four years ago, that Vancouver would become on the Pacific coast second only in importance to San Francisco, is likely to be verified."

#### SMELTING WORKS.

The people of Vancouver voted \$25,000 to any company establishing smelting works within their limits, for the reduction of the various ores to be found in the country. During this present year these works will be established, as a company organized in London have signed a contract to begin operations at once, and a site is secured for the same, which will give employment for 100 to 200 men, besides giving an impetus to the development of the mining industry of the country. Altogether about \$50,000,000 of gold have been sent out of the country, almost wholly from placer mining, but the rich quartz leads which undoubtedly exist throughout the various sections of the province, still remain undeveloped. During the past year, however, in a number of localities capital and enterprise have taken hold of the matter, and some rich veins have been opened up and large quantities of ore have been sent for assay and reduction to the United States. With smelting works established at Vancouver it will become the mining centre of the whole province, and it is fully expected that before very long a mining boom will take place throughout the whole country. Where \$50,000,000 have been taken out in placer mining alone, one can scarcely over estimate the amount of money likely to be taken out from the full development of the rich quartz existing in all parts of the province; and when this development takes place Vancouver will become the Denver of British Columbia.

#### FARMING LAND.

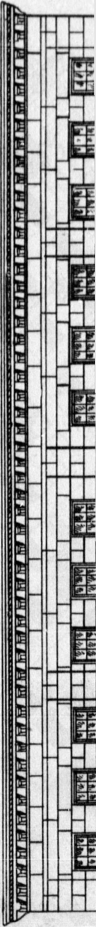
Five miles south of the City is the north arm of the Fraser River, to which a road is now being constructed from the foot of Granville street, thus opening up a connection with the settlements on the rich delta lands of the Fraser. The Fraser River at its mouth has two branches called the North and South Arms, forming between them two large islands and several small ones, comprising a territory of low delta lands, about eighteen miles long, and decreasing from seven miles wide to about one mile at the junction. The soil is very rich and produces immense crops. In favorable seasons the productions to the acre are, of oats from 60 to 120 bushels, barley, 50 to 80 bushels, wheat, 40 to 60 bushels, hay, 3½ tons, turnips, 40 to 50 tons, Potatoes, 30 to 40, while roots and vegetables grow to an immense size and the yields are invariably very prolific. Crops never fail. These lands are four or five miles south of the city.

The same may be said of the fertility of large tracts of alluvial soil further up the Fraser and along its tributaries, the Pitt and Sumas Rivers. Large settlements of prosperous farmers are to be seen all along the banks of the Fraser. It has been estimated that 1,000 square miles of land in the southern portion of the Province and hundreds of thousands of acres in the Spallumcheen, Salmon, Okanagan, Kootenay and Columbia districts may be easily utilized for agricultural and grazing purposes, some may require irrigation, but the greater portion will yield abundant crops without artificial watering. The bench lands in the higher altitudes are unsurpassed for grazing.

Along the south arm of the Fraser and the valleys of the interior, fruits of the temperate zone grow to perfection, rivalling California, such as apples, pears, plums, peaches, cherries, strawberries, gooseberries and other small fruits; their growth being slower and more uniform.

There are prairies here and there, valleys free from wood and many openings in the thickest country, which in the aggregate make many hundred thousand acres of land on which no clearing is required. But near each open spot is a luxuriant growth of wood. A settler may be lavish as he pleases; there is enough and to spare for buildings, fences, fuel and all.

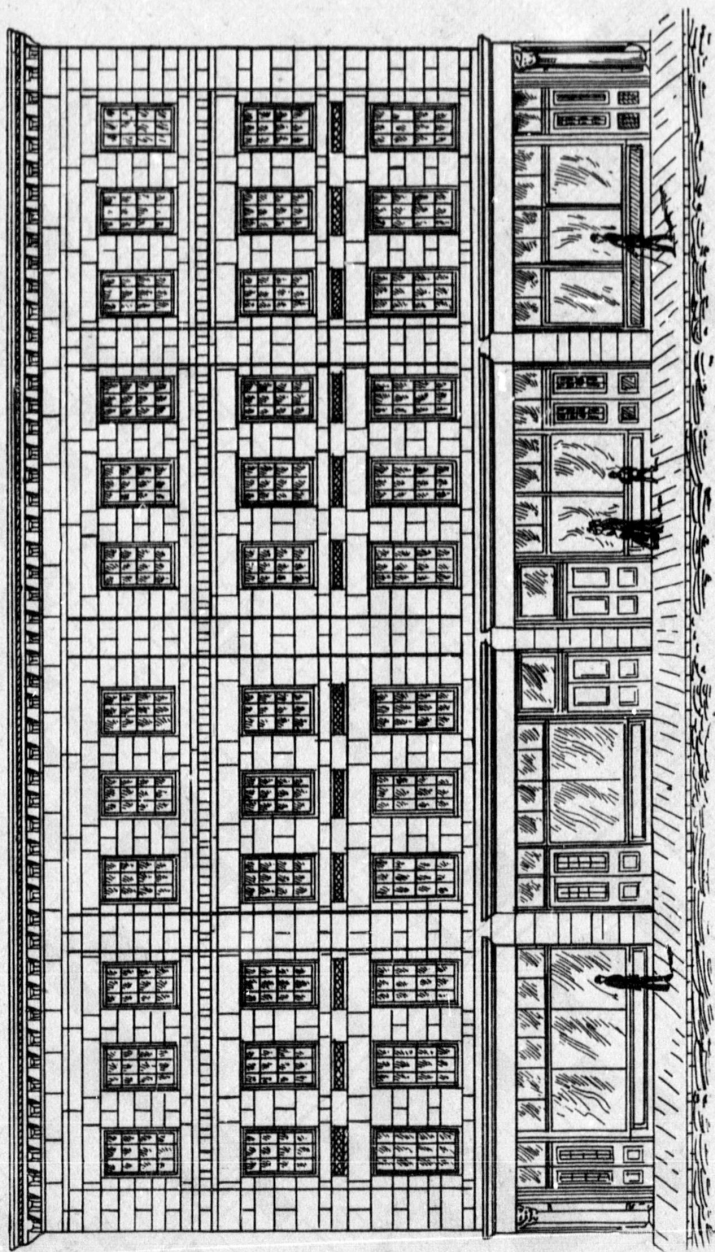
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It is expected that further large tracts of good land will be found in the unexplored interior of the province.

The whole peninsula between Burrard Inlet and the Fraser River, which embraces the twin sister cities of Vancouver and New Westminster,



W. C. VAN HORNE BLOCK. — GRANVILLE STREET.

contains about one hundred thousand acres of agricultural lands suitable for fruits, grapes, hops, vegetables and other products. The demand for fruit from the North-West territories will be almost wholly supplied from the neighborhood of Vancouver.



New Westminster, the old capital of the main land, situated on the Fraser River, is distant twelve miles, and is connected by railway, with three suburban daily trains each way, besides two steamers and eight stages.

FISHERIES OF BRITISH COLUMBIA.

The fisheries are among the richest in the world. Whales and seals abound in the northern seas. Sturgeon are plentiful in the rivers and estuaries of British Columbia. They are found weighing 300 to 1,200 pounds, and are caught with little difficulty.

Salmon are excellent and most abundant. Those of Fraser river are justly famous. There are 5 species, and they make their way up the river and branches for over 1,000 miles. The silver salmon begin to arrive in March, or early in April, and last till the end of June. The average weight is from 4 to 25 pounds, but they have been caught weighing over 70. The second kind are caught from June to August, and are considered the finest. Their average weight is only 5 to 6 pounds. The third coming in August, average 7 pounds, and are an excellent fish. The noan, or humpback salmon, comes every second year, lasting from August till winter, weighing from 6 to 14 pounds. The hookbill arrives in September and remain till winter, weighing from 12 to 15 and even 45 pounds. Salmon is sold at Vancouver at five cents per pound, and there appears to be no limit to the catch.

The principal salmon canneries are located on the Fraser River, Alert Bay, Rivers Inlet, Skeena Rivers, Metlakahla and Naas River. In addition to canning, large quantities are smoked and cured, and salted and packed in barrels for shipment.

The next important fish, and one which belongs to this particular part of the Pacific, is the oolachan, or candle fish, about the size of a sardine, and equal to it in every respect. They are delicious when fresh, cured or salted, and their oil is considered superior to cod liver oil for medicinal purposes. Herrings swarm in the waters of the straits. They are a little smaller than those found off the coast of the British Isles. The halibut and cod are abundant, also anchovy, haddock, rock cod, flounder, whiting, crab, etc., etc. The lobster, however, is a stranger to the Pacific coast of America, though it is believed the waters are suitable for their propagation, and it is the intention of the Government to introduce them.

The inland streams and lakes abound in salmon trout, mountain trout, and the famous fresh water white fish. The dog fish is caught in large numbers, and a lubricating oil manufactured from them superior to any other. The Skidegate Oil Co. manufactures this oil in large quantities, and finds a ready market for it in the United States, after paying 20 per cent. duty. Seals and sea otters are annually caught in large numbers off the coast of Vancouver Island and the north west coast of the mainland, from which a considerable revenue is derived.

Since the opening of the Canadian Pacific Railway the fish-curing business is receiving more attention, and there is no doubt that in a few years it will become an important item in the industrial enterprises of the Province.

**BRITISH COLUMBIA'S RESOURCES—HER WEALTH IN FISHERIES.**

The following is an account of the different varieties of fish caught in the waters of British Columbia during the year 1887, together with

the quantity  
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the quantity of each kind, the price at which it has been sold, and the value :

KINDS OF FISH.	Quantity.	Price.	Value.
Salmon, canned in 4 doz. 1 lb. cans, cases.....	205,088	\$ 5 25	\$1,076,687 00
Do pickled, bbls.....	4,426	9 00	39,852 00
Do fresh and frozen,.....lbs.	1,806,600	10	180,660 00
Do smoked..... “	29,050	15	4,357 50
Sturgeon, fresh..... “	198,600	5	9,930 00
Halibut, “..... “	149,000	10	14,900 00
Herrings, “..... “	55,600	3	1,668 00
Do smoked..... “	9,500	20	1,900 00
Assorted fish..... “	198,500	5	9,925 00
Trout, fresh..... “	18,500	10	1,850 00
Oolachans, fresh..... “	20,500	7	1,230 00
Do salted, bbls.....	90	10 00	900 00
Do smoked, bxs.....	410	2 00	820 00
Do oil..... per gal.	40	1 00	40 00
Dogfish oil..... “	68,500	50	29,250 00
Fur Sealskin..... per skin.	38,800	7 00	236,600 00
Hair “..... “	3,500	75	2,625 00
Sea Otter Skins..... “	75	60 00	4,500 00
			<b>\$1,617,694 50</b>

Exclusive of the fish consumed by the white, Indian and Chinese population.

### IMPORTS AND EXPORTS.

THE TOTAL TRADE OF BRITISH COLUMBIA FOR YEAR ENDING  
JUNE, 1887.

The only report to hand of the imports and exports of this Province is for the year ending 30th of June last, the returns for the last half-year not being ready for publication. It will be observed that the imports exceeded the exports by \$66,217. The following are the figures :—

#### IMPORTS.

Total value of imports.....	\$3,532,684 00
Duties collected.....	\$ 877,188 78
Other revenues.....	41,783 35

**Total revenue.....\$ 918,972 13**

EXPORTS.

Mine—Gold dust, &c.....	\$ 684,689	
Coal.....	1,137,618	
Iron ore.....	521	\$1,822,828
Fisheries .....		910,559
Forest .....		234,109
Animals and their produce .....		380,126
Manufactures.....		16,062
Agricultural .....		2,328
Miscellaneous .....		240
Not the produce of B.C.....		100,215
<hr/>		
Total exports.....	\$	3,466,466
Total imports .....		3,532,684
<hr/>		
Balance of trade against us .....	\$	66,217

**TRADE WITH THE UNITED STATES.**

OUR EXPORTS—FIFTY PER CENT. INCREASE IN COAL.

The following are the exports from British Columbia to United States ports, from January 1st to December 21st, 1887:—

Coal, Dec. 31.....	\$1,281,447	84
Treasure..... (Dec. 28)	531,869	05
Furs, hides, and skins....	219,283	66
Sealskins (undressed).....	152,332	97
Canned salmon and fish oil	89,571	40
Rice and Chinese mdse....	37,560	72
Lumber.....	29,901	70
Miscellaneous merchandise.	27,797	71
Tobacco and liquors.....	16,687	36
Skidegate oil.....	3,358	35

Grand Total..... \$2,389,810 79

being an increase of about 6 per cent. on the exports of last year, in the total, and an increase of 50 per cent. in the out-put of coal from the Nanaimo mines. Five cargoes of anthracite coal from the Banff mines have already been shipped from Vancouver to San Francisco, as well as a large amount of silver ore and platinum.



A. W. ROSS

REAL E

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Choice

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Now is  
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ESTATE

Agency of the  
Toronto,  
nearly \$2  
Accident Tick  
Company  
or \$15.00  
\$4.50 per  
Marine Depar  
San Fran

Maps and F  
before purchas

R  
POST OFFIC

A. W. ROSS, NOTARY PUBLIC.

H. T. CEPERLEY.

**ROSS & CEPERLEY,**  
REAL ESTATE, INSURANCE and FINANCIAL  
**AGENTS.**

Our list is complete, comprising choice  
*Business, Residence & Suburban Property.*

**BARGAINS IN IMPROVED RESIDENCE PROPERTY.**

**Choice Garden and Fruit Lands!**

**LOTS SOLD**  
**on same terms as sold by Canadian Pacific**  
**Company.**

Now is the time to purchase, as there is sure  
to be a marked advance in all classes of pro-  
perty during the next few months.

**ESTATES MANAGED FOR NON-RESIDENTS.**

**Insurance that fully Insures.**

Agency of the Aetna of Hartford, Hartford of Hartford and Western of  
Toronto, Fire Insurance Companies, with combined assets of  
nearly \$20,000,000.00

Accident Tickets for sale in the Travelers' Life and Accident Insurance  
Company of Hartford, insuring \$3000 in case of accidental death,  
or \$15.00 per week in case of disabling injury, for 25c. per day or  
\$4.50 per month. Assets \$11,000,000.

Marine Department of the Fireman's Fund Insurance Company of  
San Francisco. Assets \$2,500,000.

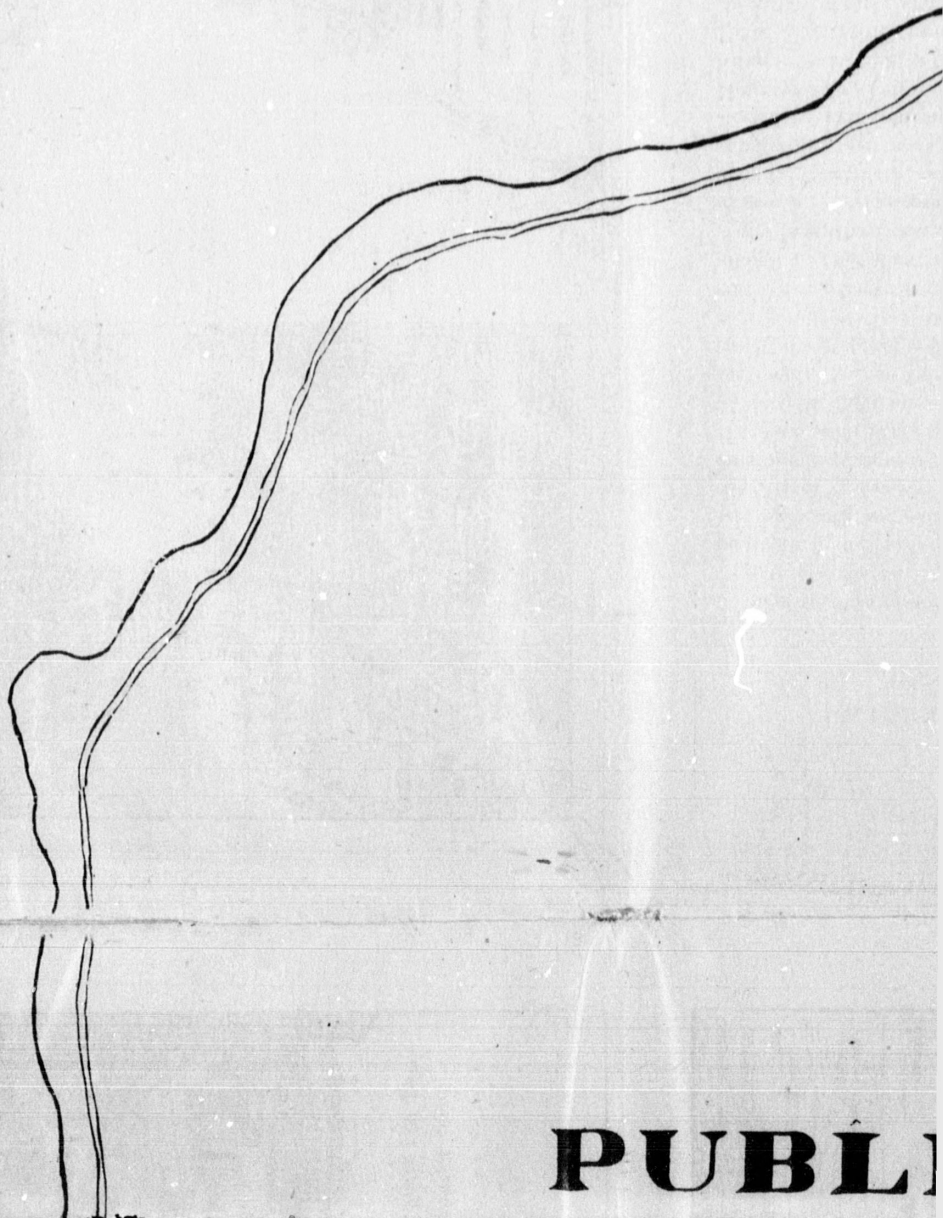
**MONEY TO LOAN!**

Maps and Price List Free on application. Call on us or correspond  
before purchasing.

**ROSS & CEPERLEY,**  
**POST OFFICE BLOCK, HASTINGS ST., VANCOUVER, B.C.**



1855



**PUBLI**

FIRST

NARROWS

B

216 feet  
+  
above H.W.M.

Park Road.

U

Wa

PUBLIC

PARK

INDIAN

CAPILANO RIVER

Indian Houses

Slough

Slough

Slough

Water Works Pipe.

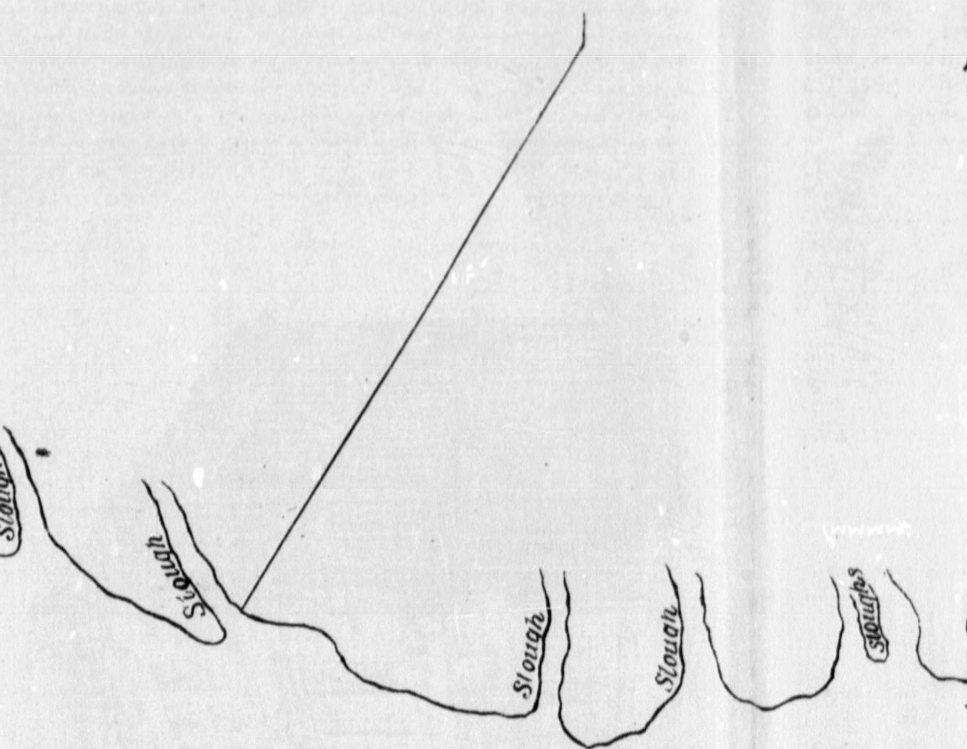
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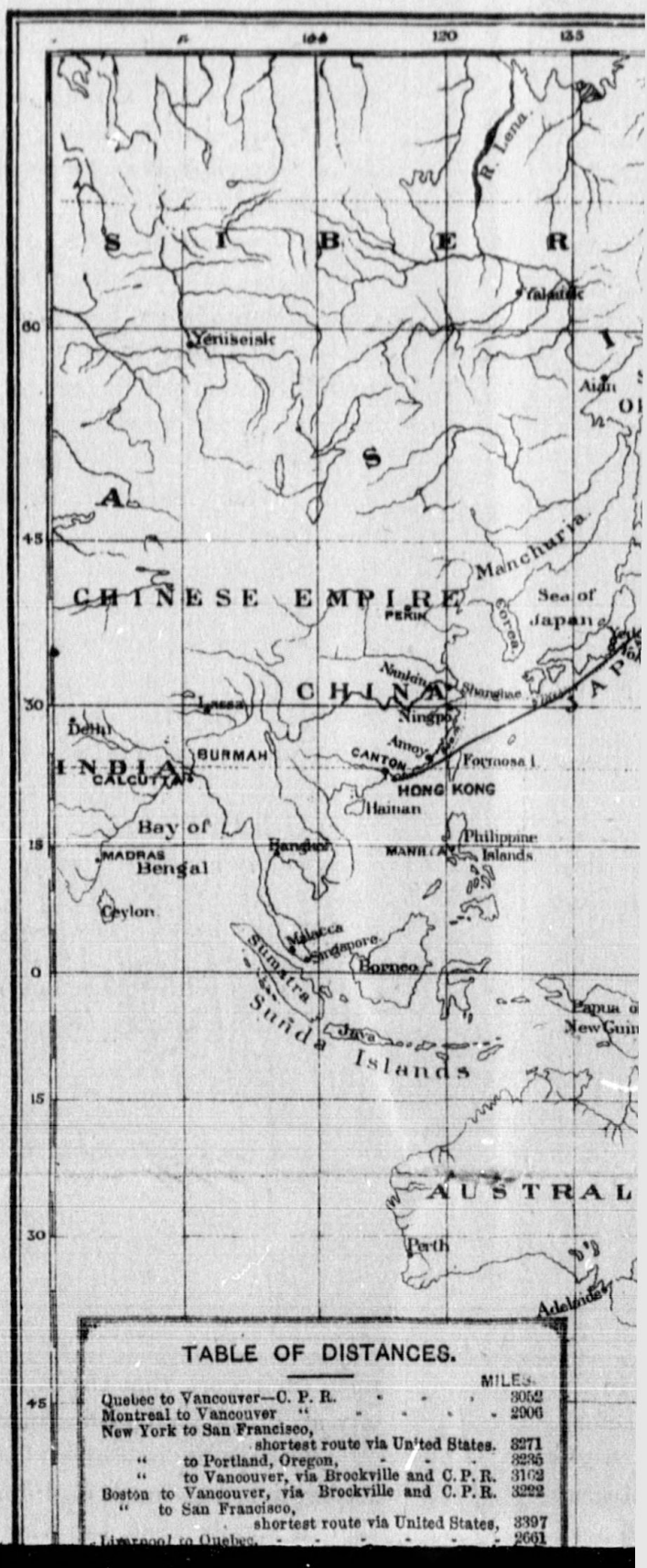
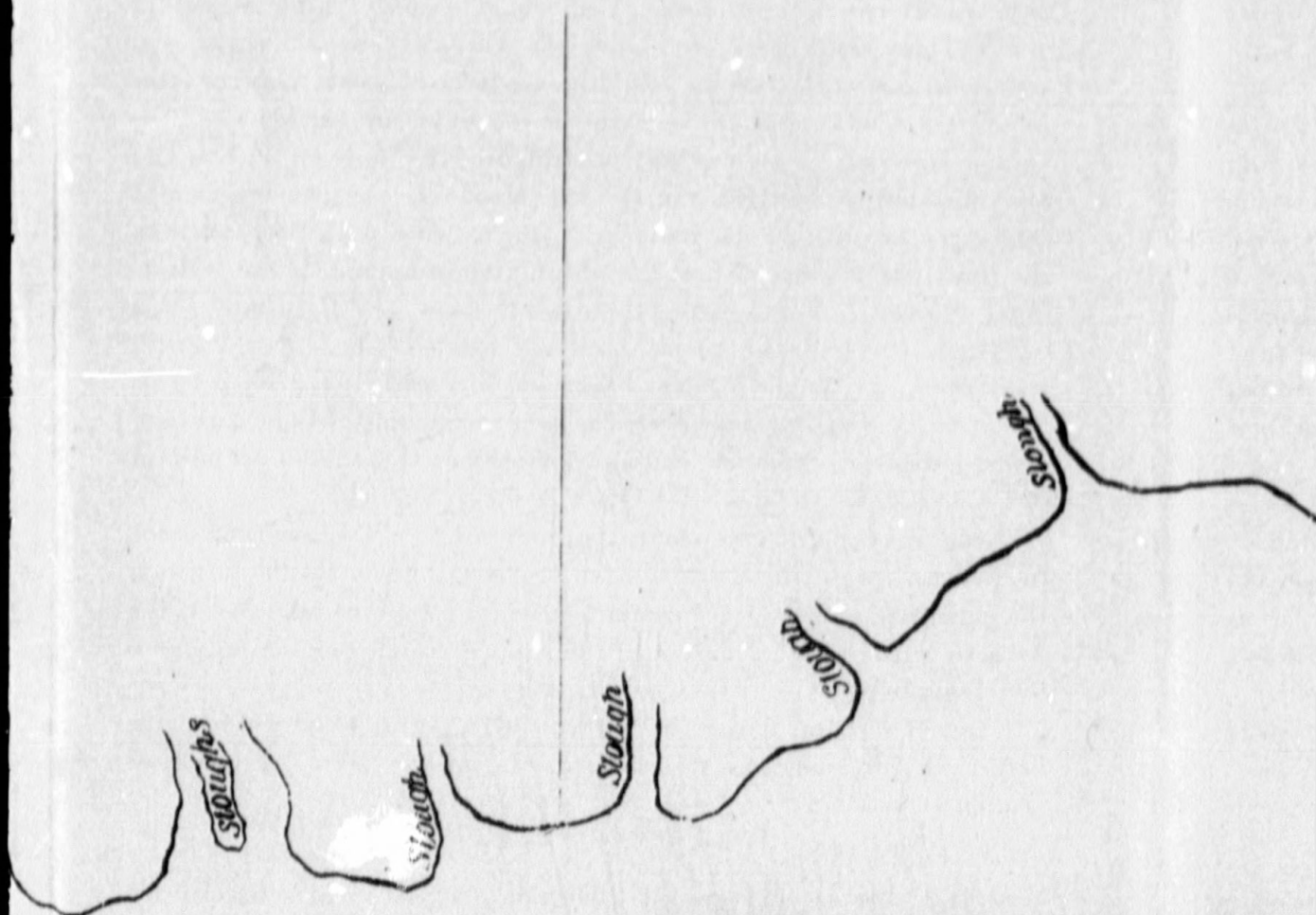


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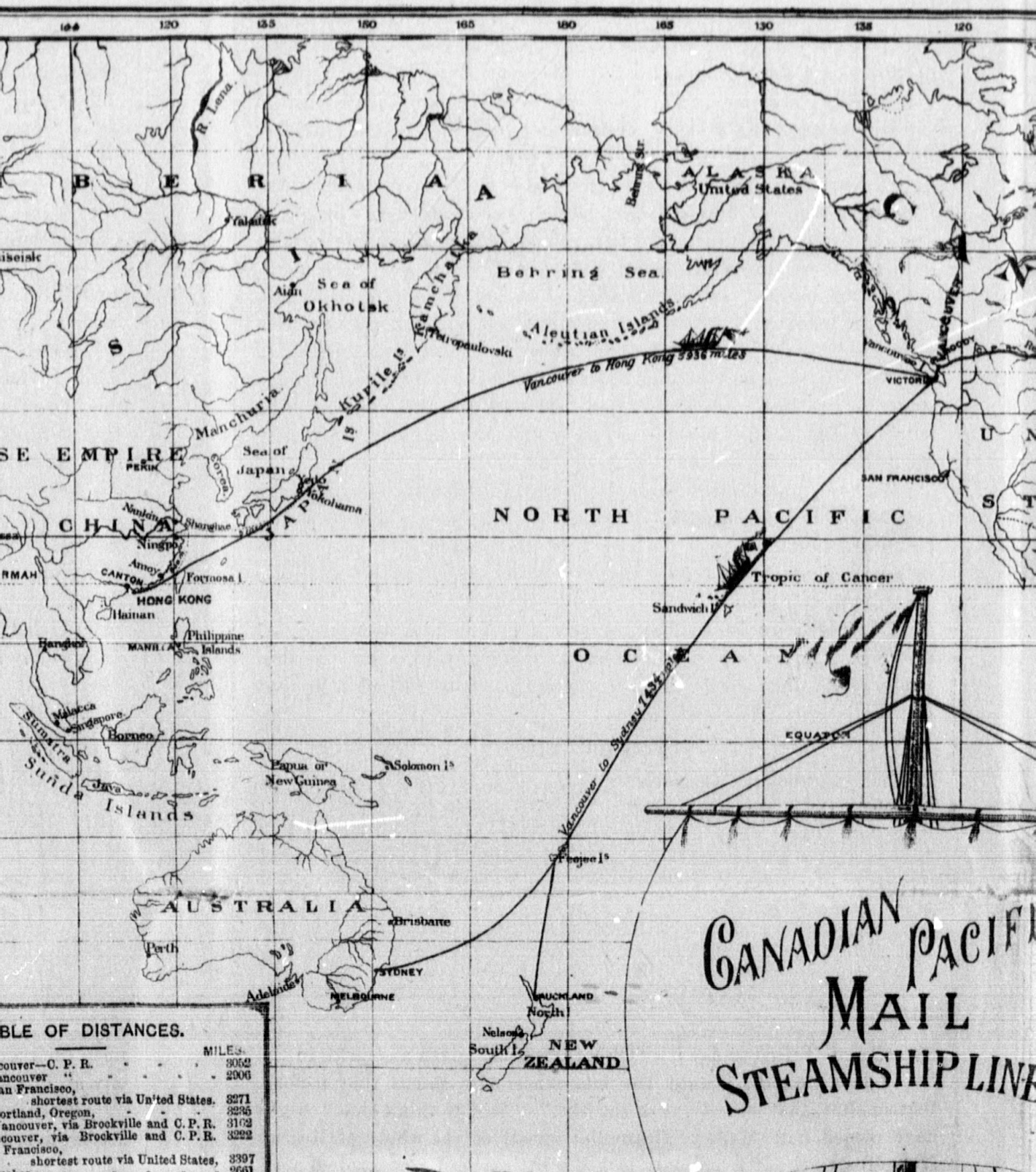
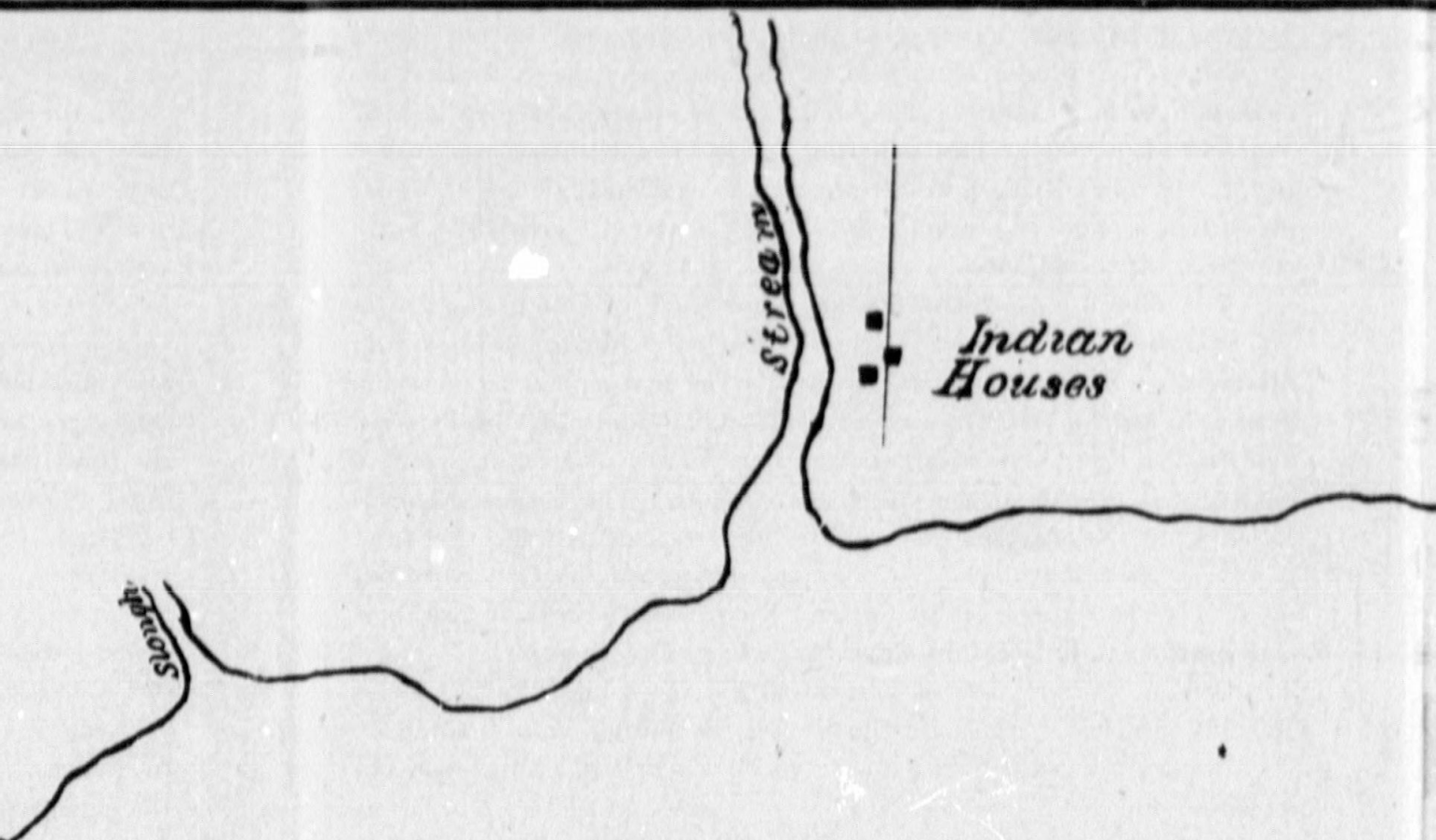
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D





**CANADIAN PACIFIC MAIL STEAMSHIP LINE**



PACIFIC  
L  
PLINES

AMSHIP LINE

TABI

Liverpool to New	Yokohama
Vancouver to	Yokohama
San Francisco to	Yokohama
Vancouver to	Yokohama
San Francisco to	Yokohama
Liverpool to	Yokohama
Yokohama to	Yokohama







PUB

GOV

Park Road

+  
16' above

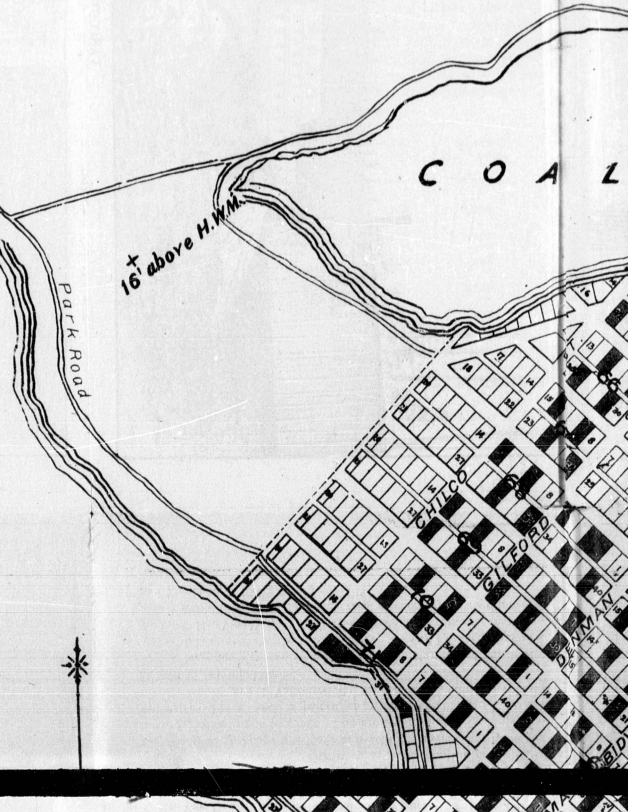
Park Road



# PUBLIC PARK

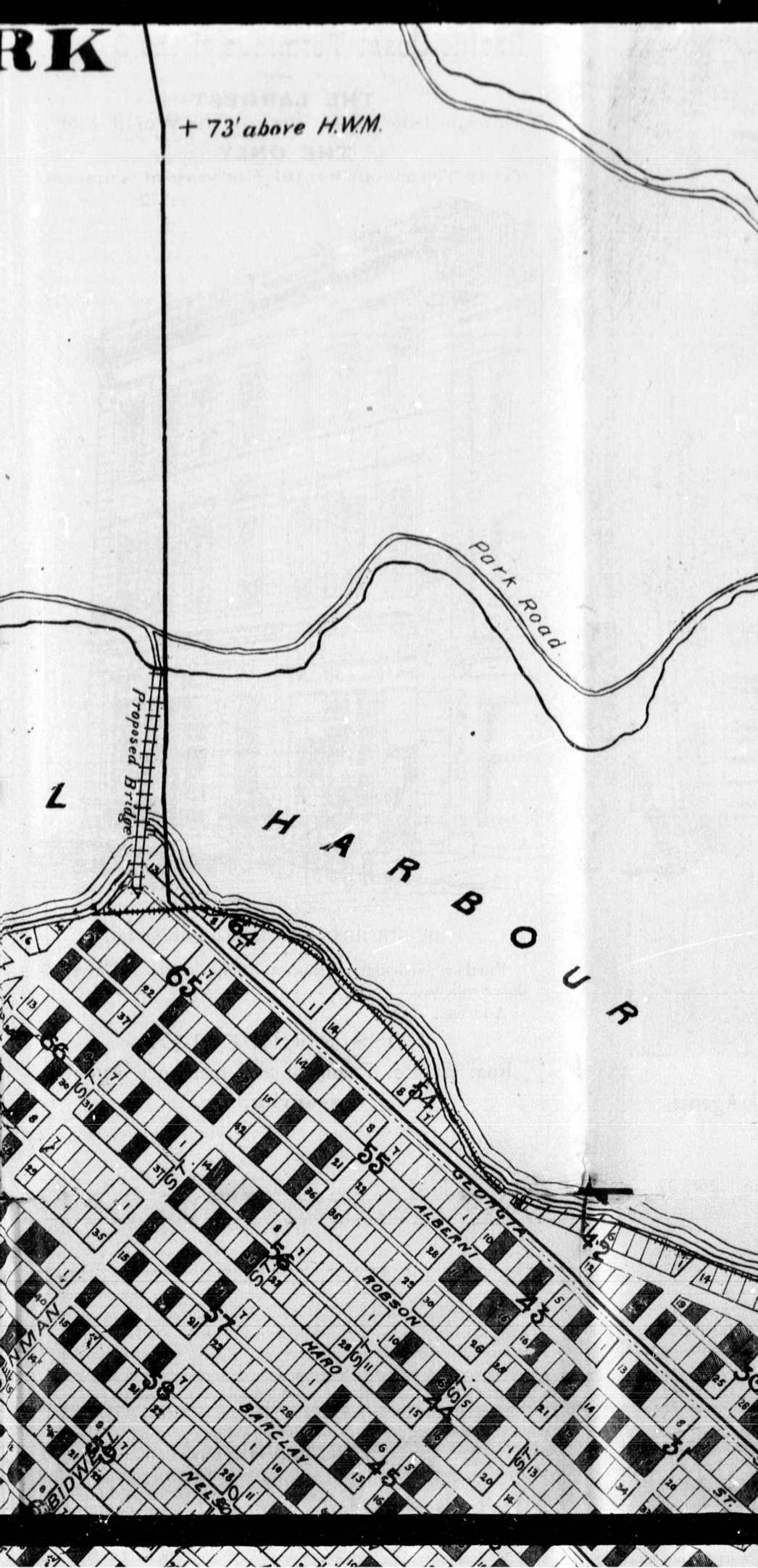
(950 Acres)

GOVERNMENT RESERVE.



**RK**

+ 73' above H.W.M.

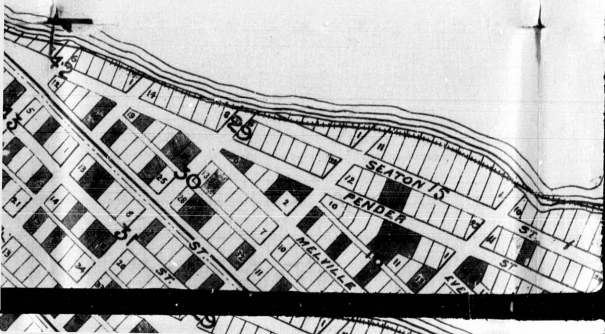


**BROCKTON  
POINT**

**GOV<sup>NT</sup>  
RESERVE**

road

U  
R



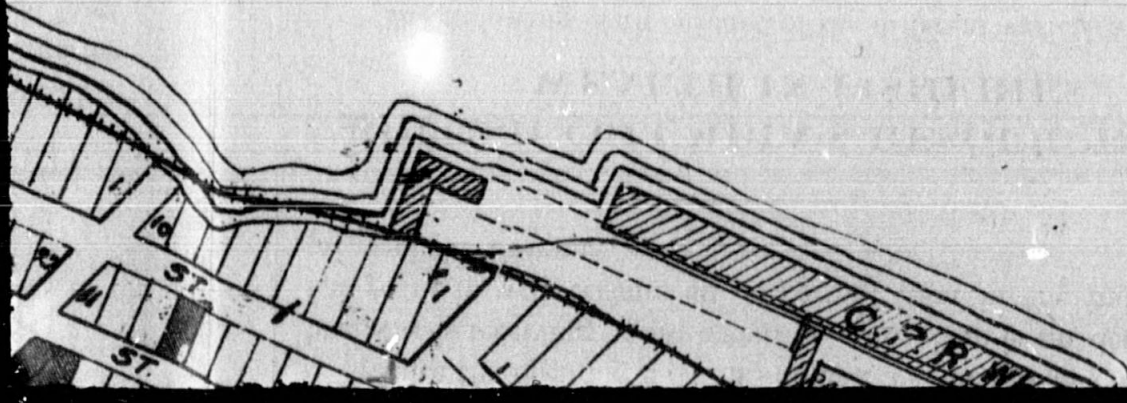
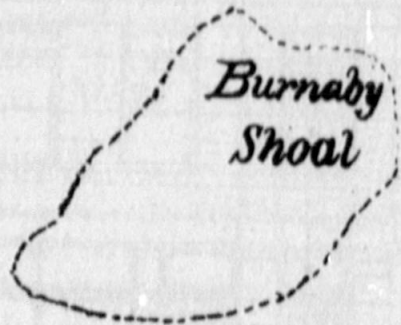


New York to San Francisco, shortest route via United States.  
" to Portland, Oregon,  
" to Vancouver, via Brockville and C. P. R.  
Boston to Vancouver, via Brockville and C. P. R.  
" to San Francisco, shortest route via United States.  
Liverpool to Quebec, shortest route via United States.  
" to Halifax.

*E. V. Johnson del.*

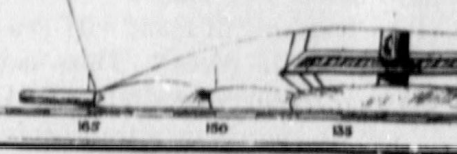
60 75 90 105 120

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New York to San Francisco,	shortest route via United States,	3271
"	to Portland, Oregon,	3270
"	to Vancouver, via Brockville and C. P. R.	3172
Boston to Vancouver, via Brockville and C. P. R.		3272
"	to San Francisco,	
"	shortest route via United States,	3197
Liverpool to Quebec,		3681
"	to Halifax,	3342

STEAMSHIP



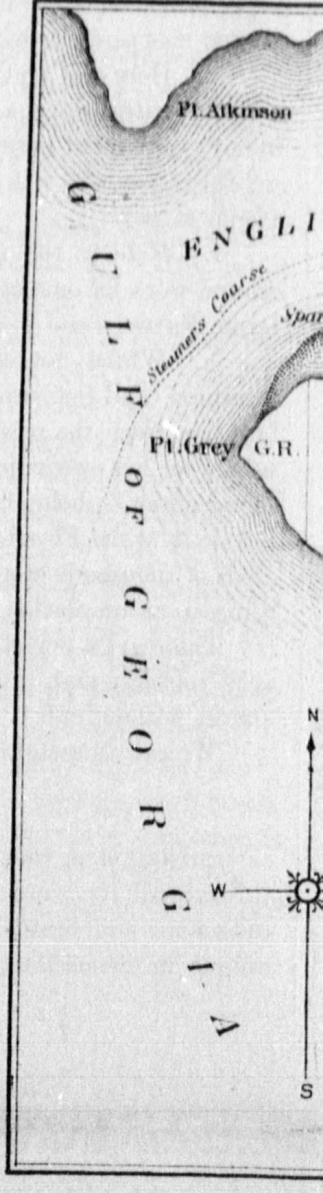
90 105 120 135 150 165 180 195

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Burnaby Shoal





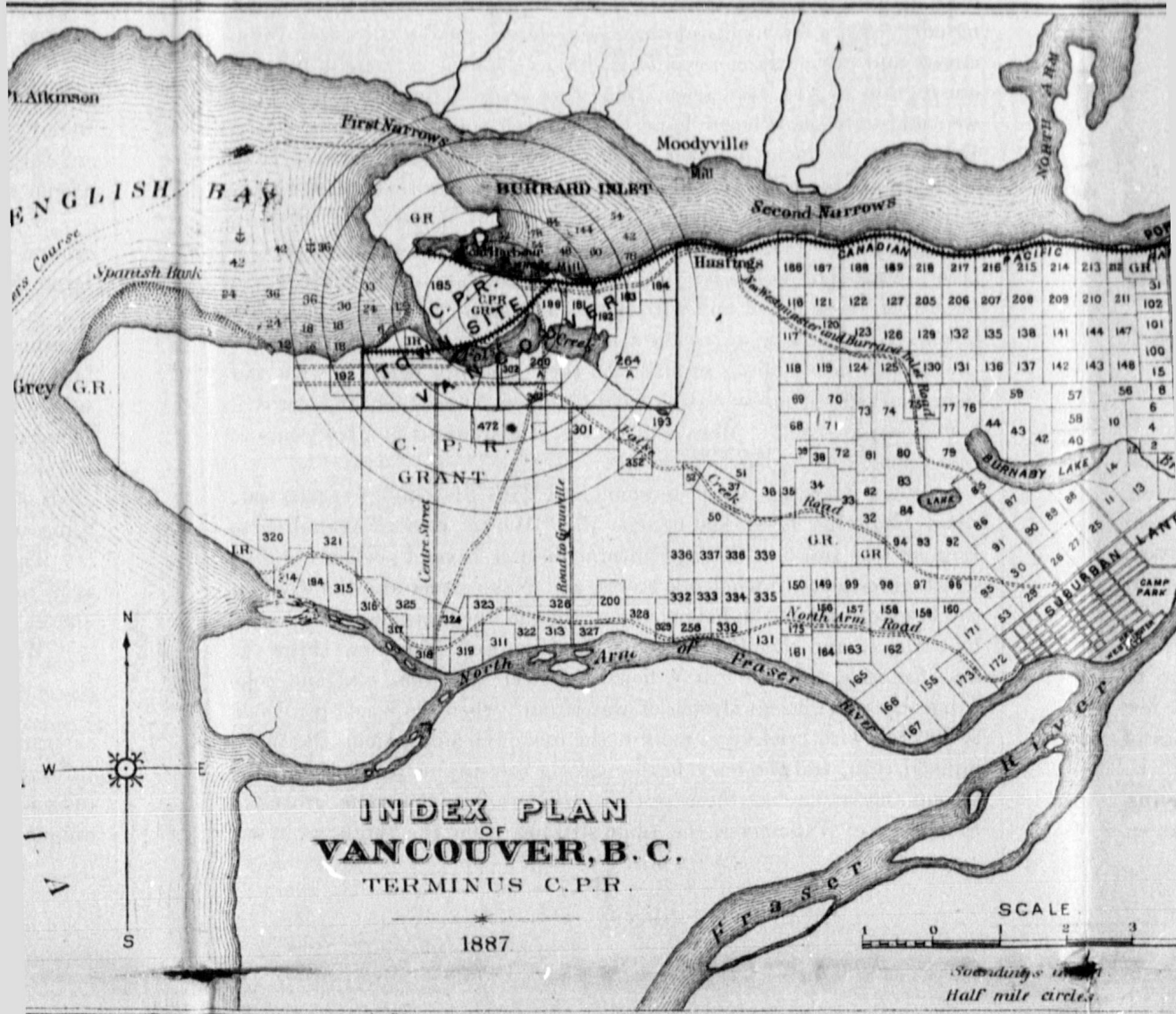
Liverpool  
Vancouver  
San Francisco  
London  
New York  
Shanghai



Falkland I.  
C. Horn



E T



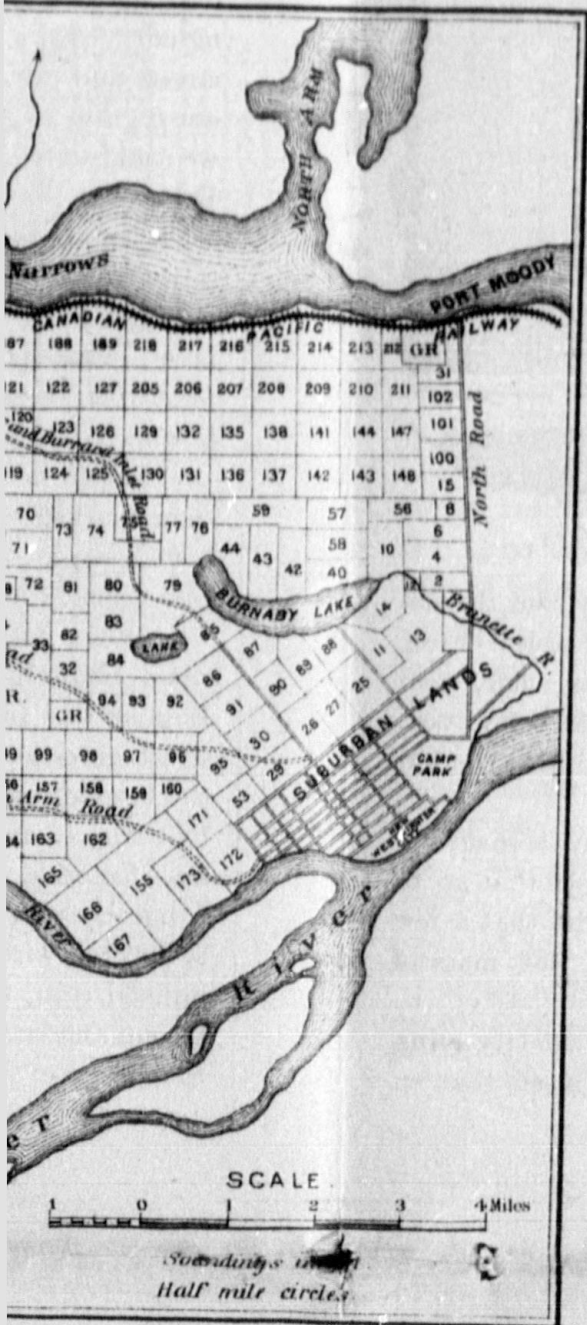
The Burland Lithographic Co. Montreal

Hastings Saw-Mill & Wharf

E A N

	MILES.
Liverpool to New York, (Cunard route)	3180
Vancouver to Yokohama, Japan,	4234
San Francisco to "	4760
Vancouver to Hong Kong, China,	5096
San Francisco to "	6362
Liverpool to Yokohama, via Quebec and C. P. R.	9040
" " via New York and San Francisco,	11,181
" " to Hong Kong, via Quebec and C. P. R.	11,548
" " " via New York and San Francisco,	12,768

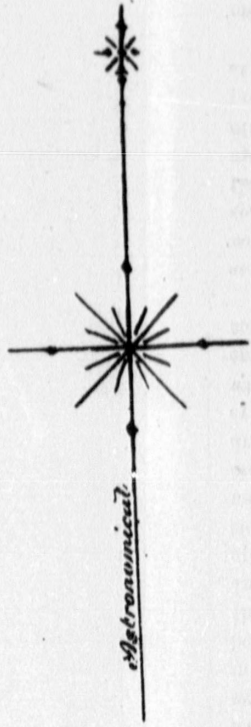
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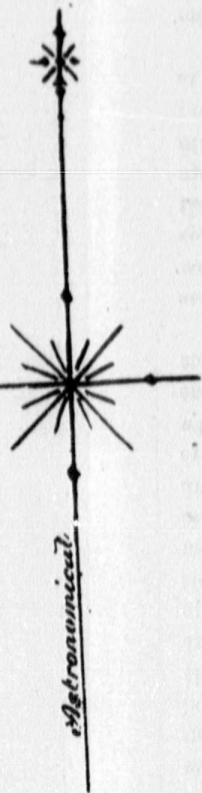


E N G L I S H

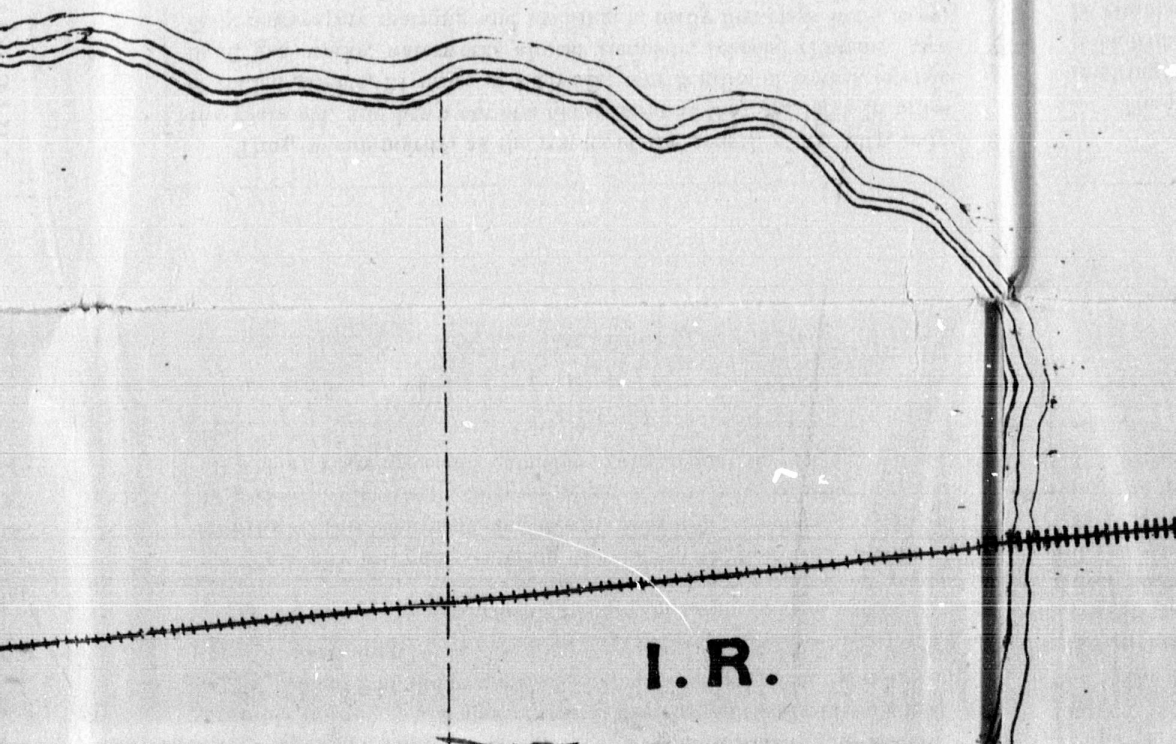
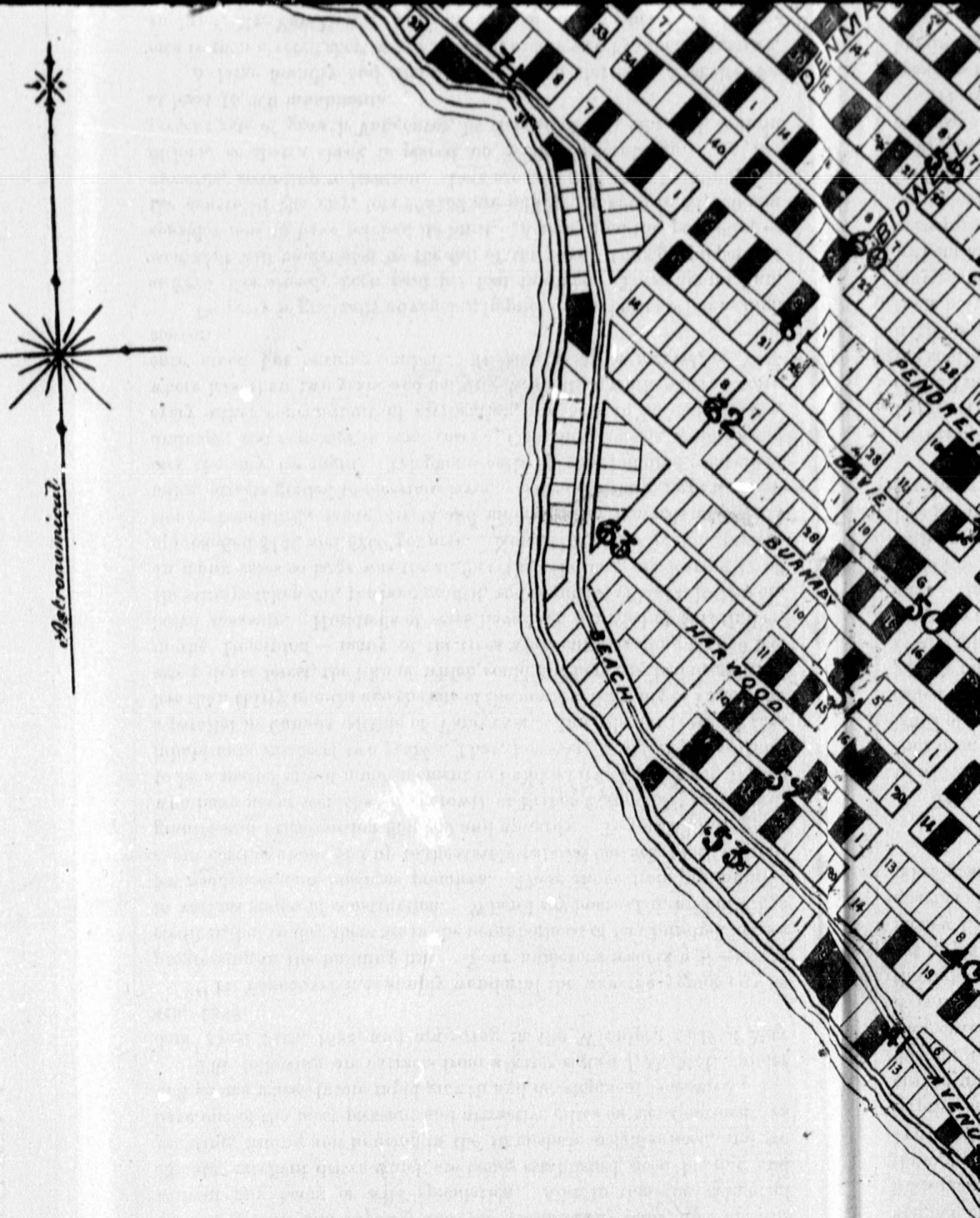
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Astronomical

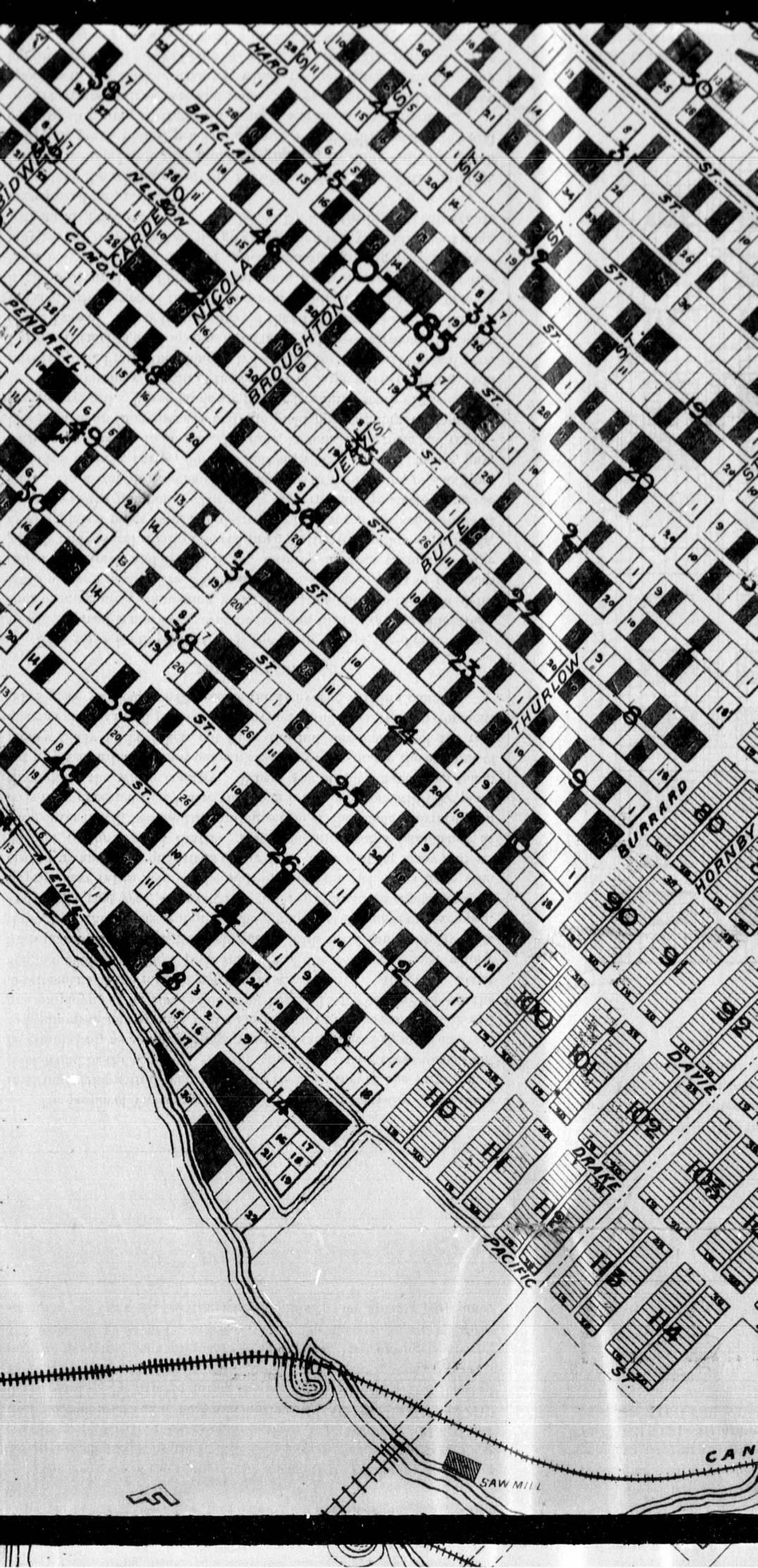


*Astronomical*



**I. R.**







SEASON 15  
PENDER

TURLOW

BURRARD

HORNBY

HOWE

MELVILLE

GRANTVILLE

SEYMOUR

RICHARDS

HOMER

CANADIAN

C. P. R. Co. WORKSHOP Y.22



GEORGIA

HOVAN

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C.P.R. Wharf

PASSENGER DE

FREIGHT SHEDS

C.P.R. ST. CORDOVA

HASTING

PENDER

DUNSMUIR

GEORGIA

Govt 27 Square

LOT A B

HAMILTON

CAMBIE

BLITTY

RAILWAY

PACIFIC



R. Wharf

FREIGHT SHEDS

CANADIAN

WATER ST

ALEXANDER

C.P.R. OFF

CORDOVA

CORDOVA ST

ST

ST

Govt 27 Square

GOVERNMENT SQUARE

HOSPITAL

C

48E

D

LOBBY

CARRAL

COLUMBIA

Royal City Saw Mills

Hastings Saw Mill & Wharf

PACIFIC RAILWAY

RAILWAY ST

39

38

37

36

ALEXANDER ST

40

41

42

43

44

POWELL ST

55

54

53

52

51

OPPENHEIMER ST

57

58

59

60

HASTINGS ST

71

70

69

68

67

DUPONT ST

72

73

74

75

76

KEEPER ST

77

78

79

80

81

HARRIS ST

82

83

84

85

86

BARNARD ST

87

88

89

90

91

PRIOR ST

95

105

106

107

108

GROVE AVE

109

110

111

LOT 196

WESTMINSTER AVE

GORL AVE

DUNLEVY AVE

JACKSON AVE

CARL AVE

HEATLEY AVE

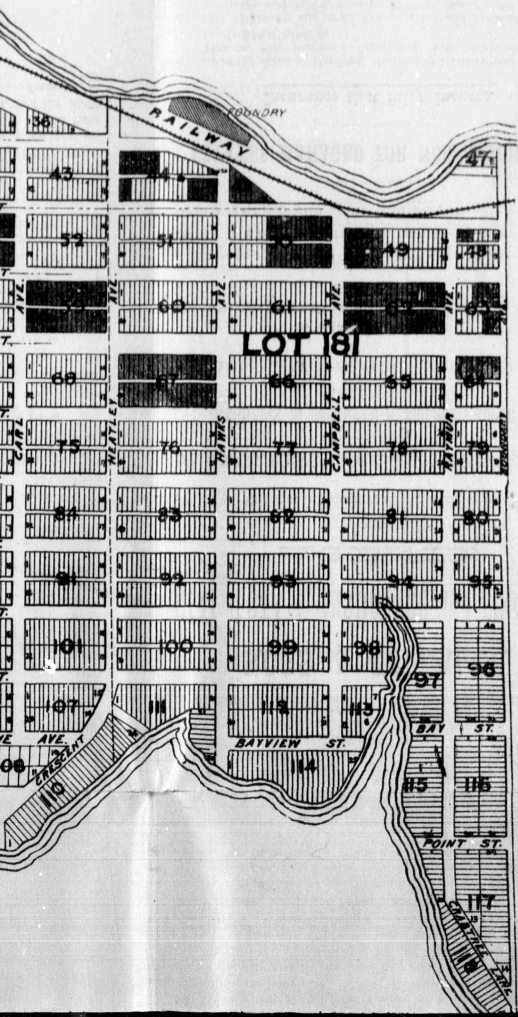
16000 Bridge

BRIDGE

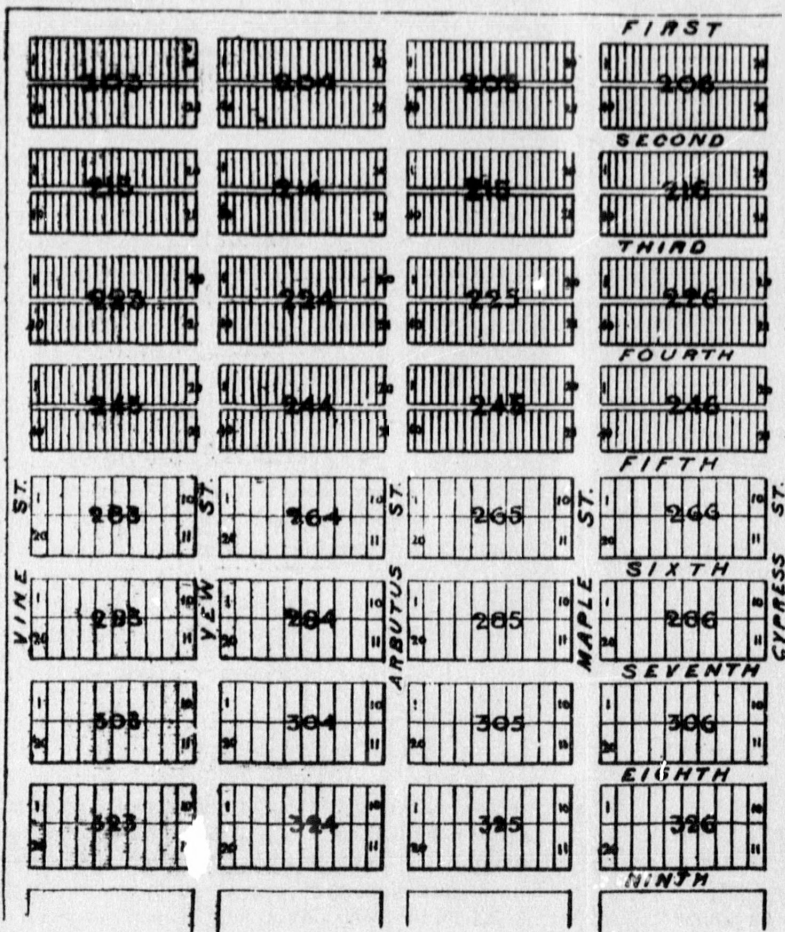
CRESCENT

ROADS OF GLENVIEW

INDEX TO TOWN

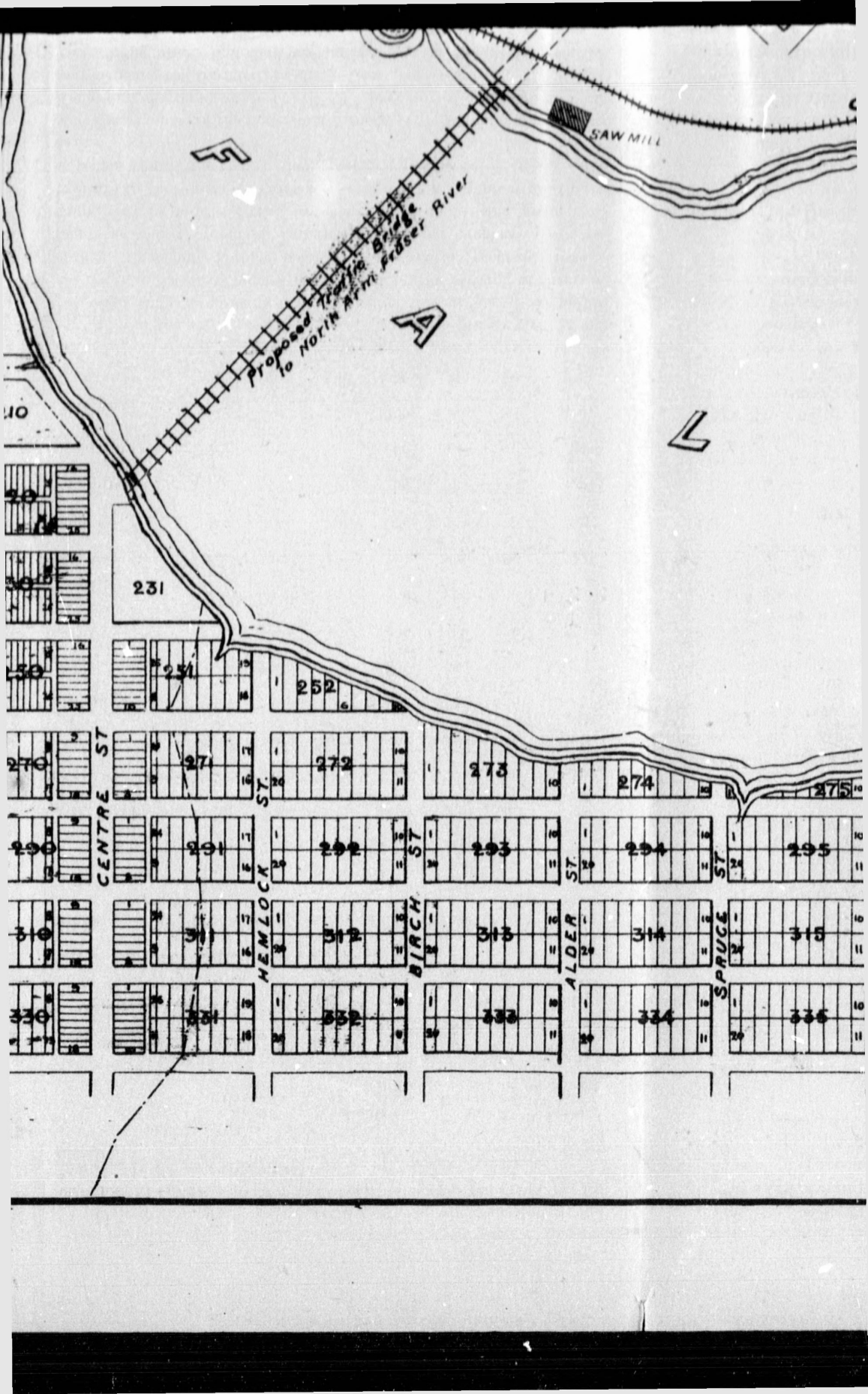


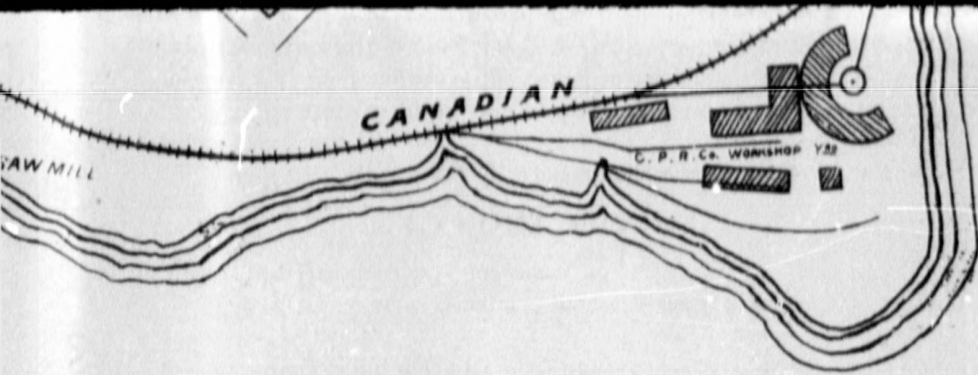




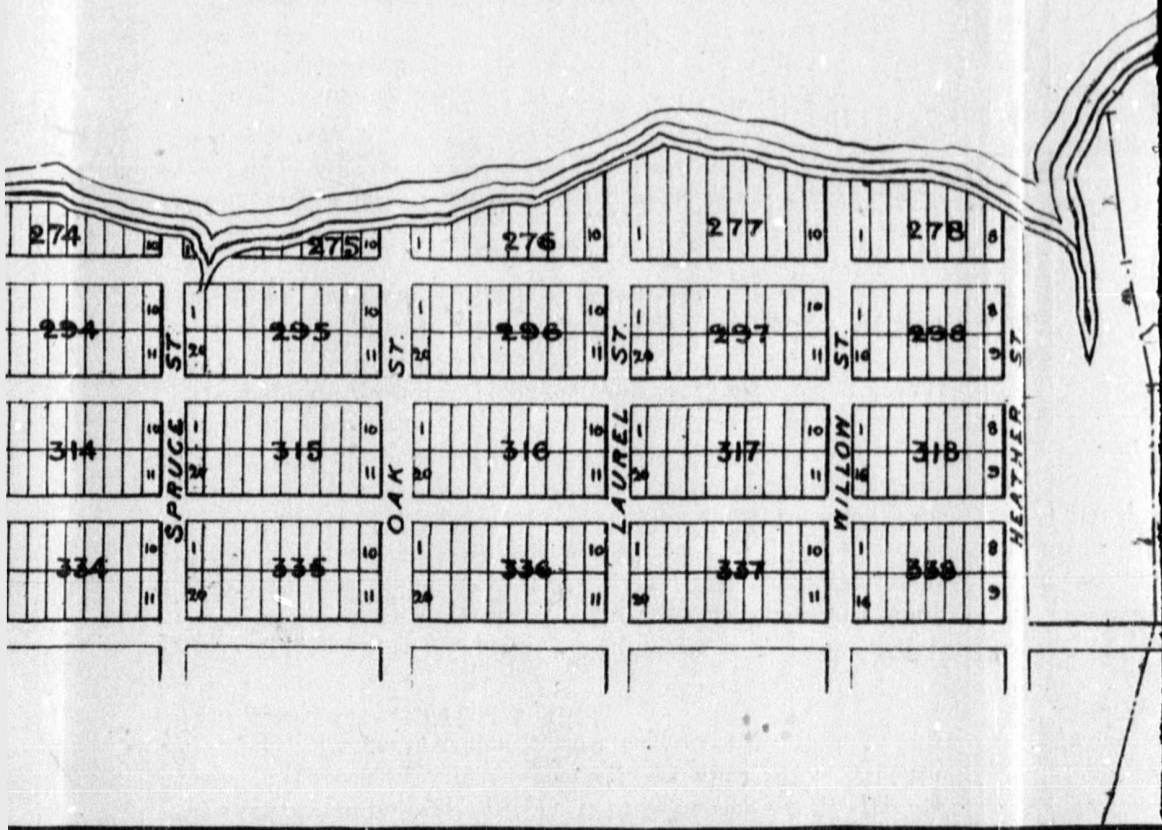
I. R.







L S E



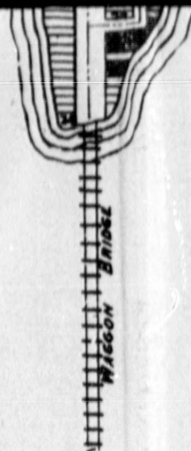


C

LEAMY & KYLE'S SAW MILL

302

NOTE.—Blocks 8, 9, 22 and 23—  
140 to 155 feet above  
C. P. R. Hotel, 102 feet a



Alison Street

R

E

N MILL

# CITY OF

CANADA

SCALE

NOTE.—Blocks 8, 9, 22 and 23—Sub-Division 185—  
140 to 155 feet above H. Water.  
C. P. R. Hotel, 102 feet above H. W. Mark.

*Vancouver 24<sup>th</sup> Feb 1887*  
*L. A. Hamilton*  
*Not Land Commissioner*

Wacoon Street

E

K



INDEX PLAN C

# OF VANCOUVER

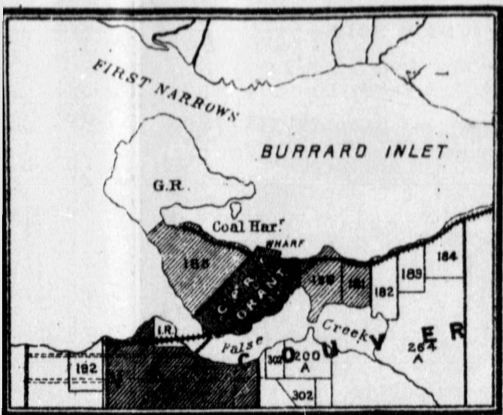
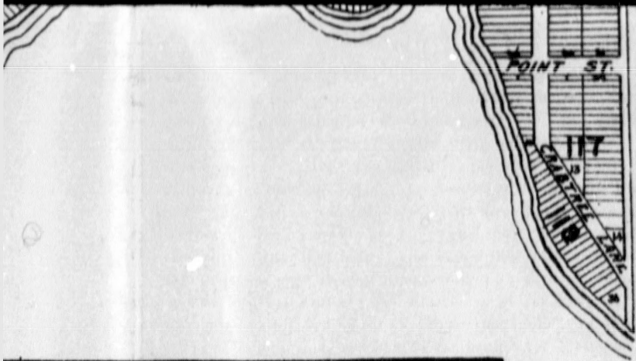
CANADIAN PACIFIC TOWN SITE.

SCALE 600 FT. = 1 IN.

ROSS & C  
REAL ESTATE

*Streets graded & side-walked marked thus.....*



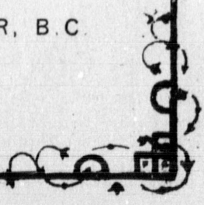


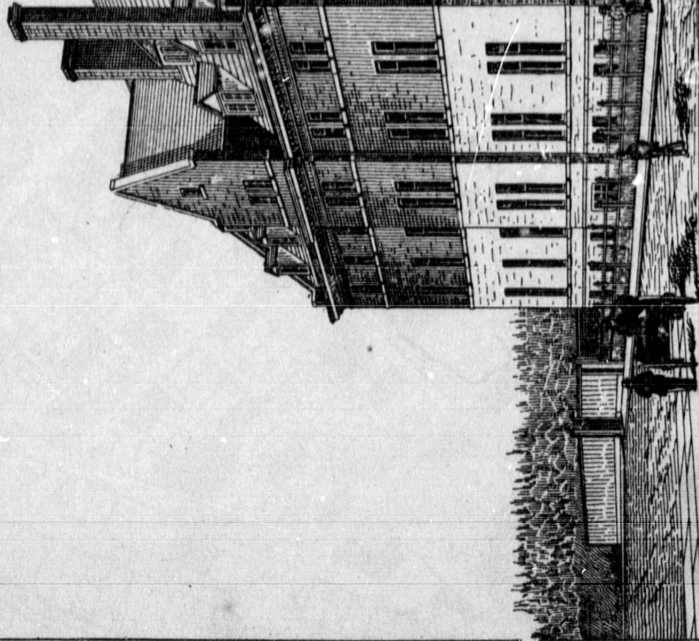
INDEX PLAN CITY LIMITS.

# UVER

ROSS & CEPERLEY,  
 REAL ESTATE & INSURANCE AGENTS.  
 VANCOUVER, B.C.

arked thus \_\_\_\_\_

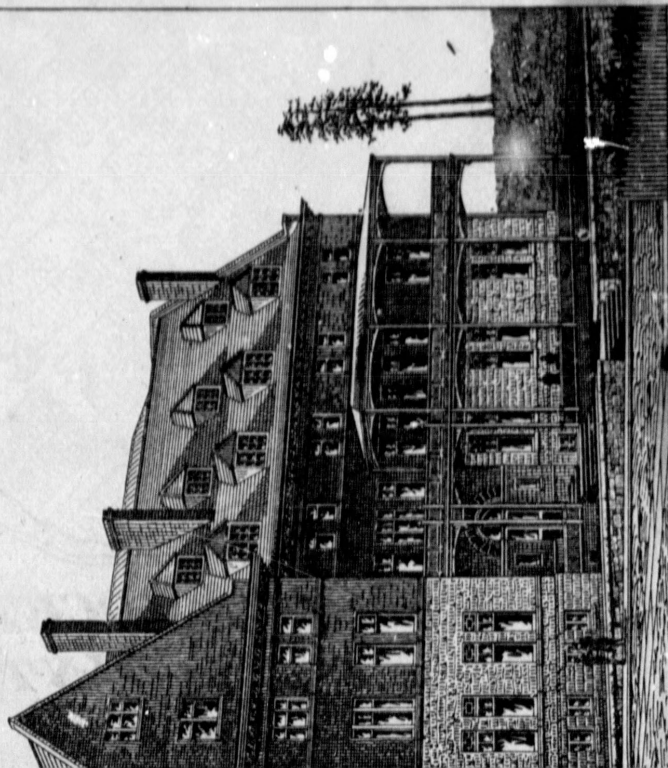




HOTEL VANCOUVER.—1

**ROSS & CEPERLEY,**  
Real Estate, Insurance and Financial Agents,  
**VANCOUVER, B.C.**

VANCOUVER, WHERE THE OCCIDENT AND ORIENT MEET.



OF THE C. P. R. Co., GRANVILLE STREET.





