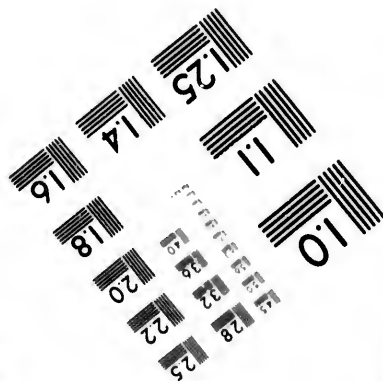
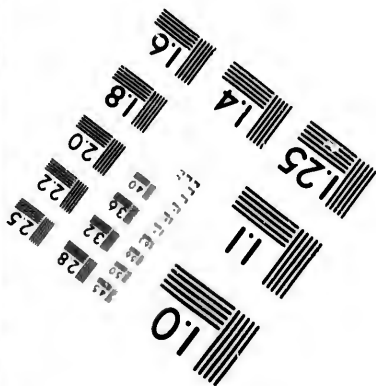
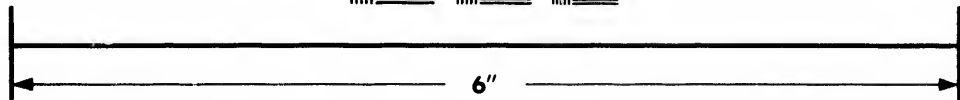
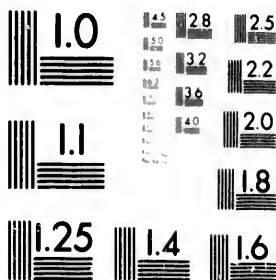


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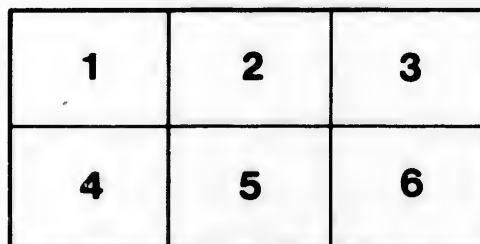
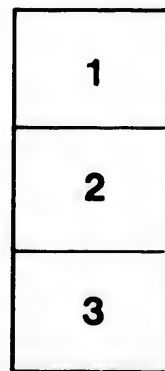
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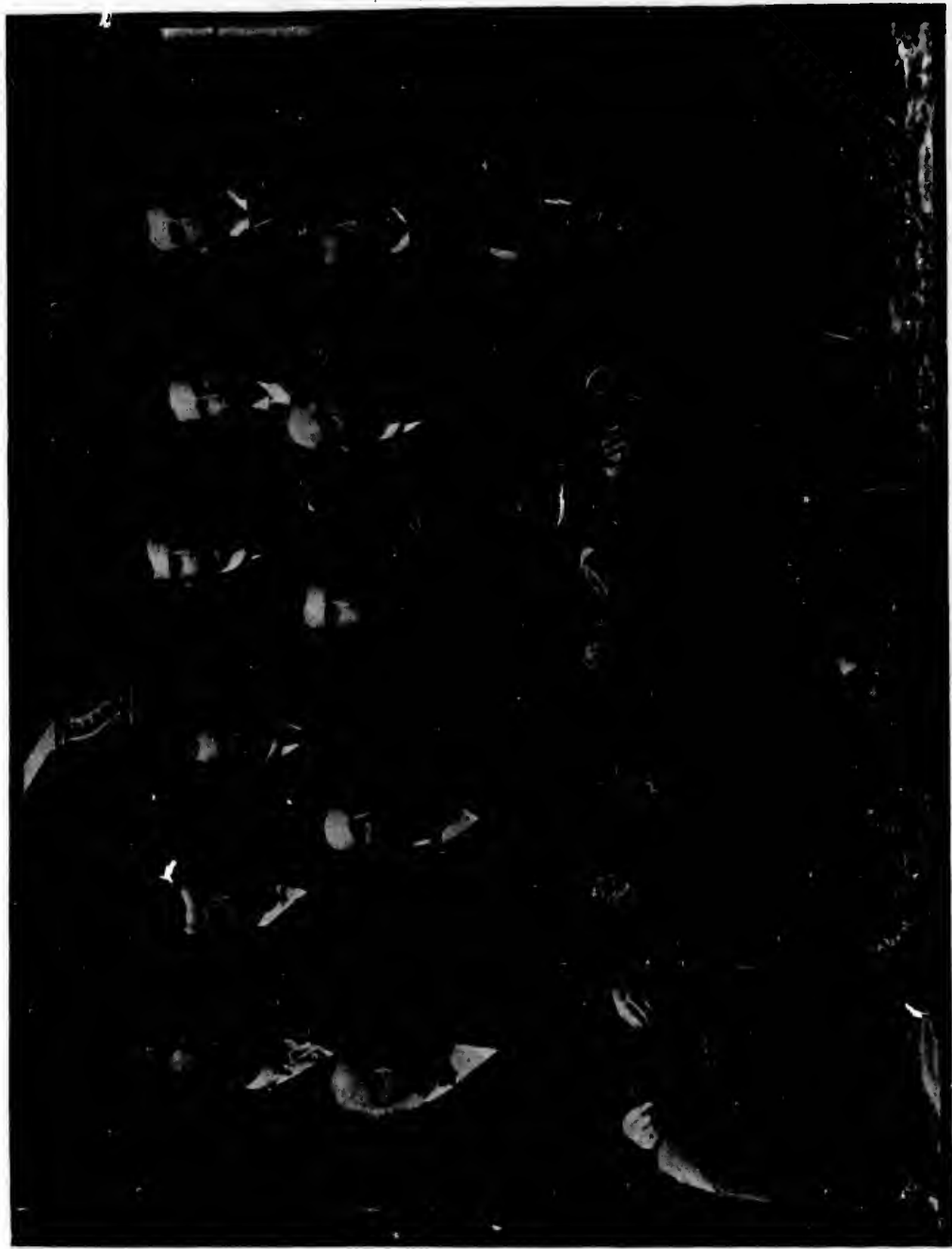
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F. G. Richards, Jr.
J. Robertson.

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A. I. Smith.

Jas. Coughlan.

Joshua Holland,
John Grant, Mayor.

W. J. Dwyer, City Clerk,
W. D. McKilloan.

H. A. Mann,
Jos. Hunter, C. E.

[Phot. by McJannet.]

VICTORIA ILLUSTRATED

PUBLISHED UNDER THE AUSPICES OF

THE CORPORATION OF THE CITY OF VICTORIA

CONTAINING A GENERAL DESCRIPTION OF THE PROVINCE OF BRITISH COLUMBIA, AND A
REVIEW OF THE RESOURCES, TERMINAL ADVANTAGES, GENERAL INDUSTRIES,
AND CLIMATE OF VICTORIA, THE "QUEEN CITY," AND
ITS TRIBUTARY COUNTRY.

FINELY ILLUSTRATED THROUGHOUT.

PUBLISHED BY ELLIS & CO., "THE COLONIST," VICTORIA, B. C.

1891

H. A. Mann,
Jas. Hunter, C. E.
[Printed by Hayward.]

W. J. Fowler, City Clerk,
W. D. McMillan.

Joshua Holland,
John Grant, Mayor.

Jas. Coughlan.

C. E. Renaud,
A. F. Smith

F. G. Richards, Jr.,
J. Robertson.

VICTORIA ILLUSTRATED.

THE necessity for such a work as the one now presented, has, during recent years, become generally recognized by all having at heart the interests of Victoria, and of the magnificent Province of which it is the Capital. Hence this book requires little, if any, introduction to its readers at home. To the public at large, for whom it is principally intended, it is sufficient to say that the object of the publication is to give in a concise form as possible, a few facts regarding a city, whose substantial growth and natural advantages are without parallel in the Dominion of Canada.

In the following pages will be found a necessarily brief history of this beautiful and prosperous city, its tributary resources, and of some of the enterprising and far-seeing men who appreciating its great value as a centre of trade, and the wealth of the resources of the tributary country, have aided in making it the richest and most important city in the Province of British Columbia.

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VICTORIA, B. C.

TO its own natural advantages, apparent to intelligent observers even before the axe had been laid to the first tree on its site, Victoria owes, not only its birth, but its growth in population, wealth and commercial importance. It has had no artificial advantages. No railway crossing a continent to give it life and commerce; no brilliant picturing of the beauty of its location, or the salubrity of its climate; no world-wide advertising of the untold values of the virgin mines and forests in the tributary country, or the wealth of its adjacent waters, are to be thanked by Victorians for the importance that their city has now attained in commerce, or the attractions it offers to people of wealth and refinement, in search of a delightful place of residence.

Fifty years ago, before immigration to the shores of the Pacific was attracted by the discovery of gold in California, Fort Victoria had an existence. The gold seekers were preceded by the fur dealers, and the first house in what is now the Queenly Capital of British Columbia, was that of one of the adventurous traders of the Hudson's Bay Company. As years rolled on, the importance of the post on the southern extremity of Vancouver Island became more and more recognized. Population increased; the Hudson's Bay Company, with its store-keepers, trappers and traders, forming one important class; while another, drawn from the ships of the Royal Navy, which paid frequent visits to the shores of Vancouver Island, more gradually became a noticeable feature of its society.

Then came news of gold discoveries in various parts of the country tributary to the struggling settlement, and then the influx of the army of the Argonauts. From California, where they tasted the sweet and the bitter of the gold fever, the treasure-seekers, with pick and shovel, poured into Victoria, equipped themselves, and passed on in hundreds and thousands to the Fraser, or to Cariboo. The history of Victoria's life during the "sixties," is the history of many places in the West, which gold finds have made famous in a day.

The mad search for riches made the village a city—and one, while the excitement was at its height, of considerable population and constantly changing character. After the fever came the reaction, which even more tried the young and struggling city. Many of its citizens, however, knew its worth, and Victoria passed the crisis safely, and commenced the steady, substantial growth, which has led to its recognition to-day as the wealthiest city for its size upon the continent.

SITUATION.

Located at the southern extremity of Vancouver Island, the situation of Victoria is remarkable for its beauty,

and its adaptability to the purposes of commerce. The city rises gradually from the Straits of San Juan de Fuca, and from the land-locked harbor in which its extensive shipping lies in safety. The grades from the water-side, through the business section, to the suburbs are all gentle, and no high bluffs, alike dangerous and inconvenient, mar any of the wide and well kept streets. The harbor and shipping facilities cannot be surpassed. By the expenditure of hundreds of thousands of dollars, private enterprise has constructed at the entrance to the harbor proper, docks capable of accommodating and sheltering in the roughest gale that blows, the largest steamships and sailing vessels to be found upon the waters of the Pacific. Their course from the ocean is a clear one, there being no dangerous and tortuous channels, and no shoals or rocks. At this outer dock, for which Mr. R. P. Rithet deserves the gratitude of Victorians, abundant water and excellent wharfage is afforded for shipping of any draught. The shore line of Victoria harbor, which is entirely protected by the natural conformation of the land, is about seven miles in length, good anchorage being found in many places, while well appointed wharves extend for a mile or more in almost unbroken succession. Here it is that dozens of steamers and sailing craft of all sizes are to be found at all seasons of the year, receiving or discharging freight. The great majority of the wharves are lighted by electricity, and all are provided with the most approved appliances for the quick despatch of business.

BUSINESS PORTION.

Victoria's business streets are wide and handsome. The policy of the people has been not to concentrate the business life of the city upon any one street. Hence, Government, Fort, Yates, Douglas and Johnson streets are all bustling commercial thoroughfares, while a vast amount of substantial business is transacted daily with very little show on Wharf street, the mart of the wholesalers. Government street being the first business avenue, still retains first importance, while for massive structures of brick, stone and plate glass, Douglas street is rapidly attaining prominence. All of the business streets boast buildings of imposing design and the most modern arrangement, but the city differs materially from many others in the neighboring States, in that it is far from being built to meet a non-existent demand. Four and five story blocks are uncommon, but every foot of accommodation provided is utilized. In this particular point will be seen the conservative policy which has made the city what it is; the boom policy, so common to the cities of Puget Sound, is thoroughly lacking here; the business atmosphere is different; credits are maintained, and Eastern merchants

always point with pride and confidence to their trade with this point; in the late unsettled financial feeling extending throughout most parts of the World, it may be confidently asserted that Victoria felt it less than any city on the Pacific, and, in fact, sent large sums of money to the Sound Cities to alleviate the stringency at those points. So great, in fact, is the credit of Victoria that the city bonds find a ready market at 4 per cent.

REALTY.

Property values have grown steadily during the past twenty years; and here may be noted one fact concerning Victoria and Victorians which is very significant. Nine-tenths of the city's residents own their homes, and, if in business, their business premises. Such a statement can be made of but few cities in the land.

The following compilation furnished by the British Columbia Board of Trade, gives since 1880 the value of real estate, personal property and income assessed in the City of Victoria:

Years.	Valuation Real Estate.	Valuation Exempt Real Estate.	Valuation Personal Property.	Taxable Income.
1880	\$2,363,042		\$3,250,000	\$145,000
1881	2,749,075		3,378,000	173,200
1882	2,890,675		3,200,000	148,000
1883	3,092,285		3,440,000	151,000
1884	3,104,800		3,415,000	151,000
1885	5,178,800		4,184,638	236,870
1886	5,644,410		4,425,511	270,000
1887	5,759,895		4,876,652	410,620
1888	5,758,445		5,097,258	461,000
1889	8,048,991		5,748,767	632,286
1890	9,367,660		6,376,530	616,200
1891	17,700,000		7,516,378	736,450

The following, also from the same source is interesting as giving the comparative value of real estate, personal property and taxable income of the four principal cities in British Columbia:

YEAR 1890.

Description of Assessed Value.	Victoria.	Vancouver.	New Westminster.	Nanaimo.
Real Estate	\$9,367,660	\$9,500,000	\$3,557,815	\$685,055
Personal Property.	6,486,830	7,39,974	546,650	511,800
Income (taxable).	619,200	280,100	62,650	19,000
Total	16,373,630	10,520,074	4,167,121	1,217,355

YEAR 1891.

Description of Assessed Value.	Victoria.	Vancouver.	New Westminster.	Nanaimo.
Real Estate	\$17,700,000	\$11,700,000	\$6,074,720	\$1,000,000
Personal Property.	7,516,378	2,213,550	1,344,562	602,450
Income (taxable).	736,450	344,400	91,500	18,100
Total	25,952,828	14,257,850	8,410,782	1,720,550
Real Est. exempt'd	1,246,410	300,000	1,687,200	Not valued
Gross Total.	27,199,238	14,557,850	10,097,982	1,720,550
Pop'n. Census 1891	* 16,840	13,685	6,641	4,595
Value per capita...	\$1,614.29	\$1,061.78	\$1,520.54	.....

It may also be stated that when the new city limits are included next year, the assessment will be increased by about \$7,000,000.

SOCIALLY.

As a place of residence, Victoria offers attractions that can be presented by no other city in the Province. It is the commercial, political and social capital. Here are the Parliament buildings, Courts and Government offices; and here the headquarters of Her Majesty's fleet in the North Pacific, as well as of "C" Battery, R. C. A. The officers of the service are ever ready to assist in any festivity, and their presence tends materially to the success of the social pleasures of the city. The society of Victoria is of the highest order, and fully equal to that of any city on the American continent; everybody has the best privileges of good education, whereas the personal ownership of homes and their attractive surroundings, so universal here, must, in the nature of things, beget and increase refinement; the Victorians are proverbial for an easy distribution of time between office and home, and it is this very fact that makes their homes and society so attractive, and life a fair division between labor and pleasures. There are two excellent clubs, the Union and the Victoria, and while furnished in true English substantial comfort, they occupy handsome buildings, the former located toward the residence, and the latter in the business part of the city; these two clubs bear the stamp of true hospitality in their every detail and the members bear out the character of the appearance by their treatment of the city's guests.

The Victorians are great lovers of manly sports, including football, cricket, tennis, yachting, lacrosse, rowing, hunting, cycling and horse racing.

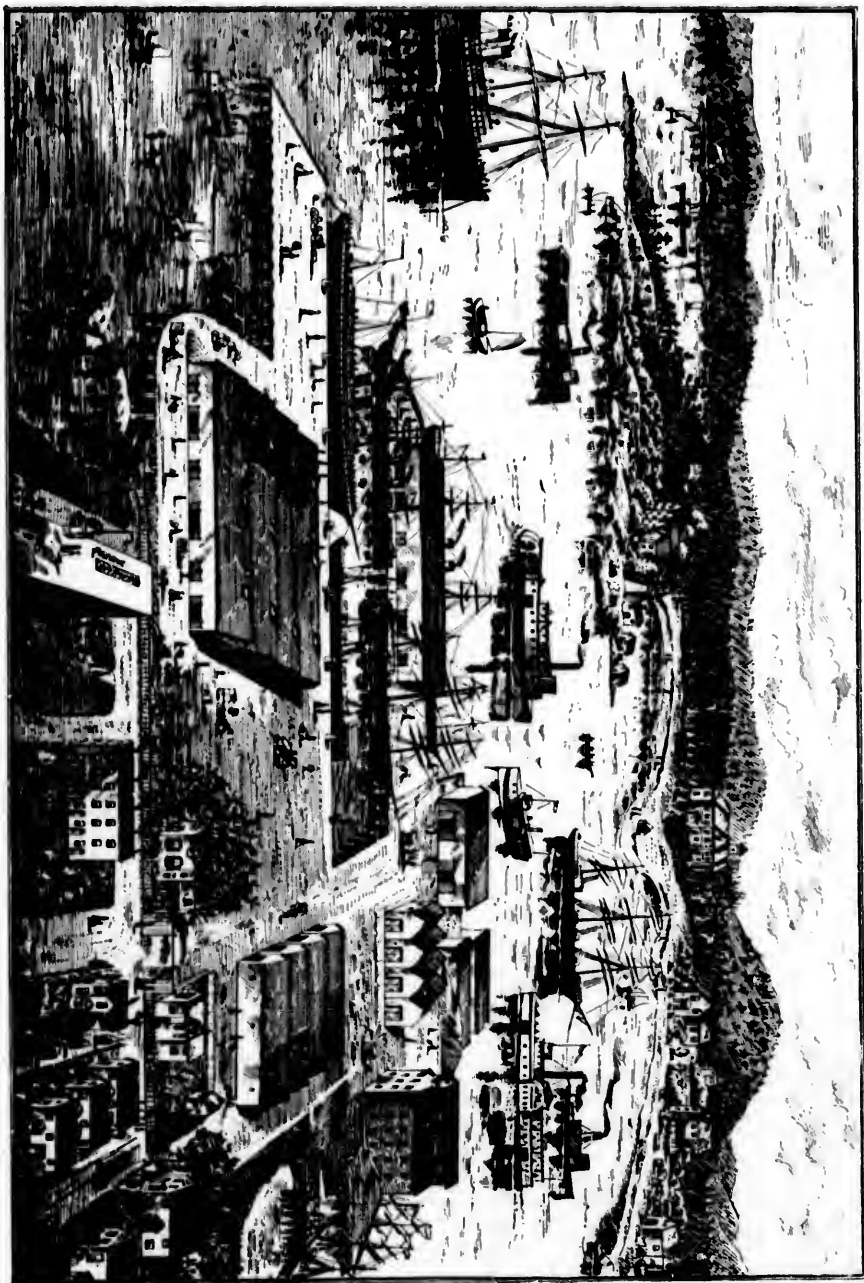
The benevolent organizations include the V. M. C. A. and the W. C. T. U., in both of which much interest is taken.

The Masonic, Odd Fellows and other secret societies are well represented, and much more care is taken in the standing of candidates than is often the case in the East.

SCENERY.

To describe Victoria, and do full justice to her manifold charms, would require the pencil of both poet and artist. From the heights upon which many of her wealthy citizens have built their homes, the scene presented is truly

City official census just taken shows over 25,000 population.



R. F. NIBBET & CO'S DOCKS AND WAREHOUSES, OYSTER WHARF.

a grand one. The well ordered, picturesque city in the foreground; beyond, the shimmering harbor and Straits, reflecting the deep blue of the sky; across this grand body of water, the Straits of Juan de Fuca, may be seen the glittering, snow-capped uneven line of peaks of the Olympic range, extending over the westerly part of the State of Washington; to their east, on the other side of Puget Sound, the forest-covered foot hills, and then the mountains themselves of the Cascade range, towering into sight, and presided over by the great snow sentinels, Mount Baker, and the Sisters and Mount Rainier, the pride of Washington. Further to the north, loom up the white saw-toothed peaks of the great ranges of British Columbia, the Fraser and the Selkirks, while between them and the post of vision, extend the Straits of Georgia, dotted with innumerable islands.

Such continuous scenic splendor can be viewed at no other place in the Pacific Northwest; every variety of scenery is familiar to Victorians—the calm and pleasing pastoral to the stern, imposing and majestic.



CITY HALL.

PARKS AND DRIVES.

One of the first and most natural exclamations of visitors, is, "Why, how many handsome homes there are here!" And so there are. Probably no avenue in Canada possesses more costly and magnificent, yet home-like mansions than does Belcher street; and besides Belcher street, there are the Gorge road, Upper Fort street, Esquimalt road, and half a dozen others of similar attractiveness. Each residence is set like a jewel in its own well appointed and well cared for grounds, and the taste of the owners is apparent in the beauty of their surroundings, as well as in

the architecture of their homes. In parks and drives, too, the same love of beauty is apparent. Beacon Hill Park has few rivals on the continent. It comprises two or three hundred acres, well wooded in part, and intersected with carriage drives lined by royal oak trees, over whose heads centuries have passed. Two or three miniature lakes, bordered by green lawns and pebbly beaches, are the home of a choice collection of water fowl, while in the deer park and bear pit are to be found specimens of many of the animals and birds native to the Province. Constant additions are being made, and the "zoo" now contains a hundred or more valuable attractions. The sides of Beacon Hill proper afford a recreation ground for the city, unsurpassed for cricket, baseball, lacrosse and kindred sports, which are in progress almost every day, nine months of the year. The hill slopes to the beach, the shore line being broken by a series of charming little bays. Every Sunday afternoon music is furnished in the park, and thousands meet under the shade of the trees to promenade and enjoy the beauties of the city's magnificent breathing spot. The

Gorge, formed by the outgoing and incoming tides, on Victoria Arm, which runs inland from the sea for four or five miles, is another attractive park, well liked by Victorians. There it is that the regattas take place each 24th of May, for Victoria is an eminently loyal city, and its celebrations of the Queen's Birthday are famous far and wide. Beautiful drives extend from the city in all directions—to Goldstream, to various points on the sea coast, and to Esquimalt, three miles away, and also connected by electric railway. Here is the most perfect harbor on the coast, in which the stern warships of Britain are constantly

VIEWS IN BEACON HILL PARK

[Photo by Margaret]



to be found. Here too, are the naval yard and dry dock, the latter built of huge blocks of cut stone, and capable of accommodating the largest ships of war and merchantmen on the seas. Oak Bay is another popular seaside suburb connected by the busy electric road. This is rapidly becoming the summer home of wealthy citizens, its charming surroundings, attractive beach, and facilities for every form of seaside enjoyment, and bringing it into constantly growing favor.

WATER WORKS.

The city possesses an extensive system of water works, which is operated by the corporation, and which, with the well equipped and well disciplined fire department, reduces

contemplated on the completion of the sewers, and with this done, little will be required to make the public works of the city perfect.

ELECTRIC TRAMWAYS.

In this particular Victoria is greatly favored, and the founders of the system have shown a remarkable energy, which would have staggered men of less tenacity. To Hon. D. W. Higgins, the propounder as well as the present president, an immense amount of credit is due. As early as the 22nd of February, 1860, the first car was run on the line, which then consisted of five miles of track, four cars, a 110-horse power engine, and an 80-horse power Thompson & Houston generator. Since then there



THE LAW COURTS.

the fire risk to almost nothing. The water supply is drawn from a succession of spring-fed lakes, and passing over the filter beds, is distributed by steel mains, its purity being assured. Improvements to the system are constantly being made and its efficiency maintained. The receipts from the water works form one of the principal items in the civic revenue. Sewerage works of great magnitude, which will cost between \$1,000,000 and \$1,500,000, and which will ensure the perfect drainage of the city, are now in progress, the contractors being bound to complete their work within a year. The sewerage is to be upon the separate system, recommended by the eminent engineer, Rudolf Hering, of New York, the sewage of the city being carried far out to sea by the tide. The paving of the principal streets is

have been added a 350-horse power engine, two 80-horse power generators, and the cars now number 11, some of which are open cars; the track is now $11\frac{1}{2}$ miles in length, to which two more miles are now being added, and will be supplemented by eight more next spring, the tracks now being on the way from London. There will then be twenty cars in operation. This road, to the credit of the proprietors, was the third in operation west of the Mississippi, and the second in Canada; and the most remarkable part of the matter is that the road has been so conservatively managed that the total cost will not exceed \$280,000. The present lines in operation extend to Esquimalt, Oak Bay, the Driving Park, Outer Wharf and the Fountain; and will soon be extended to Beacon Hill

SHIP ENTERING CANAL, 1-4-N.
THE MASS. WAR MEMORIAL

ESQUIMAULT VIEW.

ESQUIMAULT LIGHTHOUSE,
MAY-20-MAR. 15, 1862.

(Photo by Margaret)



Park and Spring Ridge, a very populous part of the outer city. The company furnishes many electric lights, and is at present supplying 2,500 incandescent lights; these will soon be increased to 7,000 incandescent and a large number of arc lights, by the addition of a 550-horse power engine, which is now *en route* from Galt. The company is now putting up a large addition to the present powerhouse. In addition to Mr. Higgins, the president, T. J. Jones acts as vice-president, and Major C. T. Dupont as secretary and treasurer.

STEAMBOATS.

By steamboats of exceptional elegance and speed, the city has daily connection with the Canadian Pacific Railway

either by a railway ferry, to transfer cars across the Straits, which narrow to nine miles in width at one point, or by a bridge over Seymour Narrows, or, in other words, by rail and ferry to the south and all rail to the north, to connect with the transcontinental lines. Meanwhile the magnificent steamer service in connection with the Canadian Pacific, Northern Pacific and Union Pacific Railways practically makes Victoria the terminus of these lines, and places her upon the same footing and with the same transcontinental freight and passenger rates as are enjoyed by the cities having rails laid to their doors. The Esquimalt & Nanaimo Railway will be continued within the next few years to Comox and the Northern end of the



VIEW ON GOVERNMENT STREET, LOOKING NORTH.

[Photo. by McManis.]

at Vancouver; the Northern Pacific at Tacoma, and the Union Pacific at Portland; while a regular service is also maintained with San Francisco and all other coast points to the south; Alaska and the northern way ports; China and Japan; the Sound cities; the West Coast; and the islands of the Gulf of Georgia.

RAILROADS.

Only one railway at present enters the city, the Esquimalt and Nanaimo road, connecting Victoria with Nanaimo and Wellington, the chief centres of the coal mining district. A number of projects are, however, receiving attention, having for their object connection with the transcontinental systems to the north and south,

Island, and will open up a large area of agricultural, timber and mineral lands.

CLIMATE.

The climate compares very favorably with that of California. It is temperate at all seasons, the summer heat being softened by the breezes from mountain or sea. It is never oppressive, and the hottest days of the year are invariably followed by cool and delightful evenings. The Winter's rains, for snow is almost unknown, when properly provided for, are neither unhealthy nor unpleasant; and the longevity of Victorians testifies to the health-preserving qualities of the climate. To those who do not understand the cause of the mild winters in this section, it may be

6) THE GORGE, east side.

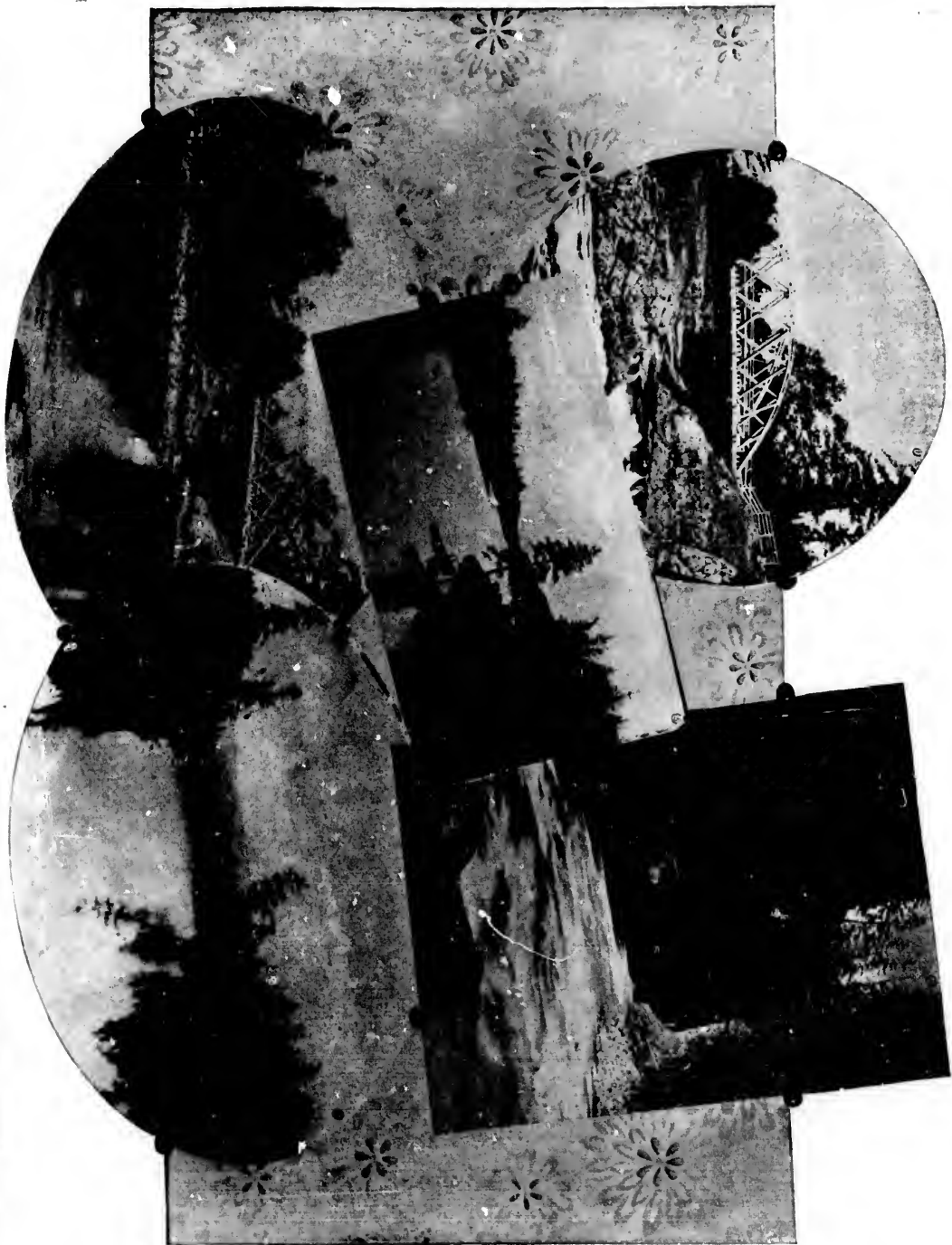
6a) GOLDSTREAM

6b) VICTORIA ARCADE, N.E. w. Gorge.

6c) THE GORGE, West side.

6d) VICTORIA GARDENS, above Gorge.

[Photo. by Alford.]



said that the Japan Current has a similar effect here to that of the Gulf Stream upon England; the winds during the winter are warm and heavily laden with moisture, which, on the other side of the Straits, are met by the cold peaks of the Olympic range; the moisture condensed is distributed in rather heavy rainfalls over the Puget Sound country; but there being no such mountains to the west of Victoria, the rainfall is much less than at Seattle or Tacoma. The following meteorological statistics of Victoria (for the past ten years) were furnished to the British Columbia Board of Trade by Mr. Edmund Baynes Reed, who compiled them mainly from the records of Mr. W. T. Livock, of the Hudson's Bay Company. They include as follows:

1. Summary of Weather, 1890.
2. Mean Monthly and Annual Temperature, 1881-1890.
3. Maximum Monthly and Annual Temperature, 1881-1890.
4. Minimum Monthly and Annual Temperature, 1881-1890.
5. Monthly and Annual Range of Temperature, 1881-1890.
6. Monthly and Annual Rainfall, 1881-1890.
7. Monthly and Annual Number of Rainy Days, 1881-1890.

TABLE I.
WEATHER SUMMARY FOR 1890.

Barometer 28 feet above sea level, and reduced to 32; Thermometer 4 feet above, and Rain Gauge 1 foot above ground.

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Mean Temp.	42.4	43.0	42.1	46.1	53.5	60.3	68.4	68.0	61.7	47.6	35.4	41.7
Max. Temp.	47.0	49.0	54.0	70.0	79.0	73.0	78.0	75.2	72.1	69.6	55.2	55.1
Min. Temp.	12.0	12.0	29.0	24.0	38.0	49.0	47.0	40.0	35.5	31.0	12.0	12.0
Mean D. y. Rige.	10.2	10.1	10.0	10.8	10.5	10.0	9.2	8.7	8.7	10.1	12.9	17.9
Rainfall, inches	3.54	2.11	1.90	0.80	0.9	2.10	0.94	0.12	0.13	7.54	1.74	8.28
Days Rain Fell	13	9	10	6	6	13	4	4	8	22	18	21
Snowfall, inches	0	0	0	0	0	0	0	0	0	0	0	0
Days Snow Fell	7	2	2	0	0	0	0	0	0	0	0	0

Mean Temperature for year, 47.64, being 2.31 lower than 1886, and 1.53 below average. Highest temperature 78.4, July 21. Lowest temperature 12.0, Jan. 10th, Feb. 26th. Range of temperature during the year 66.0, and being 2.7 below average. Warmest month, July, mean temperature, 68.40; coldest month, January, mean temperature, 42.40, mean daily range of temperature, 14.20, being 7.50 lower than in 1886. Rainfall, 25.94 inches, being 1.28 inches more than in 1886, and 2.02 inches above the average; number of days rain fell, 142, being 26 above average. Snowfall, 0.12 inches; number of days on which snow fell, 11. Slight shock of earthquake, Feb. 17, 4.30 p.m.

TABLE II.

MEAN MONTHLY AND ANNUAL TEMPERATURE, VICTORIA, B. C.
Ten Years, 1881 to 1890.

	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	Mean
January	35.0	36.0	36.0	37.4	34.8	41.0	50.2	39.8	32.4	36.1	40.1
February	39.0	36.0	34.3	39.4	44.2	41.7	39.5	43.0	33.9	37.4	40.1
March	45.0	42.0	44.0	41.7	46.1	42.8	42.2	43.7	48.2	42.3	44.9
April	48.0	45.0	50.1	50.0	47.4	48.0	46.3	48.3	50.5	46.1	47.0
May	50.0	53.0	51.7	53.0	53.6	52.8	51.9	54.1	55.0	53.5	52.9
June	56.0	58.0	55.7	58.7	57.1	57.0	55.2	57.4	58.7	56.1	56.7
July	57.0	57.0	58.1	58.0	59.9	60.5	57.7	58.5	61.7	58.4	58.7
August	56.0	58.0	57.0	56.1	56.5	57.2	56.4	56.6	56.6	56.0	56.4
September	51.1	53.0	56.0	54.5	55.7	55.7	54.2	57.1	54.0	51.7	54.5
October	46.5	48.2	49.0	47.0	51.1	49.0	47.0	51.1	51.8	47.6	48.7
November	51.1	41.2	44.3	45.3	46.4	45.4	46.6	49.7	45.0	45.4	45.7
December	49.5	42.0	42.0	31.0	42.8	41.4	41.5	42.9	37.3	43.7	40.6
Yearly Means	47.4	47.4	47.3	47.0	50.0	49.2	47.4	49.0	50.0	47.6	48.4

TABLE III.

MAXIMUM MONTHLY AND ANNUAL TEMPERATURE, VICTORIA, B. C.
Ten Years, 1881 to 1890.

	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	Mean
January	48.0	49.0	51.0	56.0	54.0	51.0	52.0	54.0	52.0	47.0	51.4
February	54.0	50.0	55.0	54.0	58.0	58.0	48.0	52.0	57.0	49.0	52.0
March	68.0	55.0	62.0	58.0	67.0	62.0	58.0	58.0	58.0	64.0	60.0
April	70.0	71.0	66.0	72.0	70.0	62.0	60.0	65.0	66.0	70.0	67.4
May	66.0	75.0	72.0	75.0	74.0	74.0	80.0	77.0	73.0	71.0	73.2
June	72.0	81.0	73.0	73.0	73.0	77.0	80.0	72.0	80.0	73.0	76.1
July	76.0	81.0	79.0	73.0	81.0	86.0	77.0	83.0	84.0	78.0	80.0
August	73.0	81.0	72.0	80.0	79.0	79.0	82.0	81.0	77.0	75.2	78.4
September	68.0	74.0	78.0	68.0	71.0	80.0	78.0	73.0	73.0	72.4	73.9
October	62.0	62.0	63.0	62.0	67.0	65.0	64.0	62.0	67.0	58.6	64.0
November	56.0	54.0	46.0	58.0	57.0	57.0	60.0	56.0	58.0	54.2	56.1
December	58.0	55.0	58.0	54.0	57.0	57.0	51.0	59.0	51.0	55.1	55.5
Yearly Means	64.3	66.6	63.5	65.1	67.5	66.9	68.3	67.1	67.4	63.1	66.0

TABLE IV.

MINIMUM MONTHLY AND ANNUAL TEMPERATURE, VICTORIA, B. C.
Ten Years, 1881 to 1890.

	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	Mean
January	11.0	10.0	15.0	23.0	22.0	15.0	10.0	8.0	21.0	12.0	17.4
February	20.0	10.0	15.0	16.0	27.0	28.0	15.0	28.0	25.0	12.0	17.5
March	27.0	22.0	30.0	30.0	32.0	29.0	24.0	20.0	30.0	29.0	26.0
April	31.0	31.0	30.0	31.0	30.0	32.0	29.0	32.0	32.0	29.0	30.9
May	31.0	42.0	36.0	39.0	40.0	39.0	38.0	41.0	37.0	38.0	38.9
June	40.0	42.0	40.0	37.0	41.0	40.0	39.0	40.0	37.0	38.0	39.9
July	41.0	38.0	40.0	41.0	41.0	41.0	38.0	37.0	40.0	42.0	40.4
August	37.0	37.5	40.0	41.0	44.0	39.0	38.0	41.0	41.0	42.0	40.0
September	36.0	31.0	34.0	33.0	42.0	35.0	30.0	38.0	31.0	40.0	35.6
October	22.0	30.0	34.0	30.0	34.0	31.0	30.0	31.0	36.0	35.5	33.4
November	26.0	24.0	28.0	27.0	34.0	28.0	22.0	25.0	30.0	31.0	27.9
December	24.0	22.0	22.0	28.0	23.0	21.0	29.0	26.0	27.0	21.0	24.5
Yearly Means	29.3	27.6	30.2	29.1	31.7	31.1	28.0	30.4	31.7	31.7	30.4

TABLE V.

MONTHLY AND YEARLY RANGE OF TEMPERATURE, VICTORIA, B. C.
Ten Years, 1881 to 1890.

	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	Mean
January	35.0	36.0	36.0	37.0	34.0	36.0	22.0	46.0	28.0	34.0	34.0
February	39.0	36.0	34.3	39.4	44.2	41.7	28.0	47.4	41.0	37.0	34.0
March	41.0	41.0	42.0	39.0	45.0	42.0	35.0	38.0	44.0	45.0	44.3
April	48.0	45.0	44.0	37.0	40.0	40.0	31.0	45.0	41.0	38.0	38.6
May	50.0	45.0	41.0	49.0	50.0	50.0	39.0	55.0	43.0	42.0	40.6
June	56.0	49.0	43.0	49.0	44.0	57.0	50.0	52.0	44.0	41.0	47.5
July	57.0	45.0	46.0	49.0	40.0	42.0	40.0	48.0	45.0	46.0	46.6
August	56.0	46.4	32.0	41.0	32.0	40.0	44.0	38.0	39.0	28.0	39.4
September	41.0	41.0	44.0	30.0	43.0	43.0	28.0	43.0	39.0	31.0	39.1
October	40.0	30.0	34.0	31.0	34.0	32.0	14.0	38.0	31.0	34.1	28.0
November	26.0	26.0	28.0	27.0	34.0	28.0	22.0	29.0	28.0	21.0	22.2
December	34.0	24.0	32.0	30.0	31.0	29.0	22.0	31.0	29.0	21.0	31.0
Yearly Means	35.2	38.8	35.0	36.0	41.0	35.6	38.2	47.0	34.7	31.6	35.5
Extreme Range	61.0	74.0	61.0	78.0	69.0	79.0	84.0	77.0	61.0	69.0	69.7

TABLE VI.

MONTHLY AND ANNUAL RAINFALL, VICTORIA, B. C.
In Inches, Ten Years, 1881 to 1890.

	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	Mean
January	3.84	2.28	5.67	5.25	9.15	3.09	6.58	4.26	2.84	5.54	4.72
February	8.84	3.55	3.26	4.11	1.84	5.17	1.80	7.77	11.2	7.11	5.18
March	1.57	4.02	2.05	0.38	6.14	4.94	4.30	1.53	1.93	1.09	2.27
April	1.79	1.24	2.02	1.03	0.55	1.67	0.78	1.26	1.81	0.86	1.20
May	4.28	0.51	0.71	0.71	1.30	0.43	1.10	0.10	1.01	0.98	0.87
June	1.37	0.44	0.53	1.90	0.28	1.00	0.08	2.11	0.77	0.10	1.04
July	0.99	1.24	1.06	0.48	0.66	0.86	0.27	0.14	0.03	0.44	0.48
August	0.79	0.99	0.80	1.81	0.02	0.73	0.01	0.42	1.04	0.12	0.50
September	0.72	0.99	1.95	1.66	4.00	1.00	1.01	2.11	0.31	1.11	1.31
October	4.11	4.21	1.28	4.38	3.73	2.12	2.75	3.13	1.68	7.12	3.26
November	5.25	3.32	6.01	3.02	3.47	1.92	3.01	1.94	1.27	1.74	3.41
December	6.15	5.37	4.55	3.15	2.47	7.16	4.18	1.91	2.28	2.28	4.93
Yearly Means	37.09	27.84	27.51	21.21	28.14	26.84	38.05	25.77	38.26	29.04	28.41

ST. JOSEPH'S OR. C. HOSPITAL,
ROYAL JEROME HOSPITAL V. General

CONVENT SCHOOL OF ST. ANNS,
THE VICTORIA THEATRE.

[Photo by Margaret]



TABLE VII.
RAINFALL, VICTORIA, B. C.
 Number of Days Rain Fell Ten Years 1881 to 1891.

	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	Mean
January	12	14	18	10	13	8	20	10	14	13	11
February	18	16	9	4	10	11	6	11	7	9	10
March	17	15	7	2	3	10	15	11	14	10	11
April	14	12	15	9	5	10	11	10	8	9	10
May	11	11	7	6	10	10	6	10	4	6	8
June	8	6	4	9	8	16	7	10	5	11	7
July	6	6	2	4	3	5	1	5	9	4	4
August	4	9	0	8	1	3	1	2	6	2	4
September	6	8	9	14	18	6	5	7	8	8	9
October	11	20	9	14	9	15	14	14	16	22	14
November	10	15	11	13	10	12	13	10	7	18	13
December	23	19	12	6	13	25	17	13	13	23	16
	117	142	106	98	118	120	117	119	104	144	120

The weather on the Mainland of British Columbia is subject to greater extremes of heat and cold; the rainfall extends through the year, while it ceases in the summer at Victoria, and on the Mainland is much heavier through the winter than at Victoria.

COMMERCIALLY.

As Victoria's attractions are not alone those of climate and pleasure, it may be in order to now speak of the city as a commercial center, and in conjunction with the imports to and exports from this city, we give those also of New Westminster, Nanaimo and Vancouver, which are official statistics of the Custom House and Board of Trade.

Imports into the Province of British Columbia for the Fiscal Year ending June 30th, 1891.

PORT OF	TOTAL IMPORTS.			ENTERED FOR HOME CONSUMPTION.				Dutiable Goods.	Free Goods.	Leaf Tobacco.	Dutiable Goods.	Free Goods.	Leaf Tobacco.	Duty Received.	Chinese.	Mines Revenues.	Collection for other Departments.	TOTAL.
	Dutiable	Free	Leaf Tobacco.	Dutiable	Free	Leaf Tobacco.	Duty Received.											
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Victoria	29,067.9	6,203.95	2,297.0	27,022.15	6,203.95	2,348.7	9,286.78	94	3,879	17,293.75	3,329.48	9,870.72	17					
New Westminster	3,208.99	1,677.68		3,174.44	1,677.68		9,756.8	56	142	568.11	420.78	9,863.9	45					
Nanaimo	2,284.29	5,947.5		2,284.29	5,947.5		5,874.7	10	151	719.75	3,347.46	6,295.6	31					
Vancouver	95,341.0	20,301.8		95,341.0	20,301.8		261,064.82		6,888.60	2,093.20		3,119.55	62					
Total	44,944.17	10,514.96	2,297.0	42,614.297	10,514.96	2,348.7	1,346,959.42	42	10,747.2	20,662.81	7,088.72	14,812.22	95					

Exports from the Province of British Columbia for the Fiscal Year ending 30th June, 1891.

The Mine.	The Fisheries.	The Forest.	Animals and their Produce.	Agricultural Products.	Manufactures.	Miscellaneous.	Goods not the Produce of British Columbia.	Total.	
									\$
Port of Victoria	4,626.1	187,248.6		277,968	295	1,252.2	14,494	1,953.97	277,937.3
Port of New Westminster	459	37,963.9	10,155	15	341.3	508.5	349	2,414	40,152.0
Port of Nanaimo	25,915.80	245	3,995				193.0		25,685.50
Port of Vancouver	2,192.0	2,221.6	3,817.69	1,672.3	1,368	1,218.23	367.0		5,694.6
Total	29,402.29	227,468.6	394,999	294,640	501.6	1,394.30	204.34	1,977.21	625,715.8

The comparative increase in Exports is rather interesting, as follows:

1880 - Total Exports of British Columbia	\$2,584,001
1885 - " " " " " "	3,172,391
1891 - " " " " " "	6,257,158

VICTORIA'S SHIPPING.

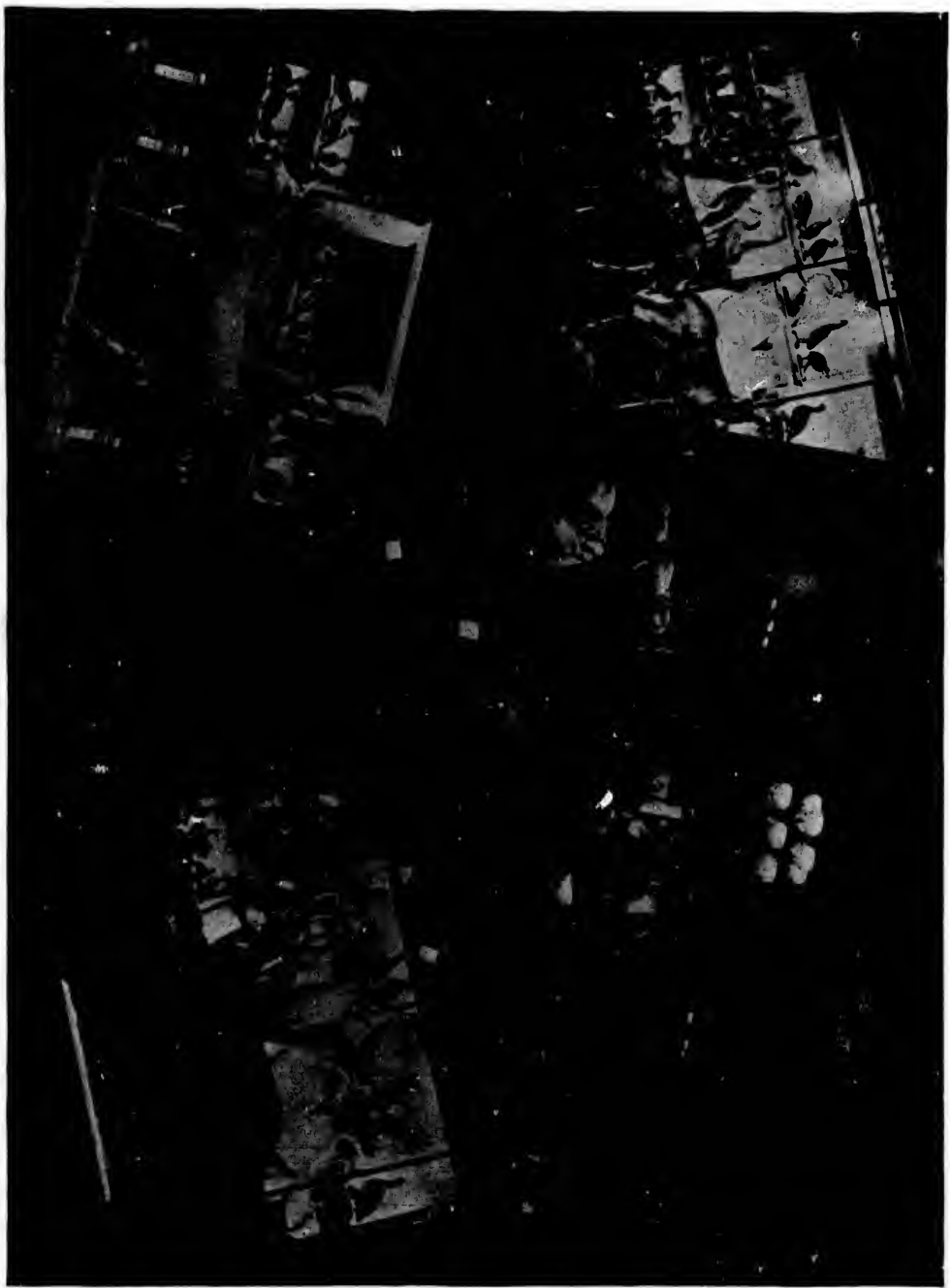
Statement of Vessels, British and Foreign, employed in the coasting trade of the Dominion of Canada, arrived

at or departed from this Port during the fiscal year ending June 30th, 1891:

	VESSELS ARRIVED.			VESSELS DEPARTED.		
	BRITISH.			BRITISH.		
	No. Vessels.	Tonnage.	Crew No.	No. Vessels.	Tonnage.	Crew No.
STEAMERS:						
Screw	1667	494,391	10,773	1,059	499,245	10,333
Paddle	212	145,372	4,999	213	235,991	4,166
Stern Wheel	70	47,101	1,380	69	45,837	1,360
Total Steamers	1,949	686,864	16,252	1,341	681,173	15,862

VIEWS IN THE PROVINCIAL MUSEUM, VICTORIA.

[Photo by Montford.]



VESSELS ARRIVED, BRITISH.			VESSELS DEPARTED, BRITISH.			
SAILING VESSELS:	No. of Vessels.	Tonnage.	Crew No.	No. of Vessels.	Tonnage.	Crew No.
Ships	2	3545	35	2	1424	30
Schooners	15	979	152	10	1036	185
Sloops	17	289	91	23	207	129
Barques .....	..	..	..	1	915	18
Tot. Sail'g Vessels.	34	4813	278	36	3672	353
Grand Total	1383	691647	16530	1377	684845	16155

RECAPITULATION.			
	Number.	Tonnage.	Crew.
Arrived, British	1383	691647	16530
Departed, British	1377	684845	16155
Grand total, arrived and departed ..	2760	1376492	32685

Annual Return, shewing the description, number and tonnage of vessels built and registered at this Port during the fiscal year ending 30th June, 1891:

CLASS OF VESSEL.	BUILT.		REGISTERED.	
	No.	Tonnage.	No.	Tonnage.
STEAMERS:				
Screw	6	249.43	4	626.70
Stern Wheel	1	130.00	..	..
Total Steamers	7	379.43	4	626.70
SAILING VESSELS:				
Schooners	4	180.69	9	599.56
Total Sailing Vessels	4	180.69	9	599.56
Grand Total	11	557.12	13	1226.26

Statement of Vessels, British, Canadian and Foreign, entered outwards (for sea) at this Port during the year ending 30th June, 1891:

COUNTRIES TO WHICH CLEARED.	WITH CARGOES.					Crew No.
	No. of Vessels.	Tons Register.	Tons Weight.	Tons Meas't.	Tons Freight.	
BRITISH:						
United Kingdom	3	2195	3000	12	50	50
United States	9	7317	4884	936	256	306
Total	12	9512	4884	948	306	306
CANADIAN:						
United States	5	625	114	..	..	57
Total	5	625	114	..	..	57
FOREIGN:						
United Kingdom	1	1475	2144	..	..	20
United States	379	359917	7551	570	19344	20
Total	380	364692	9695	570	19364	20
IN BALLAST.						
BRITISH:						
United States	6	5691	..	..	..	360
China	1	2479	..	..	..	160
To Sea Fisheries	4	273	..	..	..	21
Total	11	8344	..	..	..	341
CANADIAN:						
United States	40	6498	..	..	..	421
To Sea Fisheries	53	3681	..	..	..	884
Total	93	10179	..	..	..	1305
FOREIGN:						
United States	514	443775	..	..	..	26181
Sandwich Islands	1	580	..	..	..	12
Japan	1	50	..	..	..	9
To Sea Fisheries	1	46	..	..	..	17
Total	517	444451	..	..	..	26219

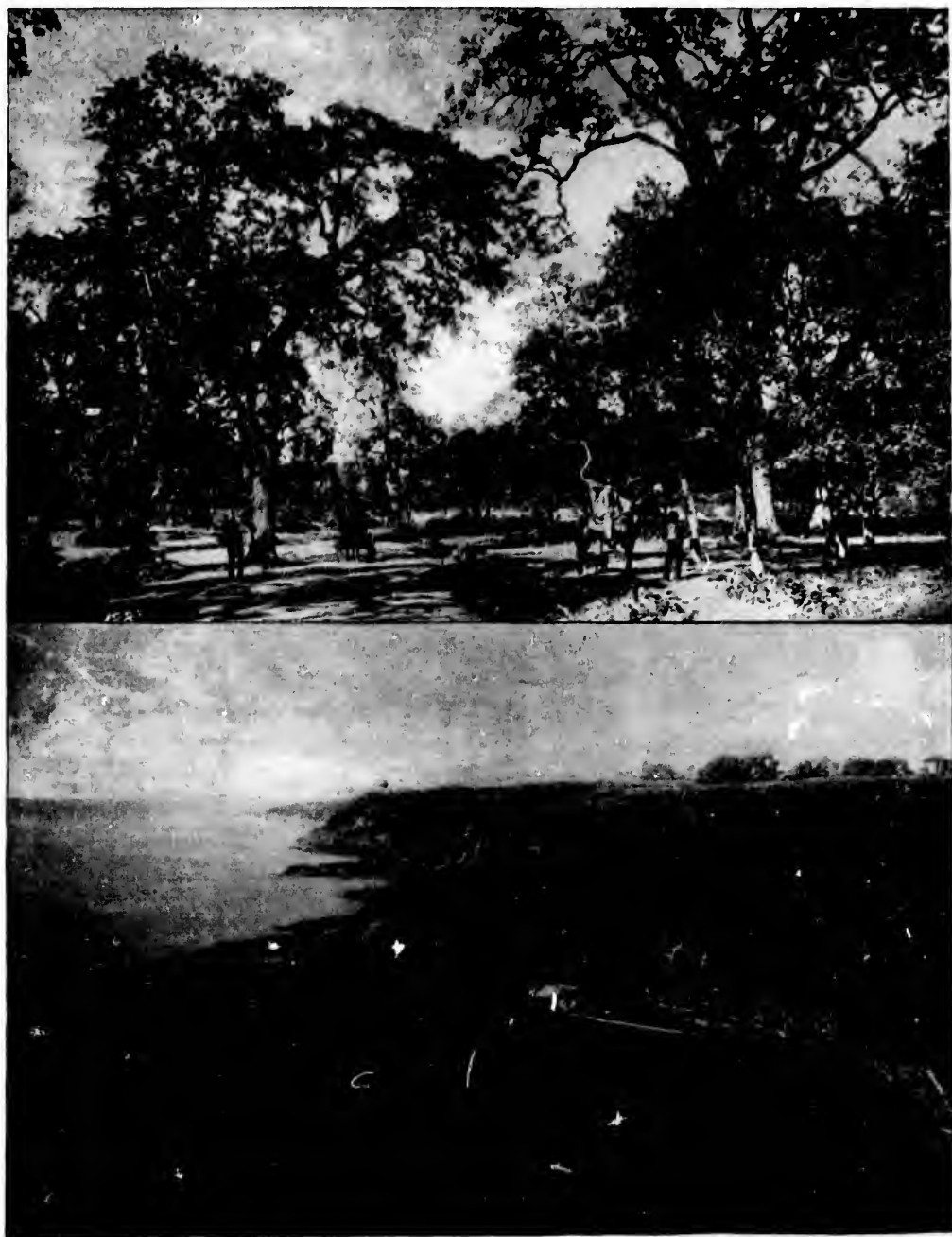
COUNTRIES TO WHICH CLEARED.	RECAPITULATION, WITH CARGO.			QUANTITY OF FREIGHT.			Crew No.
	No. of Vessels.	Tons Register.	Tons Weight.	Tons Meas't.	Tons Freight.		
British	12	9512	4884	948	306	306	306
Canadian	5	625	114	..	..	..	57
Foreign	380	364412	9695	570	19364	19364	20
Total	397	371549	14693	1518	19727	19727	20
IN BALLAST.							
British	11	8344	..	..	..	..	341
Canadian	93	10179	..	..	..	..	1305
Foreign	517	444451	..	..	..	..	26219
Total	621	443274	..	..	..	..	27865
Grand Total	1018	814823	14693	1518	47592	47592	20

Statement of Vessels, British, Canadian and Foreign, entered inwards (from sea) at this Port during the year ending 30th June, 1891:

WHENCE ARRIVED.	WITH CARGOES.					Crew No.
	No. of Vessels.	Tons Register.	Tons Freight.	Tons Meas't.	Tons Freight.	
BRITISH:						
United King'm	9	7320	7521	2224	171	..
United States	2	2261	317	12	52	1
China	3	4698	832	174	157	..
Total	14	14591	8669	2410	380	1
CANADIAN:						
United States	2	198	55	..	24	35
Cochin China	1	948	1220	131	24	..
From S. Fisher's	39	2720	130	..	552	..
Total	42	3866	1495	131	600	35
FOREIGN:						
United King'm	1	580	980	..	14	..
United States	685	594458	26163	..	34972	228
China	2	7354	42	..	230	1
Chili	1	915	85	..	15	..
From S. Fisher's	6	335	20	..	65	..
Total	695	573722	27207	..	35296	229
Grand Total	751	592179	37302	2541	36276	295
IN BALLAST.						
BRITISH:						
United States	14	14591	8669	2410	380	1
Canadian	42	3866	1495	131	600	35
Foreign	695	573722	27207	..	35296	229
Total	751	592179	37302	2541	36276	295
Grand Total	1016	816442	37302	2541	47538	295

Statement exhibiting the number of vessels, with their tonnage and crews, which arrived at and departed from this Port (seaward) during the fiscal year ending 30th June, 1891, distinguishing the countries to which they belong, not including vessels trading between Ports within the Dominion.

UNDER WHAT FLAG.	ARRIVED.			DEPARTED.		
	No.	Tons.	Crew No.	No.	Tons.	Crew No.
British	92	25292	1358	121	28660	2009
United States	920	789475	46133	894	781959	45532
German	2	160	18	1	50	9
Danish	1	580	14	1	580	12
Chilian	1	995	15	1	1274	30



(1) OAK TREES AT BEACON HILL PARK.

(2) SHORE LINE OF BEACON HILL PARK.

RECAPITULATION.							
		ARRIVED.			DEPARTED.		
Under what Flag.	No.	Tons.	Crew No.	No.	Tons.	Crew No.	
British Steamers.....	41	15551	657	53	19572	1044	
British Sailing Vessels.	51	9741	701	68	9388	965	
Total British.....	92	25292	1358	121	28960	2009	
Foreign Steamers.....	930	786095	49004	885	781462	45492	
Foreign Sailing Vessels	24	4245	176	12	2201	91	
Total foreign.....	954	791150	49180	897	783663	45583	
Total British & Foreign.	1010	810442	47538	1018	814823	47592	

TELEGRAPHIC SERVICE.

At present the Canadian Pacific is the only service with the Mainland, but it is expected that next year the Western Union will undoubtedly run their wires into Victoria.

BUILDING.

In this respect, Victoria is increasing with great rapidity. Last year, the expenditure on new buildings alone, was a million and a half of dollars; and this season the value of the buildings erected will be far in excess



THE NEW VICTORIA PUBLIC MARKET.

[Jno. Towner, Architect.]

of last year. Some of the public, as also, the private buildings of Victoria, are imposing and worthy of the city. Among those may be mentioned the Provincial Government Offices, Parliament Buildings and Public Museum, the Provincial Jail and Reformatory, the Law Courts, City Hall, Jubilee Hospital, St. Joseph's Hospital, St. Anne's Convent, and many others. The number of churches has within the last year or so been increased by the erection of several, whose superiors in tasteful architecture cannot be found on the Coast. Prominent among these are St. Andrew's R. C. Cathedral, the Pandora Street Methodist and St. Andrew's Presbyterian Church. The city schools, too, are substantial and well arranged buildings, in which every detail of a liberal education is carefully looked after.

MANUFACTURING.

Many conditions have combined to make Victoria the manufacturing center of British Columbia. In addition to her enormous financial prestige, her admirable situation and shipping facilities, outside of her large and constantly

increasing home demand, she stands in a central position to reach the world's markets as cheaply as any city of the Northwest. The policy of the City Council has been, and is, to encourage in every way possible with liberal aid the upbuilding of the manufacturing industries which are always the mainstay of a city's population, and hence this industry is growing yearly in extent and importance. At the head of the list stand the Albion Iron Works, which are capable of casting a stove or building a steamship, and possessing facilities superior to even the Union Works San Francisco. Following these are the Victoria Roller Flour and Rice Mills, Brackman & Ker's large mills, just built, British Columbia & Victoria Soap Works, Star, Union, Clyde, Foot & McDougal, Robinson, Jones, and McIntosh shipbuilding yards, several large furniture manufactories, six breweries, two soda water manufactories, coffee and spice mills, a piano factory, carriage, boot and shoe and powder manufactories, brush works, stair building works, saw and planing mills, and sash and door factories in great numbers, Vancouver Iron Works,

harness and trunk factory combined with a tannery, marble and granite works, shirt and clothing manufactories, pottery and terra cotta works, brick yards, large bakeries, a large lithographing house, printing establishments, in addition to box, tin can, wire works and match manufactories and a host of others too numerous to mention. Many of these industries will receive full description later in these pages so that it is now only necessary to touch upon them. This list will serve to illustrate that the manufacturing importance of Victoria is greater to-day than that of any city of the Northwest; and these industries have sprung into existence from a purely commercial standpoint—because they would pay and thrive from the then existing demand. And, notwithstanding the lavish outlays in this direction, the field is constantly increasing; the markets of South America, Australia, Japan, China, India and Siberian Russia are open to the manufactured products of Victoria, which is nearer to them all (except to those of South America) than any city on the Pacific Coast; and in return this city can receive and does receive and manufacture

C. E. BENOFT,
G. H. BURNS.

DUNSMUIR CASTLE.

DR. F. J. JONES,
ROBT. WARTH.

[Photo by Raymond.]

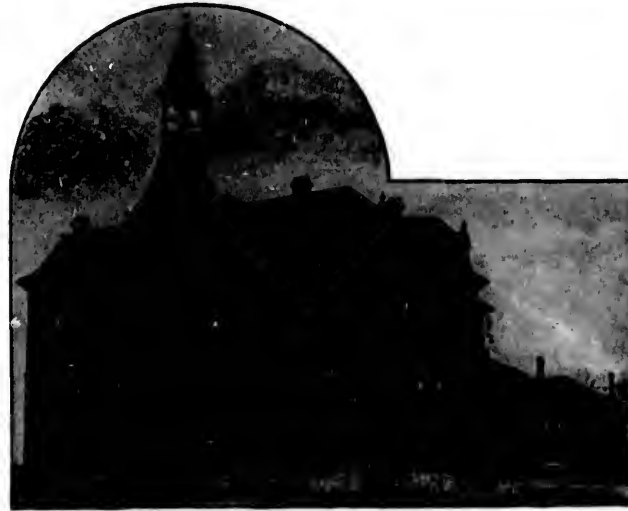


their raw products for distribution in an opposite direction. It is here also of interest to note that importers from the Orient, on account of the existing conditions as above, find Victoria the most feasible headquarters at which to contract for importations to British Columbia and to the United States, the latter trade for them being even the larger of the two.

OTHER RESOURCES.

Foreign trade and manufacturing, however, can be no index of the large amount of business transacted between Victoria's wholesalers and the interior towns of the Island and Mainland, all of which draw their supplies from the Capital. The mining districts must import their provisions and machinery; the salmon canneries of the Fraser and the Northern Rivers must be kept in tin and other materials of the industry; the sealing fleet must be fitted out annually and vessels built here, and to meet these demands requires a liberal use of capital, which is returned, with interest, in the products of the mines and the canneries, and the catch of the sealing schooners brought home in the Fall. Victoria is the headquarters of the salmon industry, and from here the output of the Province is shipped annually to the markets of the old world, a fleet of sailing vessels being utilized in this trade alone. Victoria merchants are largely interested

in the development of the gold and silver mines of the interior, the coal and quicksilver claims on the Island and the important timber resources in all sections of the Province, contiguous to water. The operations in each direction indicated naturally tend to advance Victoria. The fifty schooners comprising the sealing fleet being owned, and annually fitted out here, also play an important part in the business of the city. Farming in the district surrounding Victoria is advancing steadily, and in all branches of agriculture, including hop raising, fruit growing, sheep culture and dairying, a large and unsatisfied market invites the attention of practical men. The demand is still far in excess of the supply. Deep sea fisheries may also be counted among the industries which offer rich inducements to capital and labor here. These matters are more particularly referred to in the chapter following, relating to the country tributary to Victoria.



CENTRAL AND HIGH SCHOOLS.

POST OFFICE.

A pretty clear index of a city's growth in commercial importance may generally be gathered from its post office returns; we give therefore the gross yearly income of the Victoria post office from 1880 to 1890:

Year.	Amount	Year	Amount
1880	\$ 8,991 33	1886	22,352 56
1881	9,528 10	1887	23,756 94
1882	10,995 44	1888	25,319 36
1883	13,250 03	1889	28,049 59
1884	16,790 14	1890	30,999 98
1885	20,727 66		

LAW COURTS.

The Law Courts are also situated at Victoria, and are conducted in a similar manner to those of England. They consist of Police, County and Assize Courts, held also at stated intervals in other cities; Superior Courts and a Court of Appeal in Chancery. Sir Matthew Baillie Begbie, who is Chief Justice, is assisted by three Superior Court Judges.

CITY GOVERNMENT.

The Mayor of Victoria is Mr. John Grant, M. P. P., while Wellington C. Dowler is Clerk of the Municipal Council. The city is at present divided into three wards, each being represented by three Aldermen. The city will next year be divided into five wards, to be represented by ten aldermen. Yates Street Ward is represented by Messrs. C. E. Renouf, F. G. Richards, jr., and W. D. McKillican; Johnson Street Ward is represented by Messrs. Joshua Holland, John Coughlan and John Robertson; and James Bay Ward is represented by Messrs. Joseph Hunter, H. A. Munn and A. G. Smith. In addition, other offices of the City Government are represented as follows: Chas. Kent, Treasurer; G. I. Milne, M. D., Health Officer; Peter Summerfield, Water Commissioner; W. W. Northcott, Superintendent of Public Works and City Assessor; P. J. Leech, City Engineer; J. P. Lynn, Street Commissioner; E. Mohun, C. E., Sanitary Engineer; B. Bailey, Sanitary Officer; and others. The rate of taxation is very light, being about one per cent on the assessed valuation. The city's indebtedness is very small, the assets in waterworks, municipal buildings and real estate alone being more than double the amount.

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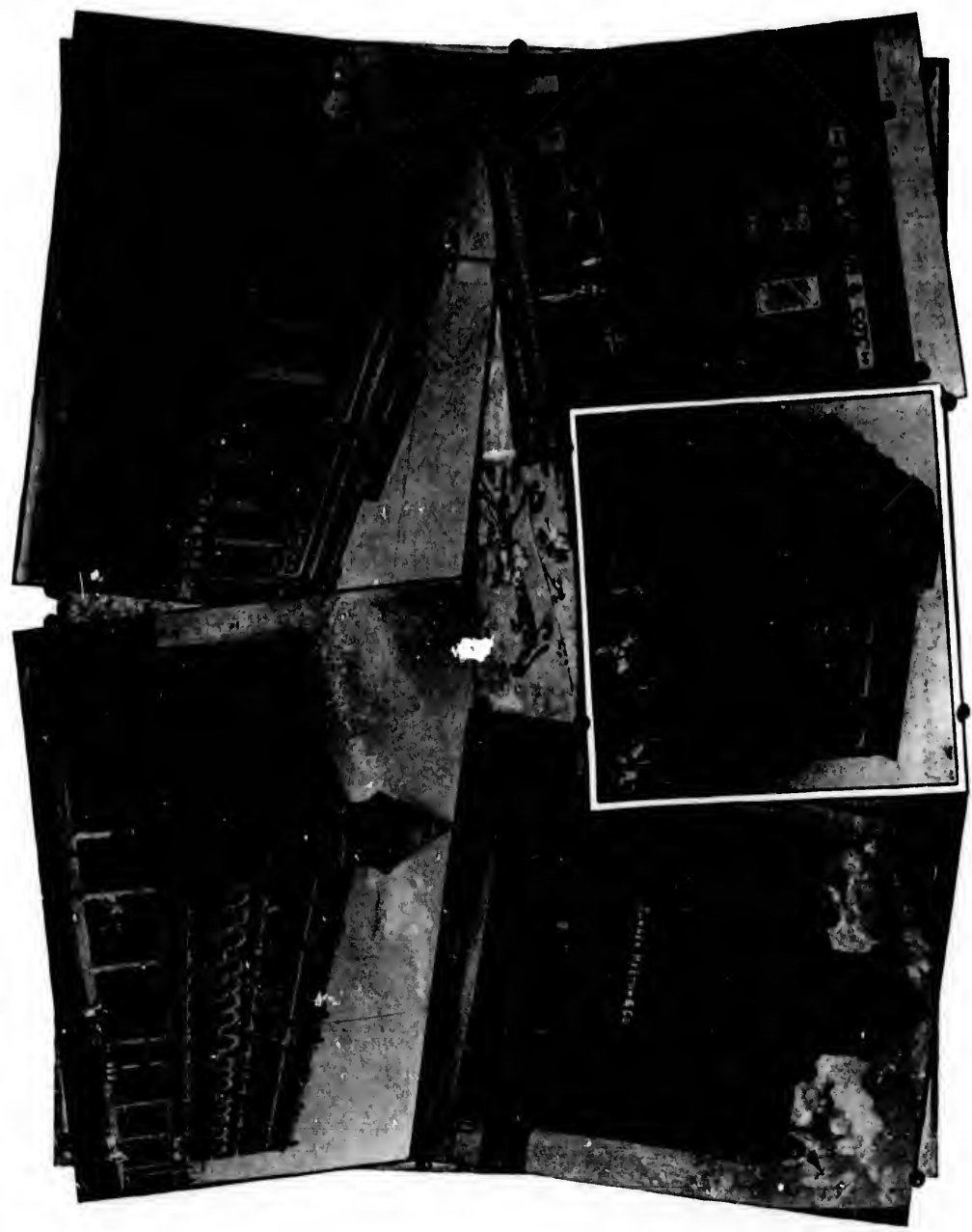
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BUSINESS BLOCKS

TURNER BLOCK

(Photo by Alford)



The electric lighting of the city is also in the hands of the corporation, the lights used being the arc and incandescent. The fire department of Victoria is a very efficient one, the total loss by fire last year being about \$10,000; in consequence insurance companies are well represented and the premiums on insurance are nowhere lighter on the Coast. The city's police is composed of 12 policemen, one sergeant and Chief Henry Sheppard, and notwithstanding the smallness of the force it may be said that it is more than ample to perform the duties required. The percentage of crime is remarkably low as compared with many of our Eastern cities.

PROVINCIAL GOVERNMENT.

Under the Canadian system the country is possessed of the Central (Dominion) Government, with headquarters at Ottawa, and administrations established at the capitals of each of the provinces. Each of these is responsible through a regular Parliamentary system to the people through their duly selected representatives. The Parliament and Government buildings of British Columbia are picturesquely situated in a beautiful Park at James Bay, Victoria. The head of the administration is Lieut.-Governor the Hon. Hugh Nelson, whose advisers consist of Hon. John Robson, Premier, Provincial Secretary, and

Minister of Mines and Education; Hon. J. Herbert Turner, Provincial Treasurer and Minister of Agriculture; Hon. Theodore Davie, Attorney-General; Hon. Forbes G. Vernon, Chief Commissioner of Lands and Works; and Hon. C. E. Pooley, President of the Council. The House of Assembly consists of 33 members, whose deliberations are presided over by their Speaker, Hon. D. W. Higgins. The sessions of the Provincial Parliament are held once a year, and during their continuance the debates are many of them characterized by considerable animation and ability, the *personnel* of the House reflecting credit on the constituencies which it represents. The Premier is the leader of the House, the movements of the Opposition being under the direction of Hon. Robert Beaven. Party lines can hardly be said to be drawn straightly Liberal or Conservative measures and men having alike mind to do

in determining the distinctions. The session ordinarily lasts from ten to twelve weeks and as a rule is held early in the year.

FEDERAL PARLIAMENT.

In the Parliament sitting at Ottawa Victoria is represented by Mr. Thomas Earle and Col. E. G. Prior, both of whom are large wholesale merchants and manufacturers of the Queen City. They are both Conservatives in politics.

BRITISH COLUMBIA BOARD OF TRADE.

This institution was incorporated October 28th, 1878, not for the purposes of trade, but solely those of encouragement to the industries of Victoria and the Province and for the discussion of all matters pertaining to their welfare. The Board of Trade has shown great activity in the past

two years; there are already over 150 members enrolled and this number is fast increasing. Its membership is composed of leading merchants, manufacturers, bankers, professional men and capitalists, and is becoming more powerful every year. It is almost unnecessary to say that such a collection of prominent men into a body can attain great results, and if not able to impress upon oppressive railroad, steamship and other corporations a necessity of the observance of proper trade inter-

ests are able to demonstrate, by a diversion of trade, the fact that such wrongs cannot long exist. There are, of course, other matters upon which the Board of Trade is ever active, viz., the development of fresh fields of enterprise, outlets for productions and the influencing of capital in various directions. The Board publishes a yearly report embodying many interesting statistical figures of the Province, some of which are embodied in this book. The officers for 1891-2 are Thomas B. Hall, President; A. C. Flumerfelt, Vice-President, and F. Elworthy, Secretary. There is also a council of twelve and an arbitration board of the same number.

SCHOOLS.

The educational department of British Columbia, as a whole, is under the supervision of Hon. John Robson,



PANDORA AVENUE METHODIST CHURCH.

ROBERT HEINIG,
W. C. CLAYTON.

W. M. DALRY.

MAJOR G. T. FERSON,
JACOB SEHLL.

[Photo by Margaret]

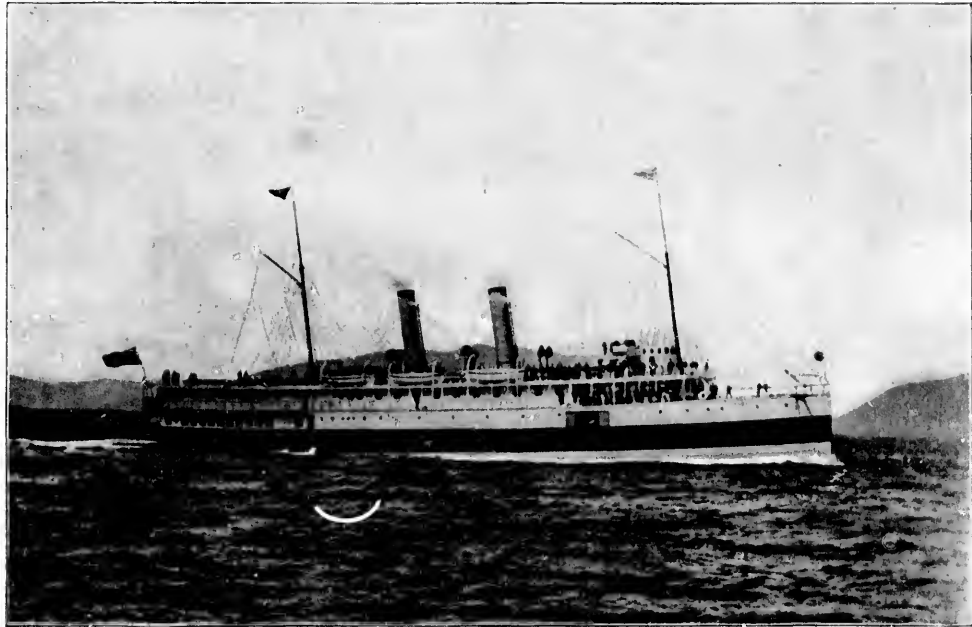


Minister of Education; S. E. Pope, Esq., L.L.D., Superintendent of Education, and D. Wilson, Esq., B. A., Inspector of Schools. It is, however, necessary to state that in the rural districts common schools are established and maintained by the Provincial Government and are free to all except the costs of books of learning. The schools are all in the hands of trained, competent and certified teachers, the value of their incumbencies being settled according to merit. In the larger cities of the Province the regulations are somewhat different regarding tuition; these cities are obliged to furnish all necessary cost of school building, expenses and cost of maintenance, and shall pay one half the teachers' salaries, the Government bearing the other half. This policy is a new one and

the highest graduates of English and Canadian colleges. The management of the city schools is vested in seven trustees, three of whom are appointed by the Government and four by the City Council. Salaries of the teachers are fixed by the Government. Summing up, it may be briefly said that the object is to give the children a thorough, pure and secular education, and the Lord's Prayer may be used in opening and closing, while no distinction of creeds shall be tolerated.

ANGELA COLLEGE.

It is doubtful if there is anywhere on the continent a Young Ladies' College which embodies a more thorough education with moral, refined atmosphere and surroundings than that which bears the name as above, and its success



THE STEAMER "ISLANDER" OF THE CANADIAN PACIFIC NAVIGATION CO.

highly laudable from the fact that the rural districts, which are increasing rapidly, are less able to bear such expense than are the population of the various cities. Victoria proper is splendidly provided with schools of the different grades. The Central and High schools, three in number, are located on a fine campus of ten acres of beautiful grounds; the buildings are separate, and are furnished with every device for ventilation, light and health. They comprise a High school for the advanced classes of boys and girls and two graded schools of eight divisions each, one for boys and the other for girls. There is also a graded school in Victoria West and four Ward schools distributed around the city. The number of scholars at present is nearly 2,500 and the teachers include some of

is due to the efforts of its founder and proprietress, Miss C. E. Dupont. The college is virtually under the auspices of the Church of England, whose clergy visit the college three times a week to give instruction on church history and church doctrine; but it is not a church school in the ordinary sense—the departments of instruction and management are exclusively vested in Miss Dupont. The college is situated in the finest part of the city and is a beautiful structure, surrounded by lovely gardens and grounds. There are about fifty pupils ranging upward from the age of six years, some of whom make their home at the college, others attending during the day. There are four terms yearly and the course of instruction is divided into two grades of elementary, two of junior, two of inter-

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MT. ARROWSMITH. FROM SOMASS RIVER, ALBERNI.
CADHORO BAY - NEAR VICTORIA - MOUNT BAKER IN THE DISTANCE.

mediate, and one of senior, while the course of study embraces all that is requisite for a thorough English education, including French, German, Italian, Music (vocal and instrumental) and Drawing. The college is now completing the twelfth year of its existence.

CORRIG COLLEGE.

Fronting on Beacon Hill Park with the Straits of Juan de Fuca and the snow-clad Olympics on the right, and backed by the lovely panorama of the harbor fringed with the clustering and wooded heights beyond, is "Corrig," the oldest private select boarding college in the Province. Its past history, dating back as it does to the sixties, is one of which Victorians are justly proud, but since the advent of Principal Church and the selection of the present

75 pupils, having cloak room, lavatory and necessary offices attached. Principal Church, to whose courage, energy and educational ability Corrig College owes so much, belongs to an ancient and honored English family, so many members of which have since the time of James II. honorably distinguished themselves as statesmen, soldiers and ecclesiastics. He was educated partly at King's College, London, was then a student in Philosophy at the University of Edinburgh, passed with 1st class in the Theological examination of the University of Cambridge, and became in turn Gabbett Prizeman in Mental and Moral Philosophy, Thorpe Scholar and Bachelor and Master of Arts of the University of Durham, England. In 1885 he was appointed Head Master of the Middlesbrough Grammar School, in which important position he soon



VICTORIA CLUB.

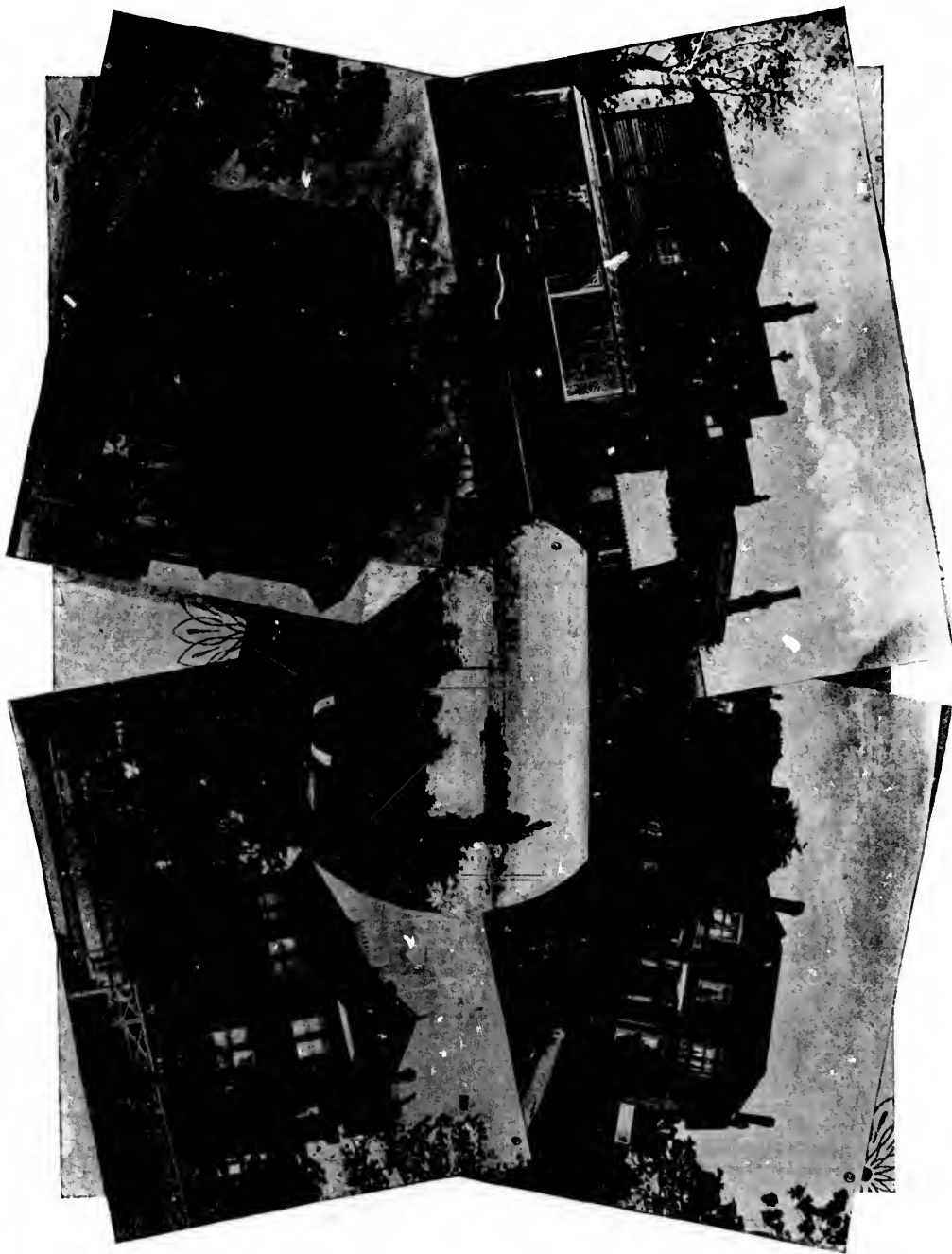
lovely location it seems destined to become for both British Columbians and Americans the most popular school north of San Francisco. The new college buildings were opened by His Honor, the Lieut.-Governor of British Columbia, attended by the Premier, the Speaker of the Legislative Assembly and a most distinguished company, on May 31st last. The residential portion of the college (which alone is shown in our illustrations) has accommodation for 25 boarders, and faces on the park for a distance of over 60 feet; the basement of brick is fitted up as a playroom and above this there are a series of 20 rooms, including sitting and dining rooms, studies, bath rooms, bed rooms, etc. Behind, with a frontage of over 80 feet on Niagara street, comes a dwarf tower connecting with the class rooms. These are built with special regard to light, ventilation and the students' comfort and will accommodate

became one of the leading educationalists of the North of England. The course of instruction at Corrig, while thorough, is naturally founded on the English College motto that "Manners maketh man." The departments of English, Modern Languages, Science and Art are under the control of the Principal; while those of Mathematics and Classics are in charge of Professor H. Goward, M.A., L. L. B., (Honoursman of the University of London, England). The third resident Master, Cuthbert Cartwright, Esq., of St. John's College, is in charge of the junior department, and the athletics and games. Owing to its high and healthy situation and the mild and gentle winter of Victoria, the college is becoming a favorite one for lads of weak constitution, who need special care. As regards physical exercise and the opportunity for the formation of pure and healthy habits Corrig certainly stands unrivalled,

(1) HON. J. H. TURNER.
(4) WM. MUNSIE.

(3) VIEW FROM HON. J. H. TURNER'S RESIDENCE,
overlooking the harbor.

(2) WM. C. WARR.
(5) HON. D. W. HUGHES. [Photo by Meynard.]



situated as it is outside the unhealthy and (to a youth) morally dangerous atmosphere of a town, fronting on splendid recreation grounds of 200 acres, suited for football, lacrosse, cricket and every form of manly and ennobling sport, and with boating, hunting and fishing facilities close at hand.

PUBLIC BUILDINGS.

Among the recently erected public buildings is the City Hall, which cost, including site, about \$100,000. It contains the general municipal offices and chamber, police barracks and public library; the latter is well worthy of mention; besides containing a well selected assortment of some 6,000 books, to which additions are constantly being made, it has a membership of about 2,000; the reading rooms are commodious and well lighted, and current literature is provided in every shape. A fine public market, of which a cut will be seen in these pages, is another late valuable addition to the city; the building will be used as a central market for the city and is a very handsome structure, being lighted by a dome in the middle and having an inside promenade gallery extending around the inside of the building.

HOSPITALS.

Benevolence and charity are both exemplified in the hospitals of Victoria, of which there are three, whose functions, while practically the same, extend each to its own noble fields.

The Provincial Royal Jubilee Hospital is the finest of British Columbia; it is one of the gifts from the citizens of Victoria in honor of Her Majesty's Jubilee year, and dates in conception from 1887. The hospital was formally opened on May 22nd, 1890, by H. R. H. the Duke of Connaught. The hospital is a grand structure, having cost in the neighborhood of \$55,000, exclusive of the extensive and well laid out grounds adjoining the Cadboro Bay Road. There is a large corps of surgeons, physicians and attendants, and the interior fittings and furnishings are such as to insure the greatest possible comfort to patients. The hospital is subsidised by the Provincial Government, and is in charge of a board of directors elected by subscribers and the Government.

St. Joseph's Hospital, which occupies handsome grounds opposite St. Ann's Convent, was built some fifteen years

ago by the Sisters of St. Ann, is a splendid institution, and although the order is of the Roman Catholic, the hospital makes no distinction of denomination, and besides accommodates as many poor people as it is capable of supporting.

The Marine Hospital, which is situated on the extreme point of the peninsula opposite the city and adjoining the reservation, has been in existence a great many years, having until 1873 occupied a wooden structure where the brick now stands. This hospital is exclusively for the merchant marine, and is owned by the Dominion Government; it is supported by collection of proportionate tonnage on all vessels entering port, and these vessels have the privilege of quartering their sick at the hospital, free of charge. The collections on tonnage was formerly confined to deep sea vessels, but the sealing schooners now avail themselves of the beneficent privileges as well, and contribute their share toward the support of the institution. The accommodations are very commodious, and at all times far in excess of the demand. Dr. Davie is the surgeon, while Mr. G. W. Unwin is the steward in charge.

The Naval Marine Hospital, which is used exclusively for the Royal Navy, is situated at Esquimalt.

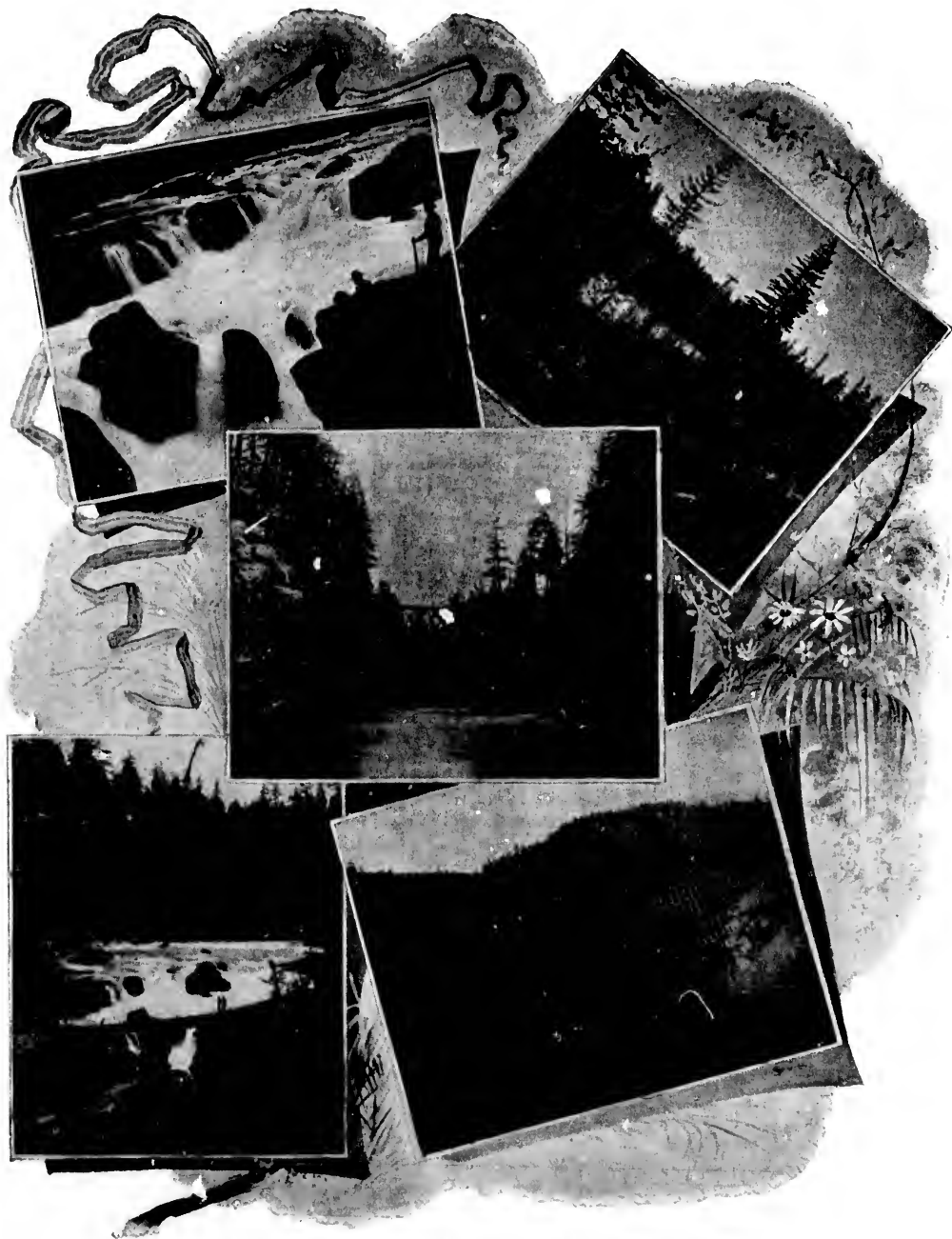
ST. ANN'S CONVENT.

This convent, which is the most renowned of any in the great Northwest, was founded

by the Sisters of St. Ann, a Roman Catholic Order, similar to "Les Dames du Sacre Coeur," and like the latter, being a totally independent order, owning their property, making their own rules and having their own Lady Superior. The order was first founded in Canada, near Montreal, but now extends to British Columbia and to many parts of the United States. The grand purposes in view are: 1st, Teaching; 2nd, Taking charge of orphans; 3rd, Visiting the sick; 4th, Taking charge of the poor; and 5th, Hospital work. In their educational department they take pupils without regard to sect. The history of the institution is exceedingly interesting. The advent of the Sisters in Victoria was in the year 1858, and their first building was a little log cabin, which can still be seen on South Park street; they subsequently located at various convenient spots of the town and finally put up a building on View street, and rented the adjoining building; these are now run separately, having a kindergarten of about 50 pupils and a day school



PROPOSED CANADA WESTERN HOTEL.



VIEWS ON THE LINE OF THE ESQUIMALT AND NANAIMO RAILWAY.

of about the same number. The Convent of St. Ann occupies nearly a block of ground, and has extensive gardens; the structure is a beautiful one, and was commenced by the erection of one of the present wings, in 1871, the body and main wing being completed ten years later. All the appurtenances are commodious, the rooms of the boarders, the school rooms and the music hall being especially light and airy. There is a branch at Cowichan, where the orphans are sent.

PROVINCIAL MUSEUM.

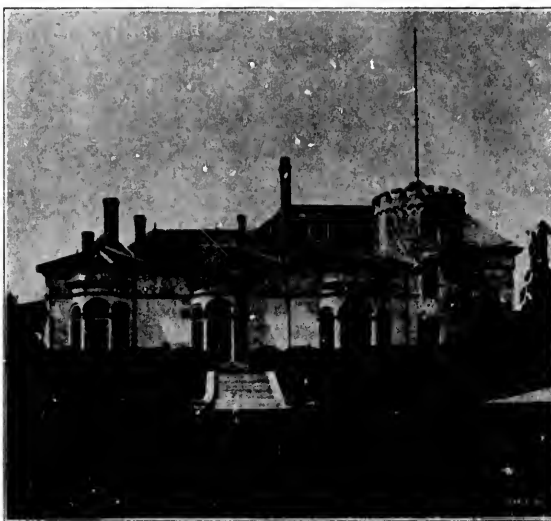
Visitors to Victoria are generally very pleasantly surprised by one of the prettiest little museums on the American continent; it is thoroughly unique and did our visitors but know its history they would be amazed rather than surprised. The Provincial Museum was founded by the Provincial Government four years ago for the purpose of making a thorough collection of the wild animals, birds and insects native to the Province of British Columbia, as also a collection of minerals, shells and other objects of interest. They were very fortunate in the acquisition of Mr. John Fannin, who had for nearly thirty years previously collected and made a study of the habits of animals and birds. The museum was started in a small room with the limited collection then owned by Mr. Fannin, and the principal part of the work has been done in the last two years with the assistance of the gentleman in

charge. The museum has continually called for enlargement until, even now, although occupying fine quarters in one of the Parliament buildings, further extensions will soon be required. Mr. Fannin makes bi-yearly excursions to the favorite game haunts in search of new specimens, and he and his friends have contributed a vast number of the animals and birds adorning the museum. There are to-day mineral exhibits from every mining camp in the Province, some 320 different species of birds, about 400 shells of various kinds and a great collection of insects. The deer, elk, moose, sheep, goat and bear families are fully represented, and there are many other trophies such as the musk ox, the lynx, the wolf and the cunning wolverine. Mr. Fannin has personally done or superintended the taxidermy of every animal and bird and his labors have met with such great success that his name is known among naturalists and sportsmen all over North America.

THE EXHIBITION.

The British Columbia Agricultural Association was organized fifteen years ago, having in view the advancement of the agricultural, mining, manufacturing and fishing interests of the Province. Until the past two years an exhibition has been held alternately on the Mainland and the Island, but on account of the increase in population and the advancement of the interests of the Province it was found necessary to hold annual exhibitions here. It has until this year been held in buildings adjoining Beacon Hill Park, but this year it was decided to erect the present handsome structure at the driving park. A by-law was put before the tax payers and the sum of \$25,000 granted towards the construction which amounted to \$45,000, a great part of the balance being furnished from the Association's funds and from private subscription.

The building is one of the handsomest pieces of architecture on the Pacific Coast and was commenced and finished in sixty-five days. The display consists in part of all kinds of stock and poultry, which are confined in buildings attached to the main building, in which latter are exhibited, on the main floor, agricultural products of every kind and the displays of leading manufacturers and merchants. Above the main floor are two broad galleries, running around the interior of the building; on the first gallery are exhibited horticultural dis-



LAKEY CASTLE, LIEUT. GOVERNOR'S RESIDENCE.

plays and ladies' fancy work, while the second gallery is used for the art department. The duration of the exhibit is one week; prizes are awarded in every branch, music is discoursed by Professor Pfordner's orchestra, races and sports of all kinds consume the day while the display of fireworks in the evenings is worthy of especial note. It may be said, by the way, that the race track is the best half-mile track on the Coast. The exposition this year was largely attended and a pronounced financial success. The officers for the past year were: D. R. Ker, President; W. H. Ladner, First Vice President; S. Sandover, Second Vice President; G. A. McTavish, Treasurer; C. E. Renouf, Secretary, and W. H. Bainbridge, Assistant Secretary. The officers for the ensuing year are: W. H. Ellis, President; E. Hutcheson, First Vice President; J. P. McIlmoyl, Second Vice President; W. H. Bainbridge, Secretary, and G. A. McTavish, Treas.

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VIEWS AT OAK HAV BEACH



EARLY HISTORY OF BRITISH COLUMBIA.

THE Straits of Juan de Fuca were given their name by Captain Mears, in the service of the English Government, nearly two centuries after their discovery in 1500 by Juan de Fuca, who was sent by the Viceroy of Mexico with an expedition under the Spanish Government to search for the open north-west passage then supposed to exist, and fortify it against the English. Just two centuries later (in 1793)

about mainly by the loss of prestige of the Spaniards, British supremacy being felt through the friendly relations existing between them and the Indians, who were very powerful at this time.

It was only two years after the advent of Vancouver that Sir Alexander Mackenzie, then a young man, left Montreal with a canoe, and compassed the distance to the Pacific; this trip, which clearly demonstrated the non-existence of a north-west passage by water, as a short route to India, caused the abandonment of explorations in



WILSON-DALBY BLOCK.

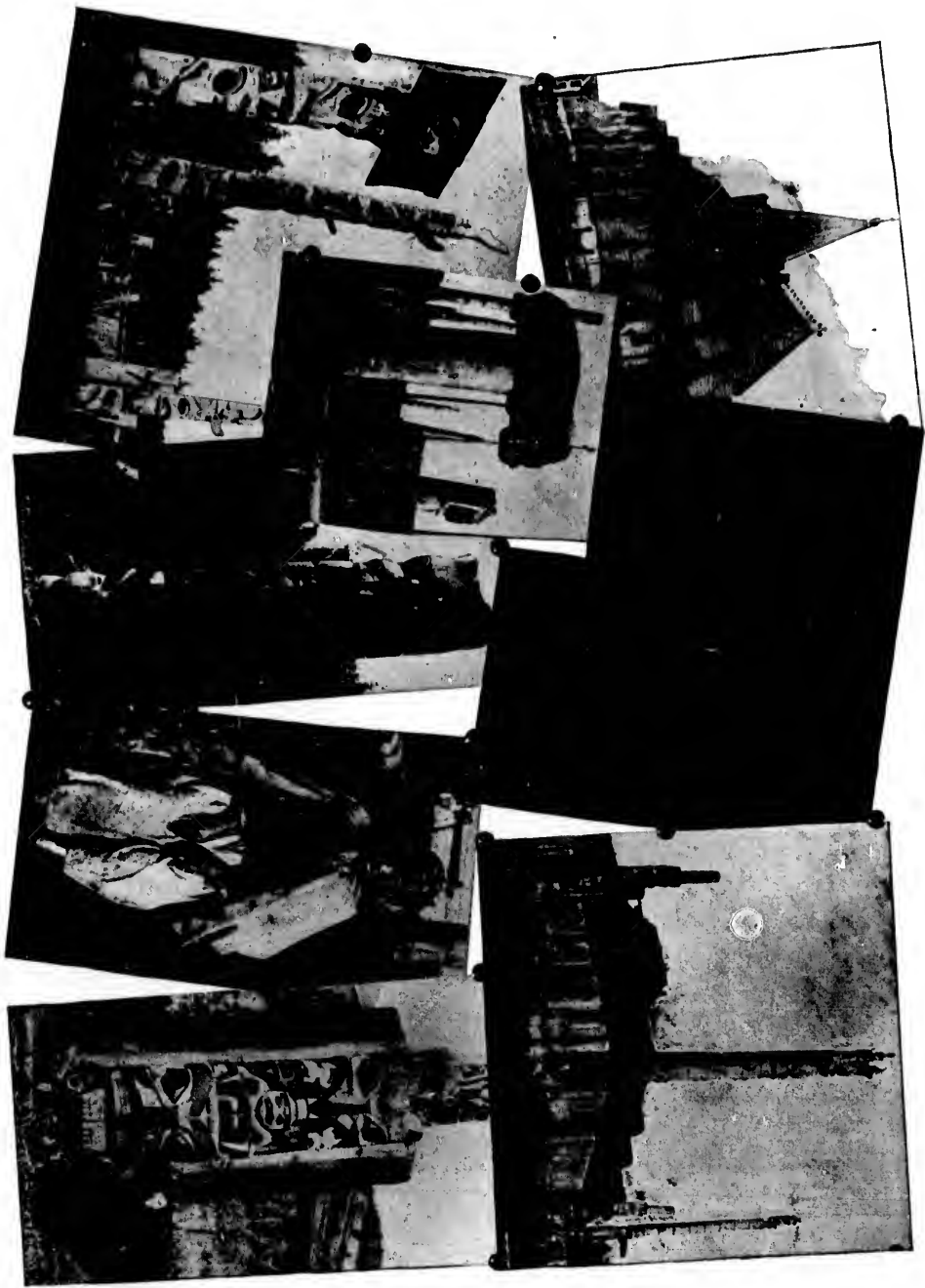
Spain sent another expedition on the same errand under Quadra, while England sent an expedition under Vancouver.

Both fleets sailed up the straits in their vain quest for the passage. Vancouver Island was first called Quadra Island, but then changed its name on a friendly compromise to that of Quadra-Vancouver, and subsequently to Vancouver, who furnished the first maps and surveys ever made of the Straits of Juan de Fuca, the Straits of Georgia and Puget Sound. This change of name was brought

this direction with that purpose in view; but in the early forties of the present century, it opened the agitation of a short route to India and the Orient, by land and water both.

The settlement of this vast territory was unattended by bloodshed. The dispute of boundary line with the United States, which at one time bade fair to create trouble was settled by arbitration, and in 1849 Vancouver Island was constituted a Crown Colony, while the Mainland followed in 1858; eight years later the two colonies were

INDIAN CHURCH, INDIAN WOMAN, TOTEM POLES, NORTH WEST COAST BRITISH COLUMBIA.



united under the name of British Columbia, and entered into Confederation with the Dominion in 1871. Since then the development of the Province has been phenomenal; its transcontinental line has given it a great impetus, and the past few years have witnessed remarkable changes. In the early part of the present century, the Hudson's Bay Company established a post here, and in 1847 made Fort Victoria, named in honor of Queen Victoria, the headquarters for its vast trade.

THE ISLAND RAILWAY.

A by no means small indeed, a very important factor in the prosperity of the City of Victoria and of the Island of Vancouver, is the Esquimalt and Nanaimo Railway. It connects the commercial capital of the Province with the immense coal regions of what is known as the Nanaimo Basin. For many years its construction was recommended and strenuously advocated as advisable in the interests of commerce and settlement; but it was only when it became essential as a matter of public policy, that actual work upon it was undertaken. Its building was a part of the celebrated Carnarvon terms of compensation for the delay in completing the main line of the Canadian Pacific Railway. Upon more than one occasion it had previously been endeavored to make it a part of the trans-continental system; but the Parliament at Ottawa were not content to treat it as such. However, under the Settlement

Bill of 1882, its construction was assured, but it was only begun in the Fall of 1884, the late Hon. Robert Dunsmuir having, at the suggestion of the Marquis of Lorne, then Gov.-General, and other prominent persons, consented to assume the responsibility. Under the Settlement Bill, the Dominion Government were pledged to grant \$750,000 towards the work of building, and the Provincial Government the lands that are known as the Railway Reserve.

Under Mr. Dunsmuir's contract, the railway was to be running by June 10th, 1887; but with such energy was the undertaking prosecuted, that on the 10th August, 1886, the last rail was laid, and on the 13th of that month the last spike was driven by the late Right Hon. Sir John A. Macdonald, then and for many years Premier of the Dominion. It is understood that to build and equip the road, whose total length is 78 miles, cost over \$2,940,000. That the

work was so successfully carried on, was almost entirely owing to Mr. Dunsmuir's sagacity and perseverance, he with some difficulty having interested some of the wealthiest capitalists of California, who, in addition to the practically unlimited means at their disposal, were large consumers of coal. A matter worthy of note in this connection is that not a single share of railway stock was floated, and cash was paid down on the nail the moment it was required. As will be apparent to any one who travels over the road, its construction involved the removal of many engineering difficulties. There was a large quantity of very heavy rock work; exceptionally high bridges and trestles had to be constructed, and the amount of filling that had to be done was remarkably great. But, despite all this, according to competent judges, the Esquimalt and Nanaimo Railway is one of the best built roads on the continent.

The scenery all along the line is bold, grand and im-

pressive, broken at times by some of the most charming bits of landscape that could be imagined. The effects are panoramic so abrupt are some of the transitions, while other views for long stretches follow in their succession like one harmonious whole. The building of this line has given rapid and convenient connection between Victoria and a number of important points that from a business point of view were practically inaccessible. A number of flourishing business and agricultural centres have been opened up and given an outlet for the valuable products with which they



CHRIST CHURCH CATHEDRAL.

abound. Valuable building stone is plentiful all along the route; some of the timber is really magnificent, and the quantity of this material may be said to be almost inexhaustible. Rich silver-bearing quartz ledges have been prospected and will doubtless be developed in the early future. That there are valuable farming lands hereabouts is shown by the number of agricultural settlements which are brought to light in almost every break in the forest. There are extensive saw mills at Shawnigan, Chemainus, Cowichan, Nanaimo and other points, which have been rendered possible of successful operation by the means of transport which the railway has afforded.

The railway, moreover, in addition to being an important local enterprise, is regarded by many as being a leading link in a through transcontinental system. Already freight and passengers from the East by the C. P. R. find it practicable to cross over from Vancouver to Nanaimo by steamer, thence reaching Victoria by the E. & N. Railway.

Indeed, it is not those in this community who are regarded as being over-sanguine, that look forward to a time when the road will not only be extended to the north end of the Island, but will have its connections with the American system of transcontinental railways at Beecher Bay, and

have surrounded themselves with men of great practical administrative as well as professional ability, and much as the Island Railway has accomplished in the past, it is destined in the future to do more in the interests of island development, and inter-provincial, international trade.



THE JEWELL BLOCK, CORNER VATES AND DOUGLAS STREETS.

by way of Bute Inlet with a second all-Canadian route. The E. & N. Railway is generally recognized as an exceedingly well managed institution. At its head are the sons of the late Hon. Robt. Dunsmuir, its founder, who

The officers of the Island railway, of which some views appear elsewhere, are A. Dunsmuir, President; Joseph Hunter, General Superintendent; and H. K. Prior, General Freight and Passenger Agent.

TRIBUTARY RESOURCES.

AGRICULTURE, FISHERIES, LUMBER AND THE MINES.

NOTWITHSTANDING the great commercial and financial prestige, and the superb harbor and location enjoyed by Victoria, the brief review already given of other resources can convey but an indistinct idea of the magnitude and varied resources standing at her back; these we now propose to enter into more fully, and we will take them in the order named above:

AGRICULTURE.

Probably in no country in the world are the climate and other natural conditions more favorable to the successful prosecution of man's natural industry—that of farming—than those which present themselves in the Province of British Columbia. It is true that the settler does not find the country all cleared and ready to the hand of the ploughman, as in the prairie Provinces; but he has to hew his way through dense forests, studded with trees of the most gigantic magnitude. He has frequently to pick his way over repelling rocks to the feet of towering mountains, in whose bottom lands he discovers the soil and the shelter, which, combined with his own industry and enterprise, never fail to give him happiness and wealth. If he is only contented to labor and to wait, almost all things are his. Years ago it was supposed that the limits suited to the prosecution of farming were within very narrow compass. The country was described, by some who professed to know all about it, but were utterly ignorant of the subject,

as a sea of mountains that could only with the utmost difficulty be brought to contribute its quota towards the production of the ordinary fruits of the soil. The world knew little of this Pacific coast country, except as a land rich in minerals of all descriptions, but, in consequence of that, utterly unfit for the man of pastoral pursuits. With, however, the advent of population, and the necessity which arose for interior communication, the surveyors and

prospectors announced that there was wonderful agricultural and horticultural wealth to be developed, the soil being among the richest, and most practically inexhaustible that it was possible to find. The rich loam here, there and everywhere is deep, and capable of producing numerous successions of crops, without in any way deteriorating or giving out. Many of the lands are described as being well watered and well sheltered, and, at but moderate expense, can be reached and turned to the best advantage. To-day it may almost be said that British Columbia has cattle upon a thousand hills, reveling in green pastures, and creating wealth at almost every step they take. On the mainland, which is an important feeder to Vancouver Island, the far-famed bunch grass produces the best pasture known, and everything



"THE COLONIST" BUILDING

points to stock-raising as being specially adapted to the land and climate. In some parts the red top, blue joint and other grasses are the varieties most easily produced, and their nutritious qualities are evidenced by the condition of the live stock that finds its way to the market, or by the milk and butter that are produced. In the Province there cannot be less than 10,000 square miles of the

N. SHAKESPEARE,
A. J. WELLS.



N. E. SMOULDS.

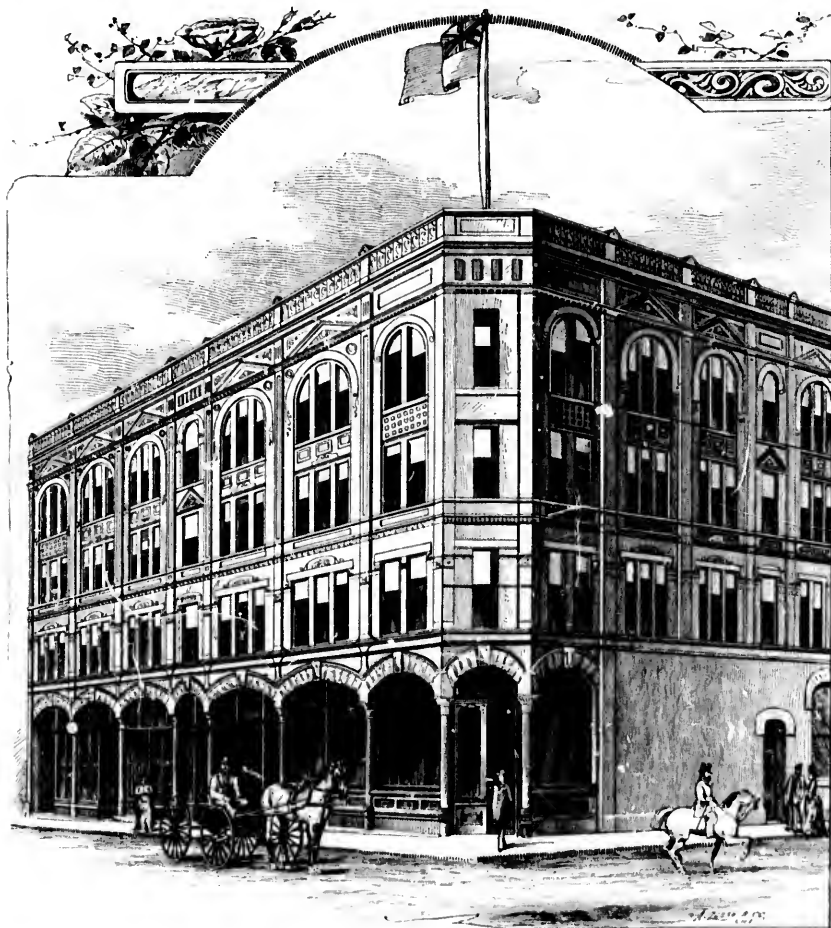


JOSIEVA DAVIES,
L. BARR.

best land available, so that for the production of cereals, roots and meats, almost unequalled natural facilities are afforded.

The agricultural resources of the Island of Vancouver it is hard to estimate, but the Saanich, Cowichan, Comox and Alberni districts have amply demonstrated their abundant fertility, while elsewhere the explorers say that

purposes, honored with substantial acknowledgment at the Paris Exposition. However promising the prospect, the fact cannot be disguised that only a small proportion of what might be fruitful fields, have been placed under cultivation. The Farmers' Delegates who arrived here some months back in search of knowledge as to this Province as a place of settlement, had but little to say of the Island of



BUILDING OF THE B. C. LAND AND INVESTMENT CO. (AS SHOWN WHEN COMPLETED).

thousands of acres only await the settler's advent to enormously repay him for the exertions he may put forth. There are known to be in the immediate neighborhood of Victoria, not less than 60,000 to 80,000 acres of fine farming lands, whose products have done honor to themselves in the different fairs of the country, and were indeed, on the only occasion that they were sent abroad for exhibition

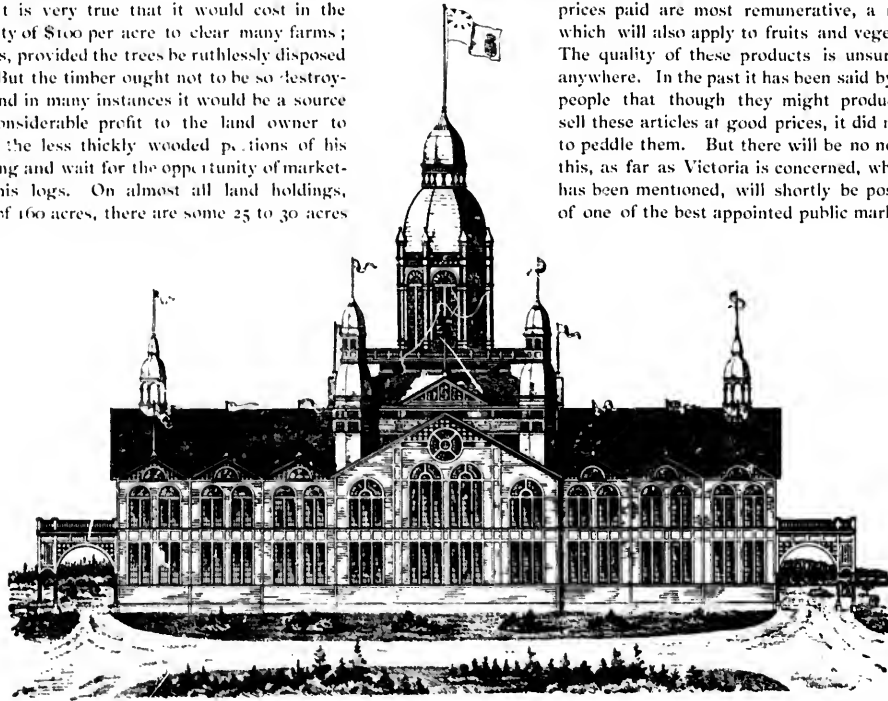
Vancouver, for the reason that they could not, or were not disposed to give to it the attention that it not only deserved, but absolutely required. Practically speaking, the scope of the farmer in British Columbia is unlimited, and within fifty miles of Victoria the subjoined yields per acre fully demonstrate the capability of the soil: Wheat 30 to 40 bushels per acre, potatoes from 150 to 200 bushels, and up

in Alberini as high even as 450 bushels; oats, 50 to 75 bushels; hay up to three tons, and turnips 20 to 30 tons. Vegetables of all classes make wonderful returns. On many persons not accustomed to such things, doubtless the density of the forest has a discouraging effect. The idea of having to clear their way through gigantic forests alarms them, and, almost immediately they begin to count the cost, frequently concluding that the expense of clearing would be more than they can afford, and, indeed, for which they will not be likely to obtain anything like adequate remuneration.

It is very true that it would cost in the vicinity of \$100 per acre to clear many farms; that is, provided the trees be ruthlessly disposed of. But the timber ought not to be so destroyed, and in many instances it would be a source of considerable profit to the land owner to clear the less thickly wooded portions of his holding and wait for the opportunity of marketing his logs. On almost all land holdings, say of 160 acres, there are some 25 to 30 acres

have a ready sale. His facilities for disposing of them are being much improved by the construction of the Victoria market, and the favorable feeling in the same direction that elsewhere prevails.

The climate here is particularly well adapted to poultry raising. According to Professor Saunders, the mildness of the climate lengthens the period for laying, and the pullets commence to produce eggs at a much earlier period than they do elsewhere, all that is required being the obtainment of the best varieties and careful attention to them. Eggs and chickens are always wanted and the prices paid are most remunerative, a remark which will also apply to fruits and vegetables. The quality of these products is unsurpassed anywhere. In the past it has been said by many people that though they might produce and sell these articles at good prices, it did not pay to peddle them. But there will be no need for this, as far as Victoria is concerned, which, as has been mentioned, will shortly be possessed of one of the best appointed public markets on



MAIN EXHIBITION BUILDING OF THE B. C. AGRICULTURAL ASSOCIATION.

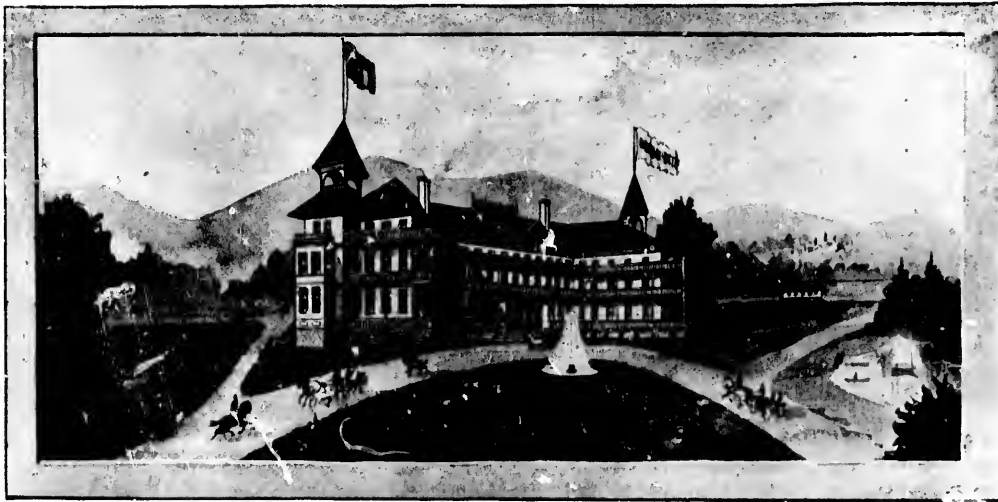
that might easily be cleared at not more than \$25 to \$30 per acre. From this the farmer can raise far more produce than he requires, and can live as many people on this island already do almost within himself. If his means be limited, he can gradually extend his clearance, and all the time his property is increasing in value. Many of the cattle upon this island are of the choicest breeds. In certain parts they can be turned out all winter, and in the opinion of so high an authority as Professor Saunders, of the Dominion Department of Agriculture, can always be found in the best of condition. The prospects for the small farmer, within a reasonable distance of Victoria, are among the most promising. His fruits and vegetables (a great portion of the local supply now comes from California and Washington, or is grown by Chinamen) would always

the coast. This institution will be a boon to farmers and town residents alike, and will render it unnecessary for the latter to be dependent for so large a proportion of their supplies upon an element in the community with which they have little sympathy; while they will obtain them much fresher and in a more regular manner. The dairy farmer who aims to cater for city custom, has a splendid field in the vicinity of Victoria. The Messrs. Tolmie and others, have clearly demonstrated that there is a very great deal in it; nevertheless by far the greater part of the Provincial supply of butter and cheese comes from Ontario and the Sound country. The grain grown on the Island of Vancouver and in the Delta district, Fraser river, is regarded by Professor Saunders, of Ottawa, as of exceptional quality and yield. Wheat, barley and oats, more particularly two-rowed

barley, the best adapted to malting, are among the finest obtainable, and will always be in demand, the local consumption at the present time being impossible to keep pace with by means of the home product.

Good—indeed, high-class farming always pays, and it has been fully demonstrated on Vancouver Island, where, moreover, the sheep and cattle ranchers have at the present time the grandest opportunities before them. The number of fat cattle and sheep that are annually brought into the Province from abroad is enormous—not, as will have been seen, because they cannot be profitably raised and fed here, but because this important department of industry and enterprise has not been properly or adequately taken in hand. Hops are grown to a small extent only, but can be produced just as advantageously on Vancouver Island as at Puallup or other places in the United States, while the

passed anywhere. Professor Saunders, director of practical farming and fruit growing in connection with the Department of Agriculture at Ottawa, who is possibly the best authority on the subject in the Dominion, and, indeed, is an enthusiast as regards his own specialty, has more than once expressed his amazement at what he has seen and at what has been communicated to him officially on this subject with respect to British Columbia. When here, not so long since, he made a special trip through the already celebrated fruit districts of the Mainland, which, he said, compared most favorably with, and, indeed, exceeded the well-known "peninsula" of Ontario. He also explained what the Government was doing at the Agassiz Farm in order to acclimatize what are regarded as the best qualities of fruits. To the production of these the climate, the soil and the shelter of British Columbia



PROPOSED HOTEL AT OAK BAY

element required to pick the product is plentiful upon the island.

FRUIT GROWING.

Probably in no country in the world can the business of fruit growing be more profitably prosecuted than in the Province of British Columbia. The pursuit is a most enjoyable one. It is not accompanied by the heavy laborious work that is inseparable from the ordinary avocation of farming. At the first, the land has to be carefully selected; for there can be no doubt about it that some sections of the country are better adapted to the purpose than others. Then the ground has to be dealt with in such a manner as shall best fit it for the object to which it is naturally adapted. Fruit farming has been most successfully carried on in portions of the Mainland, where it has been made a specialty, the products, as regards both quality and abundance of yield, being unsur-

passed anywhere. For grape growing, he was not disposed to say that this province possessed equal advantages with California, where the normal heat was greater; nevertheless, for the ordinary fruits these that are not tropical British Columbia is exceedingly well suited. Furthermore, he advised the cultivation of fruits of the very best qualities, contrasting the experiences of those who had pursued the opposite policy of confining in the old rut of growing the fruits which most readily came to their hand, and allowing them to take care of themselves. If such people had not fruit of the very best quality, it was their own fault; for unpruned and neglected orchards could not be expected to do the best that was possible for them under more favorable conditions. Referring to the Island of Vancouver, it may be said that it is even more eligibly situated than is the Mainland, since not only is it protected from easterly winds, but it has the

advantage of the uninterrupted Pacific breezes, which carry with them warmth and other genial influences. On some of the benches of the island many descriptions of fruit are already most successfully grown, and nowhere in the province can better fruit be found than in the Cedar Hill District, in the vicinity of Saanich, in some portions of the Cowichan, Sooke and Comox Districts; in Alberni, those who have turned their attention in this direction have had their efforts amply rewarded, though their distance from market has been considerable of a drawback.

The displays made at the recent Victoria Exhibition were in the highest degree creditable, while those samples which were taken from Vancouver Island to the eastern exhibitions were among the finest of the provincial specimens. Mr. O'Kell, who has a British reputation as a judge of fruits, and who was appointed to collect the island contribution to the consignment of exhibits for the Ontario and Quebec shows, reports that it would be difficult to excel anywhere what he saw when he made his tour through some of the sections of the island. The trees were, as it were, borne down with their weight of fruit, which, had it been judiciously thinned, would have ensured still larger and better developed fruits. With a practical eye to business, he made it a point to secure of it as much as possible for shipment to the Old Country, in the shape of a canned product. Less than twenty years ago, the fruit business of California was of no greater dimensions than that of British Columbia; yet, in 1890, it exceeded in amount no less a sum than upwards of nineteen million dollars, the wheat and flour exports of the same year being about half a million dollars less. Large quantities of canned and fresh fruits from British Columbia have already been sent to the East, where they have had a most favorable and welcome reception, one wholesaler of Montreal, Mr. D. Lockerby, having ex-

pressed the opinion that he can handle at that point for local consumption and export as much as can be supplied to him. Other gentlemen, similarly engaged, have expressed their anxiety to enter into the same line of trade. Then, as concerns local business, the quantity of California fruits that are annually brought in is not much less than \$100,000 in value, upon which an all-round duty of about 20 per cent. is paid. In consequence of the charges for freight, duty and handling, cherries are frequently sold at as high as 25 cents per pound at retail, and strawberries

in the vicinity of 30 cents, while an average price of 8 to 10 cents would amply compensate the local producer. Existing prices at present very materially restrict the consumption, and, in consequence, there are many people to whom what ought to be a material element of food in its season, still continues to be a luxury. Fruit growing by farmers would be a material addition to their resources, while for the man who makes fruit growing on Vancouver Island a specialty, not less than from \$250 to \$300 per acre can be cleared annually from an orchard which has reached its full bearing, while even from a young plantation returns may be had which will more than cover the cost of working, and all the time the revenue will be increasing.

SALMON FISHERY.

The salmon fishery of British Columbia is something unique. Nowhere in the world are salmon found in such abundance, and nowhere does catching and preserving them constitute so large and so important an industry. From time immemorial, salmon swarmed, at certain seasons of the year, in the rivers, bays and inlets of the northern part of the Pacific coast. With the aborigines who were fish-eaters, the salmon may be said to have been the staff of life. They caught great numbers of them, and cured them simply by drying them in the sun. No salt was used. The fish were cut in thin strips, and these strips were exposed to the heat of the sun. The fish so



ST. ANDREW'S PRESBYTERIAN CHURCH.

cured kept well, and was the staple food of the natives for the greater part of the year.

Their manner of catching them was ingenious. The Indians did not know how to make nets, but they fastened a bag, made of the bark of the cedar tree, to the end of a forked pole. A rope from this bag was held by the fisherman. There were two Indians in each canoe, one to fish and the other to steady and guide the little craft. When the fisherman felt that there was a salmon in his trap, he pulled the string, which closed it, thus securing the fish. The fishing was done in companies, fifty or sixty canoes forming the fleet, which stretched almost from one side of the river to the other. Large numbers of salmon were caught in this way. The Hudson Bay Company, in the

preserve the salmon by canning. A Mr. Stamp, who does not appear to have been very successful, and Mr. Ewen, made a beginning in that year in a small way. They had many difficulties to encounter, but Mr. Ewen surmounted them all, established a prosperous business, and is now hale and hearty, as active and energetic as ever he was. Mr. Sproat went into the canning business next year, and he was followed by Findlay, Durham & Brodie.

The salmon canning industry did not at first progress very rapidly, for we find that in 1876 there were only three salmon packing concerns in the Province in active operation. These were Ewen & Co., Findlay, Durham & Brodie, and Holbrook & Co. The whole pack that year



NICHOLLES AND RENOUF, HARDWARE.

early days, purchased a considerable proportion of the catch. The Sandwich Islands were then the principal market for the salmon caught in British Columbia waters. The fish were pickled, and used to provision the whalers, which made those Islands their rendezvous. There being no cattle on either the islands or the coasts of the Pacific, the pickled salmon were made to do duty for salt beef.

When the country, which is now British Columbia, was first settled, and when adventurers flocked to it from all quarters in search of gold, white men began to catch salmon with gill nets. The catch was pickled, and a large quantity was sold to the miners and other settlers. It was not until 1870 that an attempt was made to

amounted to only 0,847 cases of 48 cans each. The reader will be able to form a pretty accurate idea of the progress of the salmon canning industry from the following statement of factories in active operation :

	No. of Canneries.	Pack.
1876.....	3	0,847
1880.....	7	61,849
1885.....	9	168,517
1890.....	34	409,404

For some years the salmon packing business was confined to the Fraser River, but in 1877 a cannery was established at Skeena. At different periods since then, salmon have



1. LAIDLAW & CO'S "DELTA" CANNERY, FRASER RIVER.

2. VICTORIA CANNERY, RIVERS' INLET.

3. R. CUNNINGHAM'S CANNERY, PORT ESSINGTON, SKEENA RIVER.

been caught and packed at Alert Bay, Rivers Inlet, Naas, Gardner's Inlet, Lowe Inlet, Bute Inlet, and Metlakathla. There is now a chain of canneries extending from the Fraser River to the Alaska Boundary. These canneries give employment to quite a number of people. A large proportion of the fishermen are Indians—Siwashes as they are called on the Pacific Coast. They do their work well, and are, on the whole, as steady and as reliable as the same class of people in any part of the world. There is very little of the "noble red man" about the British Columbian Siwash, neither does he retain many of the characteristics of the savage. He dresses in European garb, and has a heavy, stolid look. He takes to civilization more kindly than most Indians; and, though he does not often rise in the world, he makes a useful and fairly law-abiding citizen. The Siwash fisherman, in a good season, often earns a great deal of money, some of them netting, in a few weeks, as much as eight hundred and a thousand dollars.

The canners know how to manage the Indians, and it is very seldom that there is serious trouble at the canneries. In the factories, Chinamen and Indian women are chiefly employed. The dearth of white labor makes the employment of Chinamen a necessity. The Chinamen become very expert in the different processes of packing, and they are both

sober and industrious. The Indian women are employed chiefly in cleaning the fish, which they do thoroughly. Water is not spared in the canneries. The establishments are kept scrupulously clean, and the work is done with extraordinary rapidity and skill. In a very few hours the fish that were swimming in the river are safely packed in the air-tight cans. They are not allowed to get stale. They are not, in fact, exposed to any contaminating influence whatever, but are, when packed, perfectly fresh, and as clean as water can make them. It is simply impossible to get fish in any city, for table use, as fresh as are the salmon which are cooked in the cans of the British Columbia fish packing factories.

Not more than two or three hours are suffered to elapse from the time they are caught until they are cooked in the boilers and retorts of the factories.

It is generally imagined that the accounts which are written of the immense numbers of salmon that frequent the Fraser River and other streams of British Columbia must be taken with many grains of allowance; but these "fish stories" are, in the main, true. It is difficult to exaggerate when speaking of the number of salmon that take their annual journey up the rivers of this province. The immense numbers that are caught every year bear witness to this fact, and experienced canners say that they are not diminishing. It has been observed from the earliest times that it is very seldom that there is a heavy

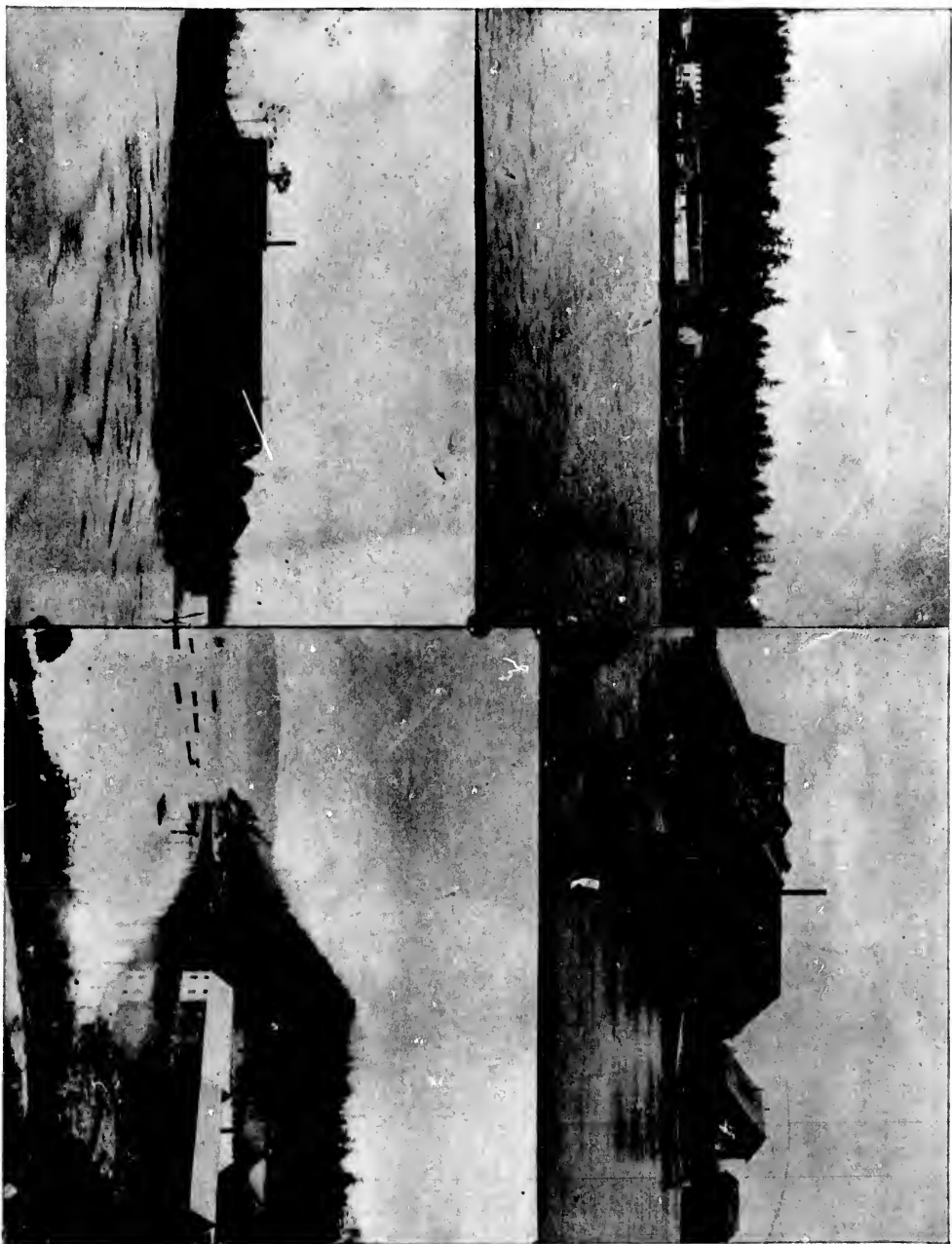
run of salmon in the Fraser for three successive years. There is, after two plentiful years, a year of scarcity. The writer was told by Mr. Ewen, the pioneer canner of the province, that the fish in the plentiful years are now as abundant as ever they were. He can see no difference. But he has observed that there are more salmon in the river in the "off years" than there used to be in the early days of salmon packing. If Mr. Ewen is right—and he is a close and an accurate observer, and has had better opportunities of observation than any other white man in the province—the salmon in the Fraser River are more

abundant now than ever they were. Whether or not the increase in the off years is due to the numbers of fry put into the river every year from the Government hatchery, is a point about which there is a difference of opinion. There are some whose views on the subject, it might be supposed, are entitled to consideration, who assert, with great confidence, that the hatchery has done nothing towards preserving the salmon; but there are others who declare with equal confidence that it is owing to the work done by the hatchery that the run of salmon in the Fraser River has not, of late years, decreased.

The preservation of the salmon is, in British Columbia, a matter of very great importance. The pack of the

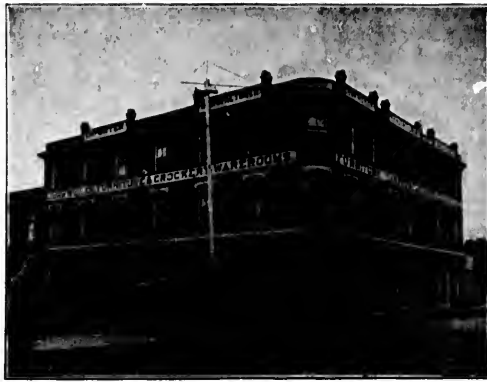


BANK OF BRITISH COLUMBIA.



BOB ACCORD CANNERY, FRASER RIVER.
EMER & CO'S LION ISLAND CANNERY, FRASER RIVER.

SEA ISLAND CANNERY, FRASER RIVER.
A. J. McLELLAN'S CANNERY, SAAN RIVER.



WAREROOMS OF WEILER BROS.

whole province, for 1890, was estimated by Fishery Inspector Mowatt to be 19,895,992 one pound cans. These, at a low estimate, were worth at least two and a half millions of dollars. The city of Victoria is now, and has long been, deeply interested in the prosperity of the salmon fishery. The canneries have received the greater part of their supplies from that city, and it is the port from which the great bulk of the pack is exported. Victoria capital is largely invested in the canneries, and all the business concerns of the city, large and small, are either directly or indirectly connected with the industry. An intelligent opinion as to the extent of the salmon fishery in British Columbia, and its importance to the province, may be formed by an examination of the following statistics :

BRITISH COLUMBIA SALMON PACK, SEASON 1891.

FRASER RIVER—		NAAS RIVER—	
Ewen & Co	28,470	Cascade Packing Co	6,793
Hon Accord Fishery Co	12,313	A. McLellan	12,110
" " " (Spec'ls)	14,399	Brit. Col. Canning Co., (Ld.)	5,093
British Columbia Packing Co	13,416	Total	23,996
Brit. Col. Canning Co., (Ld.)	11,810	BUTE ISLET—	
Wellington Packing Co	12,758	Hobson & Co	2,627
Delta Canning Co	13,168	Total	2,627
Laidlaw & Co	12,787		
Harlock Packing Co	10,346		
Phoenix Packing Co	14,000		
British American Packing Co	16,259		
Canoe Pass Canning Co	10,749		
E. A. Wadhams	13,093		
Heaver Canning Co	14,500		
Richmond Canning Co	14,380		
Hobson & Co	17,201		
Duncan, Batchelor & Co	12,720		
Total	241,889		
ALERT BAY—			
Alert Bay Canning Co	7,280		
Total	7,280		
RIVERS INLET			
British Columbia Canning Co	13,261		
Wannack Packing Co	10,162		
Total	23,423		
GARDINER'S INLET—			
H. M. Price & Co. (Ld.)	3,719		
Total	3,719		
LOWE INLET			
R. Cunningham & Son	6,087		
Total	6,087		
SKEENA RIVER—			
Inverness Canning Co	13,749		
North Pacific Canning Co	14,980		
Standard Packing Co	10,229		
Skeena Packing Co	12,774		
British American Packing Co	14,513		
Balmoral Canning Co	12,824		
Brit. Col. Canning Co., (Ld.)	12,394		
Total	99,955		

FRASER RIVER—	
Cascade Packing Co	6,793
A. McLellan	12,110
Brit. Col. Canning Co., (Ld.)	5,093
Total	23,996
BUTE ISLET—	
Hobson & Co	2,627
Total	2,627

SUMMARY.

FRASER RIVER	Cases.
Alert Bay	241,889
River's Inlet	7,280
Skeena River	13,091
Naas River	9,591
Gardiner Inlet	23,096
Lowe Inlet	3,719
Bute Inlet	6,087
Total for Province	409,494

Shipped to—	
United Kingdom	1890, 1881
Australia	293,393
Canada	26,192
United States	78,569
Valparaiso	50
On hand at date	8,293
Total	414,594

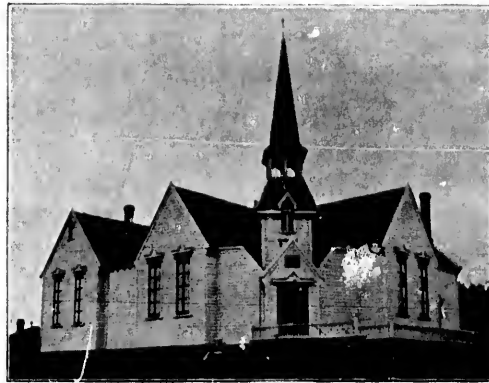
Total Pack Brit. Columbia, 1870	Cases.
" " " 1880	61,091
" " " 1890	61,809
" " " 1891	177,276
" " " 1892	255,601
" " " 1893	166,292
" " " 1894	141,242
" " " 1895	198,317
" " " 1896	191,494
" " " 1897	204,081
" " " 1898	184,049
" " " 1899	414,494
" " " 1890	409,494

DEEP SEA FISHERIES.

Although large quantities of deep sea fish such as halibut, true cod, rock cod and many others abound in immense quantities in the waters surrounding Vancouver Island; and although it is a fact that the people of British Columbia have never as yet gone extensively into this industry, which is already one of considerable and yearly growing importance to the Massachusetts fleet of schooners from the Puget Sound cities; yet it is of interesting note that a company is now forming with English and British Columbian projectors, and a capital of twice the total amount at present operated on Puget Sound. The purpose of this company to establish freezeries both in the North on the fishing grounds as well as here will guarantee the placing of perfectly fresh Pacific fish in the Eastern markets where there is a large demand; the company will not confine its attentions entirely to deep sea fish but will also freeze salmon for Eastern shipment; and, in order to be able to supply the United States markets freezeries will be located across the line as well. The company will start operations next spring with a capital of two million dollars, and as it is fair to assume that other companies or individuals will soon follow their example it may be expected that another large source of revenue will soon be added to the great list of resources.

LUMBER AND LUMBERING.

Owing to the immense size to which the Douglas fir and the cedar attain in the Province of British Columbia, and the Island of Vancouver in particular, the local timber interest is a very important one. The quality, too, of the timber produced, is regarded by the trade as being the very best, and commands top prices in the market. Messrs. King and Casey, the well known loggers, have actually cut and measured 50,000 feet of lumber per acre in the Comox district, and everywhere limits running under 20,000 feet are scarcely thought to be worth acquiring. In addition to the woods already mentioned, spruce, maple and oak are also grown. The principal lumber, however, which is produced



CALVARY BAPTIST CHURCH.

ROBT. LIVING (BACK VIEW)
A. I. MACATELAV.

H. DEHRELTON.

D. R. HARRIS,
F. GARRETT, JR.



is that from the Douglas fir. Owing to the immense local demand which building operations have of late made upon the lumber mills of this island, some of them have been obliged to work double shifts, in addition to which very heavy consignments from the mainland have found a market in Victoria and elsewhere. It is difficult to estimate the quantity of lumber which the Island of Vancouver is capable of producing, each surveying party as it returns from the interior, supplying its proofs of material additions to existing calculations. At any rate, no matter how heavy may be the requirement, there is ample to supply all the demands for years to come. In the Province of British Columbia there were last year 225,529 acres of Government lands under timber lease, of which 7,069 were in the Cowichan district, the coast and Sayward districts supplying

The Victoria Lumber and Manufacturing Co., of Chemainus, whose new mill, when completed, will have a daily capacity of more than 150,000 feet, has a number of camps on the mainland, at Port Harvey, on Craycroft Island, as well as in the vicinity of Humphrey Channel. The McPhersons have extensive camps, from which they get out logs for the market, and all over the island and in the Straits are hand logging camps, the products of which are, to their owners, almost as good as gold. During the last couple of years several new mills have been established, while older ones have had their capacity very materially increased, and the indications are that other lumbering and milling enterprises will ere long be inaugurated. The subjoined table compiled from the Forestry Inspector's Report, will doubtless be of some interest:



LOGGING CAMP ON VANCOUVER ISLAND.

25,672 acres, upon which Vancouver Island lumbermen drew for their logs. Moreover, their camps were found upon the mainland, and on the intervening islands as far north as Knight's Inlet. The mills, those of Messrs. W. P. Sayward & Co., Roek Bay; Hughtitt & McIntyre, Cowichan; The Chemainus (Victoria Lumber and Manufacturing Co.); Andrew Haslam, Nanaimo, and Mr. Urquhart, Comox, have an estimated capacity of 360,000 feet per day; that of Muir Bros., of Sooke, not being in operation.

Among the logging camps which are running, may be mentioned those of Fraser & Co., on the Cowichan River; King & Casey, Hugh Grant and W. P. Sayward & Co., Valdez Island, and on Vancouver Island between Cape Lazo and Cape Mudge; and of Andrew Haslam, of Nanaimo, in the Sayward district, and also on Vancouver Island.

NAME OF MILL.	WHERE SITUATED.	LEASES HELD. ACRES.	QUANTITY OF TIMBER CUT.
W. P. Sayward . . .	Victoria . .	1,580	10,857,997 ft.
Hughtitt & McIntyre	Cowichan . .	7,069	400,502 ft.
A. Haslam	Nanaimo . .	8,722	7,268,153 ft.
Victoria Lumb'g Co.	Chemainus	16,493	.....

In the case of the Cowichan Mill, the output reported amounts practically to nothing, as the establishment is being rebuilt and enlarged to more than double its previous capacity. The Chemainus mill, when completed, will, as



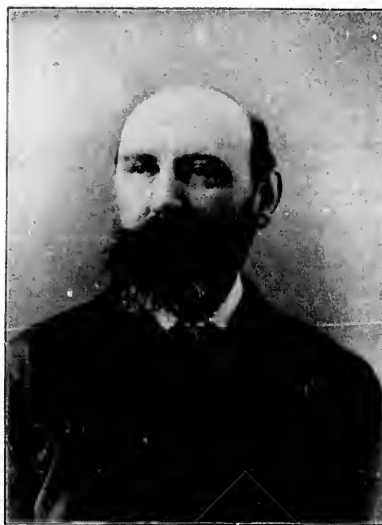
HON. J. H. TURNER,
Minister of Finance.



HON. JOHN ROBSON, PREMIER,
Minister of Mines, Education, &c.



HON. THEO. DAVIE,
Attorney-General.



HON. F. G. VERNON,
Chief Commissioner Lands and Works.

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has been before said, be able to turn out 150,000 feet daily when it resumes operations.

The following table will give an idea of the export of lumber from the Province of British Columbia for the last ten years :

1881	\$172,647	1886	\$194,488
1882	362,875	1887	235,913
1883	407,624	1888	441,957
1884	453,305	1889	449,020
1885	202,071		

STRENGTH OF BRITISH COLUMBIA TIMBER.

Shewing the weights, specific gravities, deflections, breaking and crushing loads of some of the British Columbia Woods. The pieces tested for transverse strength were one inch square, with a span of one foot, supported at both ends and loaded at the centre. The pieces tested for crushing were rectangular, and twice as long as they were thick. All the pieces were fair average specimens of timber, partly seasoned, but free from knots and flaws. The results obtained from exceptionally good or bad specimens are not included in this table.

DESCRIPTION OF TIMBER.	Weight of a cubic foot in lbs.	Specific gravity.	MEAN DEFLECTIONS IN INCHES.										Highest breaking load.	Lowest breaking load.	Mean breaking load.	Mean Crushing Load in lbs. per square inch.	
			200 lbs.	400 lbs.	600 lbs.	800 lbs.	1000 lbs.	1200 lbs.	1400 lbs.	1600 lbs.	1800 lbs.	2000 lbs.				Endwise.	Side.
Alder. (<i>Alnus rubra</i>)	Bongard.	34.16	.5198	.032	.117	.158	.2	.25					600	530	567	6500	1000
Arbutus. (<i>Arbutus Menziesii</i>)	Pursh.	53.89	.7547													5000	1600
Birch. (<i>Betula papyrifera</i>)	Marsh.	37.57	.6025	.05	.087	.1	.117	.122	.2	.225	.25		1000	670	670	7000	1700
Cedar. (<i>Thuja gigantea</i>)	Nutt.	44.08	.6803	.1	.133	.158	.2	.25					670	450	451	5500	1500
Crab Apple. (<i>Pirus rivularis</i>)	Dougl.	95.21	.8652														
Cypress Yellow. (<i>Chamaecyparis Nutkarnsis</i>)	Spach.	31.21	.5005	.05	.082	.117	.15	.2					700	480	481	5000	1400
Fir. Red. (<i>Pseudotsuga Douglasii</i>)	Carriere.	31	.5151	.075	.09	.114	.139	.161	.21	.25	.31		1000	600	608	7000	1750
Hemlock. (<i>Tsuga Martensiana</i>)	Carriere.	31.41	.5017	.08	.1	.11	.18						1000	760	400	5000	1000
Maple. (<i>Acer macrophyllum</i>)	Pursh.	37.41	.5921	.091	.113	.15	.2	.27					610	500	500	7000	1600
Oak. (<i>Quercus Carrizana</i>)	Dougl.	51.71	.8069	.09	.10	.229	.312	.314	.351	.358			550	550	550	6000	2000
Pine. White. (<i>Pinus monticola</i>)	Dougl.	47.29	.7152	.1	.125	.15	.2	.25					500	450	471	5000	1000
Spruce. (<i>Picea Sitchenis</i>)	Carriere.	28.88	.4650	.1									100	400	47	5000	1000
White Thorn. (<i>Crataegus Douglasii</i>)	Lindl.	51.01	.8685													5000	1600
Yew. (<i>Taxus brevifolia</i>)	Nutt.	49.05	.7965													5000	2100

THE MINES.

Although the Hudson Bay Company established their chief trading post for the North Pacific coast at Victoria in 1842, it is not due to this fact that British Columbia was brought prominently before the world. The Company of Adventurers confined their attention to trading with the Indians for furs, although they made an unsuccessful attempt to develop the coal mines at Fort Rupert. It will be impossible here to exhaustively discuss the mining history and prospects of British Columbia, but a few general remarks will suffice to outline the past, and show that the future of mining is bright, and that it must become our chief industry.

The discovery of gold on the Fraser river bars in 1858 caused a rush of miners from California to the new field, the route chiefly being to Victoria, and thence by means of steamer, sailing vessel, row boat or canoe, to the Fraser. Some of these adventurous spirits penetrated the interior, and in 1860 gold was found in Cariboo. The rush to Williams, Lightning, and adjacent creeks, for several years, at times caused Victoria's population to swell to twenty or thirty thousand people, housed in any kind of dwelling available. Victoria has always been the headquarters for supplies, and the source of supply for the province, then established, has never changed. After the discovery of the Cariboo gold fields, other rich finds were made, but none so important, and the claim that the province owes its existence to the gold wealth of Cariboo is, in the main, correct. Cariboo, Lillooet, Kootenay, Yale, Cassiar, Omineca, and the Peace River, have all been worked for their alluvial gold, and while the output

has decreased year by year, there are many among the best informed who claim that persistent and intelligent prospecting would bring to light as rich districts as those which have furnished the fifty millions or so of dollars now given as the official return of the gold product during the prosecution of gold-mining in British Columbia. The precious metal deposits are not confined to any particular belt, but are found in the islands of the coast, and in the several ranges of mountains to the eastern slope of the Rockies, the sands of the Peace and Saskatchewan rivers carrying fine gold far east of the mountains. The deposits, however, follow the same lines as those to the south of the boundary line, being closer together as the ranges of mountains running north and south on the American continent approach Alaska.

Although a quartz excitement visited Cariboo as the placer claims gave out, there was no real progress in this branch of mining until within recent years. The Cariboo road is probably one of the finest highways in the world, but the distance between source of supply and the mine was so great, and the cost of transportation so severe, that it was impossible to successfully or profitably work quartz deposits. During the past ten years, however, prospecting for gold and silver quartz has been diligently prosecuted in the various districts of the province, and many valuable deposits have been located. It was not until after the advent of the Canadian Pacific Railway to the north, and the Northern Railway to the south, that anything really important was accomplished in quartz mining. These two railways made access into the districts of Kootenay and Yale comparatively easy and cheap,

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1. JOSEPH HUNTER, M. P. P.

2. L. G. McQUADE.

3. CAPT. JOHN IRVING.

4. THE HON. JOHN ROBSON, M. P. P.

5. THEO. L'HRÉ.

the Columbia and Kootenay rivers and lakes furnishing excellent water communication from either line of railway. To these facilities is due, in a great measure, the attention that has been paid to Kootenay district, where prospectors have opened to the world silver mines that give promise of surpassing in wealth those of any district on the American continent. Thousands of locations of gold, silver, copper and lead have been made, many of them have been extensively developed, and a great number more or less prospected. The mines of Toad Mountain, lying between Columbia river and Kootenay lake, were first discovered by a prospecting party coming in from the south. For the "Silver King," the chief group, \$1,300,000 has been offered. This is one of the greatest ledges of ore ever found, it being of remarkable width, and carrying from hundreds to thousands of ounces of silver per ton. Extensive silver bearing deposits were afterwards found at what is called the Hot Springs Camp, equally as rich, but not in such abundance. Recently, deposits of silver giving as rich promise as the mines of Toad Mountain, were located on the head waters of Kaslo river and on Slokan lake, lying also between the Columbia river and Kootenay lake. Besides these important camps, locations have been made in every part of the Kootenay lake district of gold, silver, copper and lead ores, but principally of silver. As a consequence of these, miners and capitalists have visited the field in large numbers, enterprising companies have prepared for the building up of important towns, of smelters, saw mills, and the means of

transportation. Among the most energetic is the Boston Company, really the pioneer of the lake district, they having been engaged in opening up the famous Blue Bell galena claim, on the east shore, for the past nine years. This company has begun the building of a large smelter at Pilot Bay. The Victoria Company, of which Joshua Davies is the leading spirit, have erected saw mills, and have in many ways prepared for the building of a large town at Nelson. Ainsworth, Kaslo City, Pilot Bay, each give promise of becoming important centres of trade for the mines tributary to them. In other portions of Kootenay mines are being developed, the "Lanark" mine at Illecille-

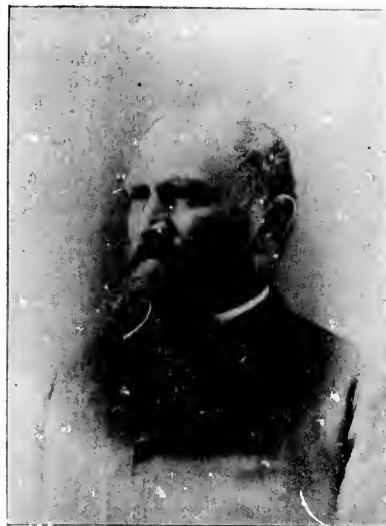
wat having been proved to be a great deposit of rich bearing galena. At various places along the line of railway in East and West Kootenay, quartz mines are being developed, and it is confidently predicted that next year and the following years will prove that Kootenay is the richest mining section of the continent. In the early sixties, rich gold placers were worked in various parts of Kootenay, and are still being worked, principally by Chinese. Excellent coking and other coals are found in Crow's Nest Pass in immense quantities. Limestone, iron ore, timber, and other necessities for smelting, abound adjacent to the mines, so that the treatment of the precious metal is made both cheap and profitable.

Chief mention is made of Kootenay mines, because they are so far advanced in development, and so favorably situated with regard to transportation facilities (the Great Northern furnishing another transcontinental line next year), that it must be here that British Columbia's precious metals will first yield up their millions in fullness. But the other sections of the country lying south of the line of the Canadian Pacific have also great mineral wealth, while north to the Alaska boundary, deposits of gold, silver, copper, iron, mica, marble, and other valuable natural resources, exist in abundance. With the exception of those on the coast, the mines lying far from railway communication will necessarily have to await cheaper transportation facilities before being extensively worked. In Cariboo there are numerous gold quartz ledges, some of which have been shown by the Government Reduction Works to

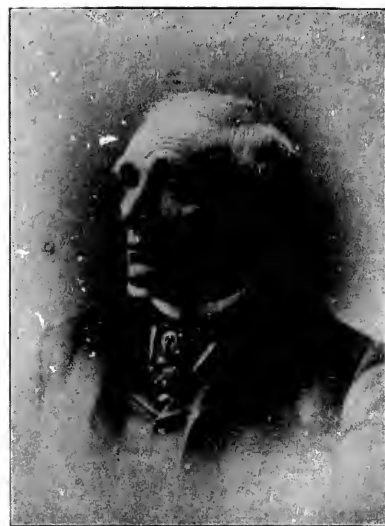


HON. HUGH NELSON, LIEUTENANT-GOVERNOR.

be capable of paying a reasonable profit. In Lillooet district, some twenty-five miles from the railway, the "Bonanza" gold claim is being thoroughly opened up. In the Okanagan district of Yale are large gold quartz deposits. At Rock Creek, near the boundary line, are also extensive ledges, some of which are being opened up. In the Similkameen district are numerous locations. It is in this portion of Yale district that large quantities of platinum are found in the placer claims. The North Thompson river has also many quartz ledges. It was at Nicomin, on the main Thompson, that gold was first discovered in British Columbia.



HON. C. E. POOLEY,
President of the Council.



THE LATE HON. ROBT. DUNSMUIR.



HON. D. W. HIGGINS
Speaker of the House



MR. R. P. RITHET.

Although picked ore has been sent from the Kootenay Lake district to the smelters at Butte, the output from the quartz mines does not, so far, form an important item in the annual Government return. This is still made up almost altogether from the placer mines, and chiefly from Cariboo. In this district, where first the mining was by sinking and drifting and sluicing, the greater portion of the gold now obtained is by hydraulicizing. During the past year, companies having large capital have begun the opening up of claims on the north fork of the Quesnelle, where Chinese miners have previously, by their small methods, secured large returns. An English syndicate has secured the whole of Williams creek from its mouth, and next year will begin a system of hydraulicizing. The fact that ground on Williams creek, which was the richest of all camps in the early days, has continued to yield good returns from drifting ever since, is evidence that a successful system of hydraulicizing, where every portion of the dirt would be carefully washed, will produce grand results. The same, indeed, is true of every creek which has produced gold. On the Fraser river, from Lillooet to its sources, there are benches which would produce good pay, if water for hydraulicizing was available. Attention has now been turned to the working of the Cariboo placers by this method, and there is little question but that in a few years the old district will be producing as much gold as it ever did.

On Vancouver Island, gold and silver bearing quartz is found. On the west coast, so late as this year, on Gordon river, miners have secured fair pay from placer mining on the bars. Many other of the streams on the coast carry gold in greater or less quantities. Gold, silver, copper, iron, quicksilver, marble, and especially coal, exist on this island, with abundance of timber and valuable building stone. The same is true in a lesser degree of Queen Charlotte Islands, where recently an extensive silver deposit has been found, and a very valuable deposit of magnetic iron ore.

It would be difficult to prophesy the great returns that will be secured from the precious metals in the near future. That it will run into many millions, and rival the output of Montana, Nevada and California, is quite within the possibilities. Up to the present the chief market for gold has been in Victoria. In the early days it was brought here by stage and steamer from Cariboo, the Bank of British Columbia being the pioneer in establishing a branch of its bank at Barkerville. Garesche, Green & Co., the Bank of British Columbia and the Bank of British North America have always purchased the output

of the mines, and through Wells, Fargo & Co.'s Express it has been shipped to the mint in San Francisco. In the colonial days a mint was established at New Westminster, but was suppressed by the Imperial authorities. The necessity of establishing a mint at Victoria in the near future will undoubtedly be acquiesced in by the Dominion Government.

Refining.—There is every reason to believe that refining works will, in the near future, be erected at Victoria; the market for the bullion is here, and besides taking the ores from the mainland and islands of British Columbia, the absence of duty on the class of ores coming from Alaska, places Victoria as the nearest practicable point to take the output of these mines.

Iron.—The iron ores of British Columbia exist in large quantities at Sooke, on Vancouver Island, on Rivers' inlet and at Seaforth channel; but the bed most available is that of Texada Island, Gulf of Georgia. This is a perfect mountain of rich magnetic iron ore, within limestone walls, assays 68 4-10 of iron, and has a very low percentage of phosphorus and other impurities. This iron has already been much used as a necessary ingredient in connection with iron found in Washington State, where steel products are necessary, by the Puget Sound iron companies, and it is of interesting note that the ordnance department, in their last report to Congress at Washington, D. C., spoke of this ore as a necessary adjunct with the ores of Washington State in the manufacture of guns on Puget Sound.

Copper.—The most prominent ledges of copper yet found are on Howe Sound and Texada; but there are other finds in various parts of the province—on the islands and mainland.

Coal.—This industry has already undergone a wonderful development on Vancouver Island. On the mainland veins of lignite exist in the vicinity of New Westminster, and good croppings are found along the North Thompson and Skeena rivers. Bituminous coal is found near Kamloops, while a very large body of semi-anthracite has been opened up at the Crow's Nest Company's mines in East Kootenay. At Graham Island, one of the Queen Charlotte group, a considerable amount of Victoria capital has been expended by such well known men as William Wilson, Henry Saunders, Captain John Irving, and others, in the development of coal beds which are of a clearer character of anthracite than any yet discovered on the Pacific Coast. The Oregon Improvement Company, the owners of railroads, steamers and coal mines



ST. JOHN'S CHURCH.

VIEWS ALONG THE WATER FRONT, VICTORIA INNER HARBOR.



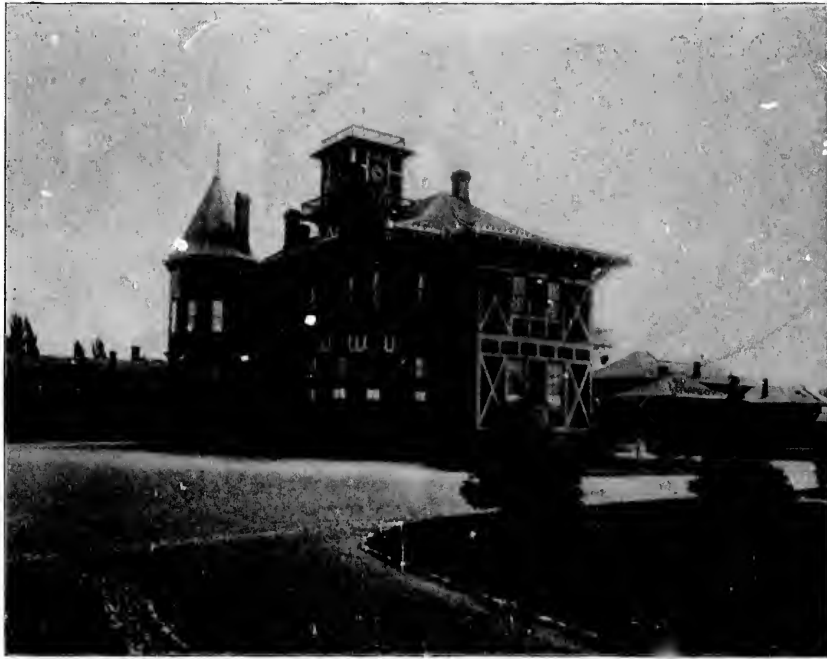
from California to Alaska, have been large investors in, and intent for some time in the development of these properties, the extent of which, from authentic reports, must be enormous. The assay of the anthracite is as follows:

Water.....	1.60
Volatile combustible.....	5.02
Fixed carbon.....	83.09
Ash.....	8.76
Sulphur.....	1.53-100

At another part of the island, and in a somewhat different formation, is a fine bituminous coal, which partakes of the character of cannel coal. It runs in seams

WHOLESALE TRADE.

THE Indians all over the continent pitched their tents on the shores of harbors and on the banks of the great rivers. Where these encampments stood have become the sites of the great cities of to-day. In Canada, Halifax, Montreal, Kingston, Toronto, Winnipeg, and other important points were each a rendezvous for various tribes of Indians. The same is true of Victoria. The Songish Indians village was, and is still, on the land on the opposite side of the inner harbor. When the Hudson's Bay Company moved their headquarters on the Pacific Coast



PROVINCIAL GOVERNMENT BUILDINGS AND GROUNDS.

varying from twelve to sixteen feet in thickness, and assays as follows:

Water.....	2.65
Volatile combustible.....	30.59
Fixed carbon.....	31.63
Ash.....	5.43-100

The graving dock at Esquimalt is capable of safely docking a vessel five hundred feet in length. The dock, inside the inner invert, is 450 feet long. With the caisson removed to the outer invert thirty feet is gained in the rake fore and aft, bringing the capacity up to vessels 500 feet in length.

from Astoria, it was to Victoria, where they built their warehouses and their fort, in order to trade with the Indians of the coast. The supply centre thus established by the aborigines, and later by the first traders, has always continued to be the commercial headquarters of the province, and Victoria has grown in sympathy with the development of any portion of the country, for it was here where miners and traders and Indians came to purchase their goods.

In the days of the gold excitement in Cariboo, there were a large number of houses established to supply the needs of the miners, who formed the greater portion of

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MR. E. G. PRIOR, M. P.



MR. THOS. EARLE, M. P.



MR. H. C. BEETON,
Agent General for British Columbia.



MR. ROBT. WARD.

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the consumers. Many of these houses remain to-day, nearly all in different hands, except those of Strouss & Co. and J. H. Todd. But the large and profitable trade created by the miners dwindled as the output each year decreased. This, in a great measure, was off-set by the embarkation of capital into the more permanent industries of coal mining, fish canning, lumbering and sealing. While the output of gold has decreased from two or three millions annually to half a million, the other industries have steadily grown until their value in dollars is two or three times as great as that of the largest annual gold yield. During the building of the Canadian Pacific railway in this province, an impetus was given to the wholesale trade of Victoria. After its completion this increase was not diminished, but, owing to the building up of Vancouver, the incoming of new population, and the extension and addition to existing industries, business has constantly advanced, and the wholesalers of Victoria have, in order to meet the demands, been compelled to carry very valuable stocks, and to add to their warehousing facilities. The principal dry goods retailers of Victoria import their chief stock from England direct, but the larger portion of staples are purchased from wholesalers here. Lenz & Leiser possess extensive warerooms, and constantly carry a stock of dry goods worth a quarter of a million dollars. The wholesale dry goods, groceries, wines and liquors, boots and shoes, hardware and furniture transactions of Victoria houses will amount to upwards of ten million dollars annually. That this estimate is not excessive is borne out by inquiry among the wholesalers, by the duties paid on imports which now average \$100,000 per month, and the very large amount of imports from Eastern Canada. The business handled by one firm alone (R. P. Rithet & Co.) is over three millions annually. Of course this includes exports as well as imports. Besides the resident wholesale houses, the principal eastern wholesalers are represented here by resident agents.

When Vancouver was made the terminus of the C. P. Railway, it was the idea of many that wholesale business would naturally gravitate to that point. This has in no instance been verified. Victoria enjoys the same rates of freight on the transcontinental lines as San

Francisco and Portland, and has exceptional provincial transportation facilities, while, so far, the chief wholesale trade is confined to the sea coast. The miners of Cariboo have always been supplied from here, and there are two competing routes into the Kootenay Lake country, which district is also largely supplied from this point. Experienced and energetic men control the wholesale houses here, and they have shown themselves quite equal to supply all new fields that have been opened up in recent years. Their success in the past in coping with keen competition is an evidence that, as the province is developed, Victoria will continue to be its chief commercial centre.

BANKS AND BANKING.

Victoria owes, in a great measure, her financial standing to the character of the banking institutions which have transacted business here, and of whose history a review is presented:

BANK OF BRITISH COLUMBIA

This institution, whose headquarters are at Victoria, was incorporated by royal charter, with a capital of \$3,000,000, in 30,000 shares of \$100 each, with power to increase. The reserve fund of the bank is \$1,040,000. The London office is at 60 Lombard street, E. C.

The court of directors is composed of Robert Gillespie, Esq., chairman; Eden Colville, Esq., deputy chairman; James Anderson, Esq.; T. G. Gillespie, Esq.; Sir Chas.

Tupper, Bart., G. C. M. G., C. B.; C. W. Benson, Esq., and H. Hughes, Esq., general manager. Bankers: Messrs. Smith, Payne & Smiths.

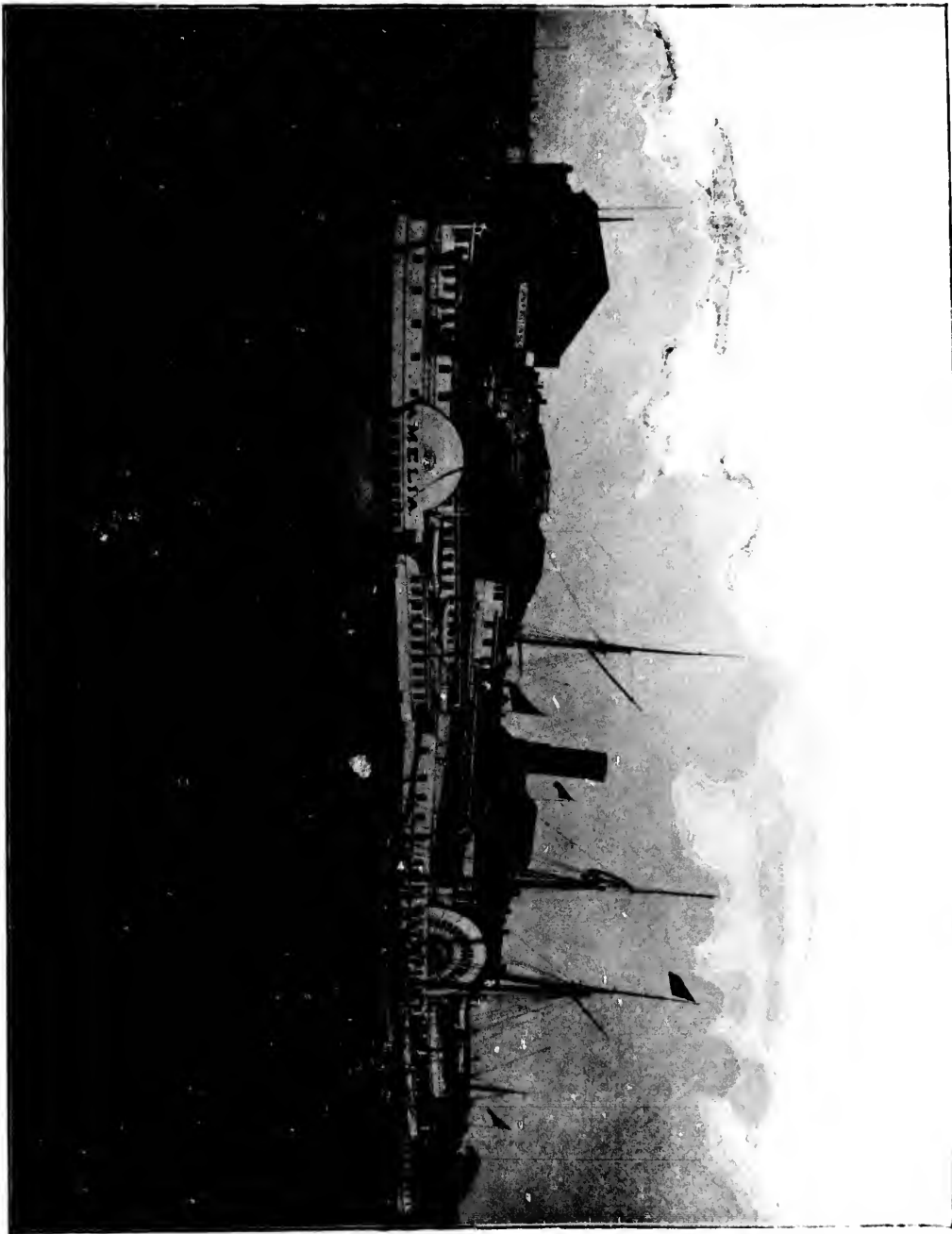
Branches are established in British Columbia at Victoria, New Westminster, Vancouver, Nanaimo and Kamloops; at San Francisco, California; Portland, Oregon; Seattle and Tacoma, Washington.

Agents in England are: National Provincial Bank of England, North and South Wales Bank, Liverpool, Bank of Liverpool, Manchester and Liverpool District Banking Company, limited, Manchester. Their agent in Scotland is the British Linen Company Bank, and in Ireland the Bank of Ireland. In Canada, the following are their agents: Bank of Montreal and branches, Canadian Bank of Commerce, Imperial Bank of Canada,



GARESCHIE, GREEN AND CO., BANKERS.

STEAMERS AT TURNER, BELTON & CO'S WHARVES.



Molson's Bank, Commercial Bank of Manitoba and Bank of Nova Scotia. In the United States they are represented by the Bank of Montreal in New York and Chicago.

Collections are carefully attended to, and a general banking business is transacted. The bank receives deposits for fixed periods, and will supply information as to rate of interest, etc., upon application.

BANK OF MONTREAL.

This great corporation has recently opened a branch at Victoria, and Campbell Sweeney, senior manager for the Coast, and manager of the Vancouver branch, opened the new branch on the first of last April. The Bank of Montreal was incorporated by Act of Parliament in 1817, with a paid up capital of \$12,000,000, and a reserve fund of \$6,000,000, with head office in Montreal. Hon. Sir Donald A. Smith, K. C. M. G., is president, and the Hon. G. A. Drummond is vice-president. The other directors are: Gilbert Scott, A. T. Paterson, Hugh McLennan, E. E. Greenshields, W. C. McDonald, Hon. J. J. C. Abbott and R. B. Angus. E. S. Clouston is general manager, and A. MacNider is chief inspector and superintendent of branches. The corporation has thirty-three branches situated in the principal cities and towns of Canada, and others in the United States, England and Scotland. In 1887 they established a branch at Vancouver, and, in order to meet the demand, they established another at New Westminster, under the management of G. D. Brynner. The Bank of Montreal has a Savings Department in connection with its regular business, allowing interest on deposits at 4 per cent., and also issues special interest-bearing receipts. Mr. A. J. C. Galletly, who was formerly manager at Brantford, Ont., has assumed management of the Victoria branch.

BANK OF BRITISH NORTH AMERICA.

This banking house was established in 1836, and in 1840 it was incorporated by royal charter, with a capital stock of £1,000,000 sterling. Its reserve fund amounts to £265,000 sterling. In 1859 a branch was established in Victoria. They do a general banking business, including foreign exchange on all parts of the world. They have

also a Savings Department, where interest is allowed on time deposits of any amount. Mr. Gavin Hamilton Burns is the manager here, and for the past thirteen years he has been with the Victoria branch of the concern.

GARESCHE, GREEN AND CO.

In 1873, Wells, Fargo & Co.'s Bank was taken over by this firm, which was then established on Yates street, but subsequently removed to Government street, where at the corner of Trounce avenue, they are to erect their new building, which is three stories in height, having a frontage of 60 feet on Government and Broad streets, and 240 feet on Trounce avenue. This is the only house

which purchases gold dust at market rates, and in any case it has to pass through their hands. They attend to all of Wells, Fargo & Co.'s business here, give letters of credit, bills of exchange, and have facilities for drawing direct on over 10,000 cities in the United States, Canada, Europe, Mexico and China. Mr. Garesche died in 1874, and after that time Mr. Green had the entire management of the firm's business until his death, on the 21st of September last, and it was owing to his popularity and positive integrity that the business was built to its present immense proportions. Although not a chartered bank, the capital of this firm is equal to that of many of the chartered banks of Eastern Canada, and is regarded as the largest private banking house in the Dominion. Mr. F. H. Worlock, who was formerly the assistant manager, and is now manager of the bank, is a

man of large experience in banking, of great courtesy, and very popular among the citizens of Victoria.

AS SHOWING the manner in which the volume of declared exports from the port of Victoria to the United States has increased of late years, the subjoined figures obtained from the American Consulate in this city will be of interest:

Year ending June 30, 1885	\$2,267,685 81
" " " 1886	2,392,437 86
" " " 1887	2,364,222 30
" " " 1888	2,624,909 18
" " " 1889	2,720,998 77
" " " 1890	2,472,126 16
" " " 1891	3,102,182 93



MAYOR JOHN GRANT, M. P. P.



MR. A. C. FLUMERFELT,
Vice-President Board of Trade.



MR. JOSHUA DAVIES,
President Royal Jubilee Hospital.



DR. G. A. MILNE, M. P. P.



MR. N. SHAKESPEARE,
Postmaster.

THE VANCOUVER ISLAND MINES.

THE WELLINGTON COLLIERIES.

The Wellington Mines are at the present being actively worked, and that town looks even more prosperous than before the unpleasantness of last summer. The demand for the well-known Wellington coal is as great as ever it was, the output being only governed by the facilities for transportation. Operations are being conducted after the old established and reliable methods, and the mining community hereabouts appears to be happy and contented. Of late the town has been very much improved, and numerous additions have been made to the list of individual property owners, while the company's houses are occupied by thrifty and eligible tenants. The company's store has been transferred to Mr. Cooke, formerly of Victoria, and on the townsite reserve Mr. J. B. L. Jones has opened a shop for the sale of general goods.

At No. 5 shaft some 100 men are employed, of whose labors is about 450 tons a day. The ventilating apparatus is capable of supplying 125,000 cubic feet of air per minute. Recently a new feature developed itself in one slope in which the miners were working. A most promising seam, from seven to ten feet thick, was struck, which runs in an altogether different direction. A shaft now takes the place of the old slope, and its working is extremely satisfactory to the company, as well as to the pit boss, Mr. Jones. This shaft is the only one at the colliery which is directly connected with the main line of the railway to Victoria, and in consequence it supplies the demand which comes from that city. New and most effective haulage machinery and apparatus have been put down the new slope. The shaft is about 300 feet deep, and works over an area of about two miles. The mine is divided into five sections, known as the Slope Diagonal, the East Side, the West Side, the Heading and the New Strike. Mining is here carried on on the pillar and stall system, except on the slope, where the Longworth method is in vogue.

No. 4 has recently received a considerable amount of new machinery, including a pair of coupled direct tacking engines. The mine produces an average of 550 tons per day, and employs 200 men. Workings cover a very con-

siderable area, and the ordinary height of the seam is seven feet, and the pillar and stall plan is the one upon which the mine is operated. James Sharp is the pit boss, and the ventilation of his men is supplied by extra large fans, producing 130,000 cubic feet of air per minute.

The newest shaft, No. 6, is down 300 feet, a magnificent seam of coal having been reached about two years ago. The output is in the vicinity of 450 tons per day, in the production of which about 180 men are employed, under the direction of Mr. Andrew Bryden. As in the other mines, the ventilation is of the best. The shaft is being rapidly developed in all directions, and it is expected very shortly to turn out not less than 700 tons per day. It is regarded as being the greatest shaft in the district, and preparations are being made to work it to its fullest capacity. On the west side of it the pillar and stall system is employed, and on the other side the men work on the Longworth plan.

Most of the coal produced at Wellington is sent over the company's own line to Departure Bay, where they have three shipping wharves, at which the largest ocean vessels, some of them carrying 5,000 tons, are loaded and dispatched to all parts of the world, the shipping accommodations being the very best on the coast.

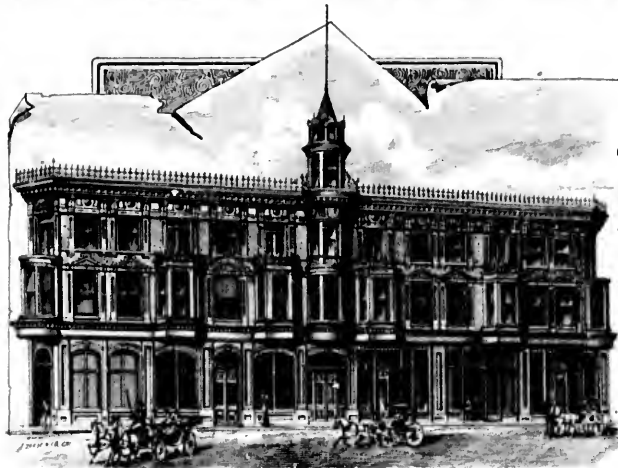
A new shaft is being sunk for the company by Mr.

James Haggart, between Departure Bay and Wellington, to what is known to be a large and extensive seam, which is expected to be reached about the New Year, and will add materially to the output of the company.

Mr. John Bryden is general manager and Mr. Alexander Sharp, mine superintendent.

EAST WELLINGTON COLLIERIES.

Situated at East Wellington, about four miles from Nanaimo, are the East Wellington Collieries, the property of the East Wellington Coal Company of San Francisco; Mr. Wm. S. Chandler is the superintendent. Having given the details of the other principal mines in this vicinity it will be only necessary to add that the output of these mines is similar to the others and that they are worked upon a modern basis; the coal is of a similar quality, and the mines are paying handsomely and supporting a very considerable population at this point.



HOTEL DALLAS.



MR. CHAS. E. REDFERN



MR. D. R. KER.



CAPT. W. R. CLARKE,
Harbor Master.



MR. A. R. MILNE,
Collector of Customs.

THE UNION COLLIERIES.

The Union Mines, or as they are spoken of by many as the Comox mines, are situate at Union, which is a short distance from the village of Comox, or rather the settlement of Courtney. Union is a thriving mining town, the houses being ranged along the main road which traverses the place, others, as it were, being set down in a rather promiscuous manner among the blackened stumps. There is an air of newness about the whole place which is refreshing, but the appearance of the miners going to or coming from the work of their eight-hour shifts, and the populace that traverses the thoroughfare, demonstrate that there is real, energetic life, which is putting forth its efforts in an important department of industry. The trains of coal cars continually passing and re-passing on the railway leading to the wharves, and other incidentals, enable one easily to locate the scene of operations. At No. 4 slope they were at the time of writing getting out between 400 and 500 tons of coal per day, and were expecting to considerable augment the output without delay. Near the entrance to the slope is an eighty-ton railway weighing machine. It is at the foot of the main chute, and weighs only the coal as it is screened and loaded on the cars, the remainder being taken away by means of elevators and deposited in bunkers, to be cleaned and then turned to advantage. Moreover, what is now practically thrown away, is by the washing process expected to be made available for consumption to the extent of about sixty per cent., so that the existing loss on the entire output of twenty-five per cent. is expected to be reduced to not more than ten. This process of washing is very simple. The refuse is agitated in the process by what is termed a plunger, the available fuel being brought to the top. No. 4 slope is in about 450 yards, the incline at the entrance being about one in seven, which is nowhere exceeded. In this mine there are in full operation two branches running from the main gangway, producing large supplies of the best coal. Another branch, which is almost ready, will give another 200 tons per day, and so soon as the necessary works have been completed the output will be run up to 1,200 to 1,400 tons per day. The coal, wherever it has been tried, is thought very

much of, having a very high per cent. of carbon and a minimum of ash.

The appliances in No. 4 slope are probably the best to be found on the Coast. Among these may be mentioned the Jeffrey Electric Coal Mining Machine, which consists of a bed frame, mounted upon which is a sliding frame, upon the front end of which is a cutter bar, secured with solid steel shoes. The cutter bar contains steel bits, which, being held firmly against the face of the coal, force their way into it and form an undercut to the extent of six or seven feet, according as is the length of the sliding frame. The motor is placed directly on top of the carriage of the cutter, the power being transmitted from the armature shaft to the lower drive shaft by means of steel cut gear. The current required is from 30 to 50 ampires, at a pressure of 220 volts, each motor being able to

develop fully fifteen horse power. The armature is calculated to run at a speed of 100 revolutions per minute, the cutter bar working 200 revolutions. The momentum is such that ordinary obstructions are not perceptible, and the machine runs steadily and quietly, running out its full length of six feet in five minutes easily. The face each cut covers is three feet five inches, so it will readily be seen how short a time is taken to undercut a seam and make it ready for the miners to go to work with their



CORRIGAN COLLEGE.

picks and explosives. It takes, of course, a few minutes to move the machine in front of the face of the coal and set it to work again, fixing the teeth, etc., but at Union as many as thirty cuts have been made by one of them in eight hours, each of them six feet deep by three feet five inches in width. Moreover, an advantage is that the coal it makes is principally large coal, there being no less than twenty per cent. more lumps obtained.

The coal is unexcelled for coking, the washed stuff producing an excellent quality of it. The seam averages from seven to eight feet in good solid coal, and the ventilation of the mine is perfect with the aid of the Guibal fan, which is in use all over England. The fans for this and the other mines were built by the Albion Iron Works, Victoria, where also a Murphy fan was erected for them. In this mine, by the use of the most improved machinery, labor can be turned to its very best advantage. The



MR. FRANCIS BOURCHIER.



MR. CHARLES HAYWARD,
Chairman School Board.



HON. ROBT. BEAVEN, M. P. P.



MR. H. F. HEISTERMAN.

hauling from the mines is all done by means of a tail rope, its capacity being only limited by the power applied to it. The present engine and machinery are equal to 2,000 tons in ten hours, the rope extending from the hauling drums to a distance of at least two miles, and penetrating the different branches of the mine. One of the special advantages of this system of hauling is that the question of grades is of very little importance, it being possible to follow a seam of coal anywhere, thus creating an immense saving in pushers and mules, only about seven of the latter being employed in the mine. In every department the most modern appliances are used, the pumping, coal cutting, and a considerable amount of the lighting being done by electricity. The electric power house is situated about 450 feet from the mine, the dynamos being of eighty horse power, 250 volt pressure, and 300 ampires force, the engine being the "J.C. Al," built in Illinois specially for electric work. It is 100 horse power, high speed, and a self oiler. Before long all the stalls will be lighted with electricity, as well as the main workings, in which the men are engaged in possession of all the facilities and appliances that it is possible to supply.

No. 1 slope contains a four feet seam of the same quality of coal as No. 4. It is worked in the old style of mining, is ventilated by a Murphy fan, and has a daily output of 230 to 250 tons. There have been some difficulties and delays caused by faults in the seam, which have all disappeared, and the production bids fair to be considerably increased.

In No. 1 tunnel no hoisting machinery is required, everything being on the level. It is worked by Chinese entirely, under the direction of the overman, Mr. Allan. The Chinese work well, are good, careful miners, and produce here about sixty tons per day. This seam, which is only about three feet deep, is about 300 feet above the level of the other mines, and contains a different quality of coal. The tunnel goes in about 250 yards, and is ventilated from the furnace.

At No. 2 slope, which is very promising, they are clearing at the pithead in order to start operations next month. The seam is one of four feet, the coal being of excellent quality. They are now down about 300 yards,

and expect to get out coal very soon. There is here one of the finest outcroppings, which is only equalled by that of a similar mine in Nova Scotia.

A railway of 12½ miles connects these mines with the Union wharves, to which the coal is conveyed on cars of twenty-five tons capacity, fifty more of which are being built to meet the existing demand. At these wharves the largest vessels can load. The Messrs. Dunsmuir own half the Union mines, and Messrs. Stanford, Cook and Huntington, the other half. The Southern Pacific Railway have a standing contract for all the coal the mines can produce, and would take very much more if they could only obtain it. It is conveyed to San Francisco by the capacious steamers San Bonito and San Pedro. Mr. W. Little is manager of the mines.

ROBURITE MANUFACTORY.



RESIDENCE OF THE LATE A. A. GREEN.

At Union a local company has established, under the management of Mr. Adam Hogarth, a factory for the production of the comparatively new explosive known as roburite. It is one of the most powerful agents, nevertheless it is inflammable and perfectly inactive and harmless until connected with the detonator. It can be fired in gas or water, and for the purposes of coal cutting particularly its effectiveness is said to be as 4 to 1 compared with ordinary powder. The headquar-

ters of the original Roburite Co., from which manufacturing rights for British Columbia have been obtained, are in London, the works being at Gathurst, near Wigan, Lancashire. So little productive of danger was the manufacture regarded as being, that the factory was allowed to be put up and operated alongside the Lancashire and Yorkshire railway at Gathurst. One portion of the factory, which employs about 250 hands, is just across the Leeds and Liverpool canal, the product being very considerable, two tons on an average being daily exported. At Union the capacity of the works are about 2,000 pounds in the ordinary working day of eight hours. The machinery and appliances at Union are in every way complete. The company have numerous certificates from Old Country mining companies and miners' organizations that roburite is unsurpassed, if, indeed, it is equalled by any other explosive for strength, smokelessness, and, at the same time, safety.

NANAIMO.

THE BLACK DIAMOND CITY AND THE VANCOUVER COAL COMPANY.

PERHAPS the greatest resource of Vancouver Island is her immense coal seams, which are the most celebrated, both for their output and quality, of any on the Pacific Coast; and it is to this fact that the city of Nanaimo owes her existence. Nanaimo was practically founded in 1856 by the Hudson Bay Company, when the first coal was taken out; but was not incorporated until 1874. It is situated on the shores of the Straits of Georgia, and occupies the most eastern point of Vancouver Island. No more beautiful view could be conceived of than that stretching away from its feet; several islands form a rampart against the waves and winds of the Straits, and keep the waters of the beautiful harbor at all times placid. The scene across the islands and Straits is, on a clear day, one of marked grandeur, and gives a fine view of the saw-toothed and snow-capped peaks of the Selkirks of British Columbia, and of Mount Baker, of the Cascades, the second highest peak of Washington.

The city contains a population of about 9,000 souls, is provided with six churches of various denominations, two good schools (one a high and the other a grammar school), a very pretty opera house, and twenty-four hotels; electric light and gas, as also a good water works system, are among the conveniences.

When one considers that there are ten coal mines tributary to Nanaimo, and furnishing a monthly pay-roll of about \$175,000, not to speak of the great number of sailors from the steamers, and sail-craft from all portions of the globe, crowding the thoroughfares at all times, and spending their money freely, it is hardly to be wondered at that the city is in a flourishing condition, and growing rapidly; but it may be said that it owes its prosperity, indeed, its existence, to the

NEW VANCOUVER COAL COMPANY,

which bought its mines from the Hudson Bay Company in 1862, and has made them, ever since, the main resource and support of the bulk of its inhabitants.

For several years after its inception, the company was struggling against many difficulties. Natural "faults"

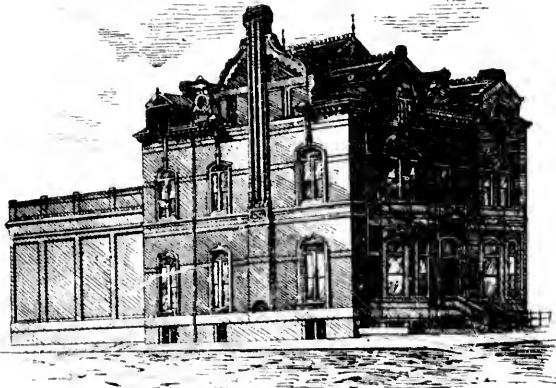
in the subterranean strata, and other causes, together effected discouraging results, so that the total output between 1862 and 1883 only ranged between 20,000 and 90,000 tons per annum, the company's misfortunes having culminated in 1883, when the output only reached 22,000 tons. In 1884, under a change of management, the output rose to 103,000 tons, and has steadily increased, till the year of 189c has seen 389,000 tons of coal brought into the light of day. Of this vast quantity, 286,000 tons were exported, 49,000 distributed in local sales, and the balance absorbed in running the thirty odd engines of the company itself, which use an average of 100 tons per day. The capital of the company has been slightly augmented, but by no means to correspond with the vast increase of its business.

The company has at present five mines, four of which are in active operation since 1884. No. 1 shaft is run to a depth of 620 feet, and tunnelled out under the bay to a distance of over 3,000 yards; drills are at work sinking a shaft on Protection Island to connect with the mine, on account of the vast extent of which much of the ship-loading will, in the future, be done from the Island. The coal furnished from this mine is excellent for gas; it burns to a red ash, and will make 11,000 feet of gas to the ton, giving a fine coke and 22-candle illuminating power. Shaft No. 3, which is about one mile to the south of No. 1, and the Southfield shaft, which is three miles further south, are all on the same vein as No. 1, the Southfield, however, furnishing a coal better adapted for steam purposes. The Northfield, another of the company's properties, is $4\frac{1}{2}$ miles to the north of Shaft No. 1, and is a Wellington coal, being somewhat harder than the others. The trend of the veins of the mines is a lost level with the surface rising to the west and then dipping to the east, at an angle of five degrees.

The present daily production of these four mines is as follows:

No. 1 shaft.....	600 tons
No. 3 shaft.....	300 "
Smithfield.....	800 "
Northfield.....	500 "
Total.....	2200 "

The mines have double shafts for ventilation, and are almost totally free from gas. Most of the property inter-



THE UNION CLUB, VICTORIA.

vening is owned by the company, whose landed and mineral estate exceeds 30,000 acres. They formerly owned the whole of Nanaimo, and still hold a large part of it together with Newcastle, Protection, and three or four other islands lying along the coast.

The miners, excepting those at Northfield, all live in Nanaimo, the company running work trains from the city to its outlying mines, which enable its employees to have the comforts of city life. The railroads connecting the shafts with the big coal wharves at Nanaimo are all of the standard gauge, ensuring complete intercommunication with the Esquimalt & Nanaimo Railroad, a privilege of which the other mining companies, having independent gauges of their own, are deprived. It may be mentioned that the proprietors of this railroad have shown a most friendly spirit to the New Vancouver Company in furnishing sidings and other facilities for traffic.

No. 1 shaft is termed the Eastfield, or Esplanade, while No. 3 is termed the Chase River. The Esplanade mine is the picturesque feature of Nanaimo. Its lofty and massive chimney pouring forth black smoke all the day long, its great furnaces and boilers, its magnificent engines made by Oliver, at Chesterfield, England, and the endless steel cable hoisting the coal cars up from the depths at the rate of half a mile a minute—all are striking features to the casual passer by. This shaft goes down for 600 feet, and there are over 10 miles of drift passages and slopes connecting with its foot. The engines can hoist 1,000 tons in 8 hours, besides pumping water if required.

The output of the Southfield is to be largely augmented by the sinking of a third shaft, while the completion of a third shaft at the Northfield will about double its present capacity.

Most of the coal is shipped to San Francisco, some of it, however, going to Southern California, the Sandwich Islands, Oregon, British Columbia, and even to the Puget Sound cities, within sight of the Washington coal field. The Pacific Mail steamships are now using it altogether. The Southern Pacific Railroad use it in part. The Oregon Improvement Company, though a coal producer itself, buys the Vancouver coal for its steamships and for its retail trade. The Gas Company used it exclusively for a few years back, and still draws regular supplies. And from San Francisco it is shipped to all the towns tributary to that metropolis.

How does it get there? In American bottoms principally. The harbor of Nanaimo is never deserted, and

generally four or five ships may be seen there—all after their cargoes of coal. The company alone has over 160,000 tons of shipping under charter, and other ships are chartered by the buyers, or come on their own account. In all, a fleet of 170 steamers and vessels were engaged last year in transporting the coal, with an average carrying capacity of 1,600 tons.

It may be imagined that with such a demand, even the extensive mines of the company are inadequate. Such is the case, and many orders had to be declined, especially during the past year.

White labor only is employed.

When the present drifts from the Esplanade shaft reach the new shaft, at Protection Island, they will be continued out to sea under the Straits of Georgia. In ten years it is thought they will be out three or four miles under the Straits, and still making seaward. The other shafts are being started at Northfield and Southfield.

The New Vancouver Company's head office is in

London, and John Galsworthy, Esq., is its president. It has branch offices at San Francisco and most of the coast cities. Its vast interests at Nanaimo are under the control of S. M. Robins, Esq., the general superintendent. This was the first company to introduce diamond boring appliances on the Pacific coast. It has put down altogether 23,000 feet (nearly five miles) of bore holes. It runs over 30 engines, of which several have been made by the Albion Iron



BLAIR'S HOTEL, GOLDSTREAM.

Works, of Victoria. One hundred and forty mules pass a melancholy existence in the bowels of the earth.

The employees of the company number about 1,400. The miners work about eight hours a day, and are almost universally contented and prosperous. The company have rarely had any disputes with their employees, nor do they intend that the miners shall have just cause for complaint.

I am indebted to the courtesy of Mr. Robins, and, through him, Mr. Wm. McGregor, for an instructive trip through Shaft No. 1, and must say that the praise bestowed on every hand at Nanaimo, upon the company's management, speaks well of the policy of Mr. Robins' administration. Manufacture has been encouraged, and everything possible is being done by the company which can be done to make Nanaimo a great city.

HAMILTON POWDER WORKS.

The works of the Hamilton Powder Company are situated at Northfield, about four miles from Nanaimo, upon a 105-acre reserve of land, about 500 yards from the

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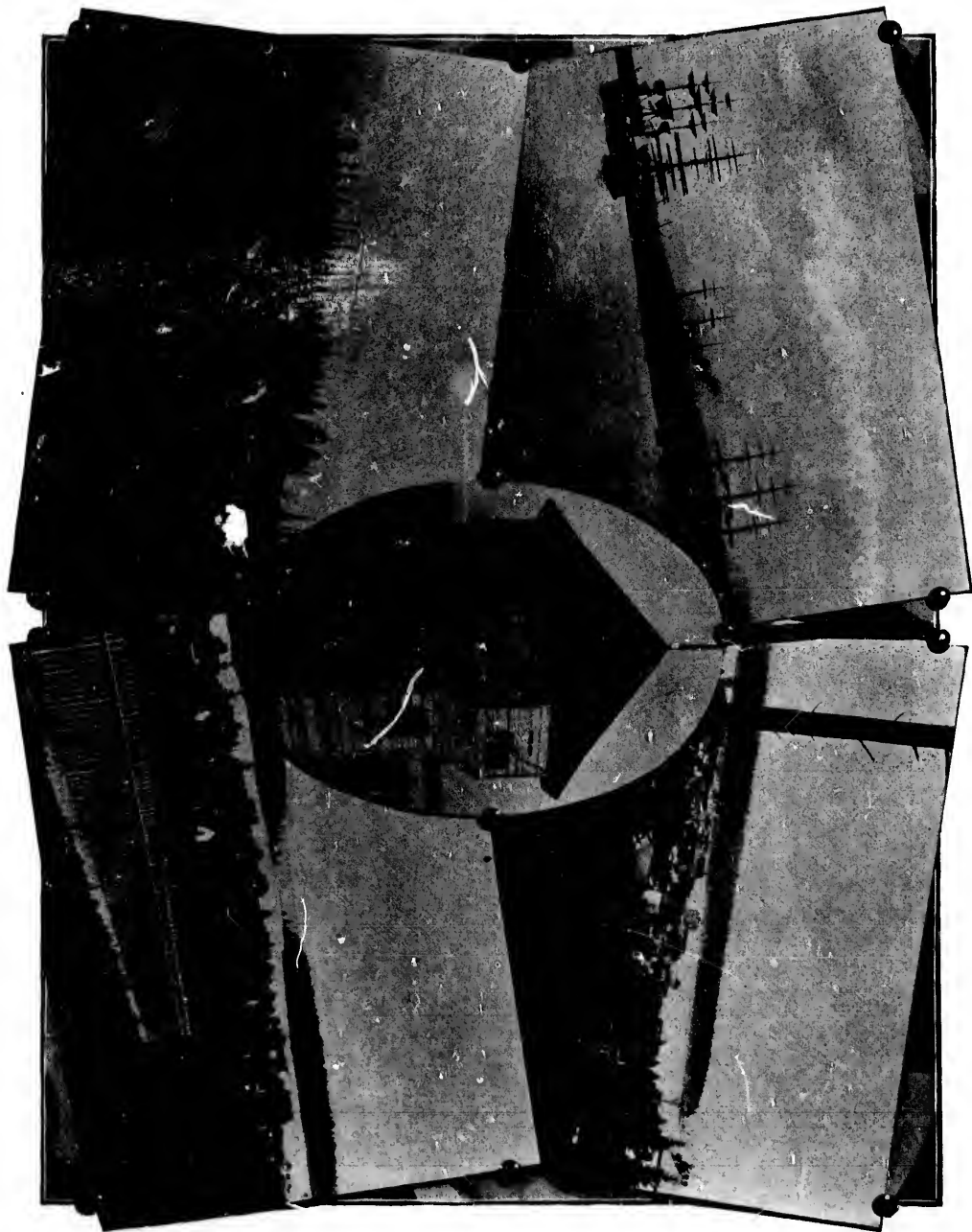
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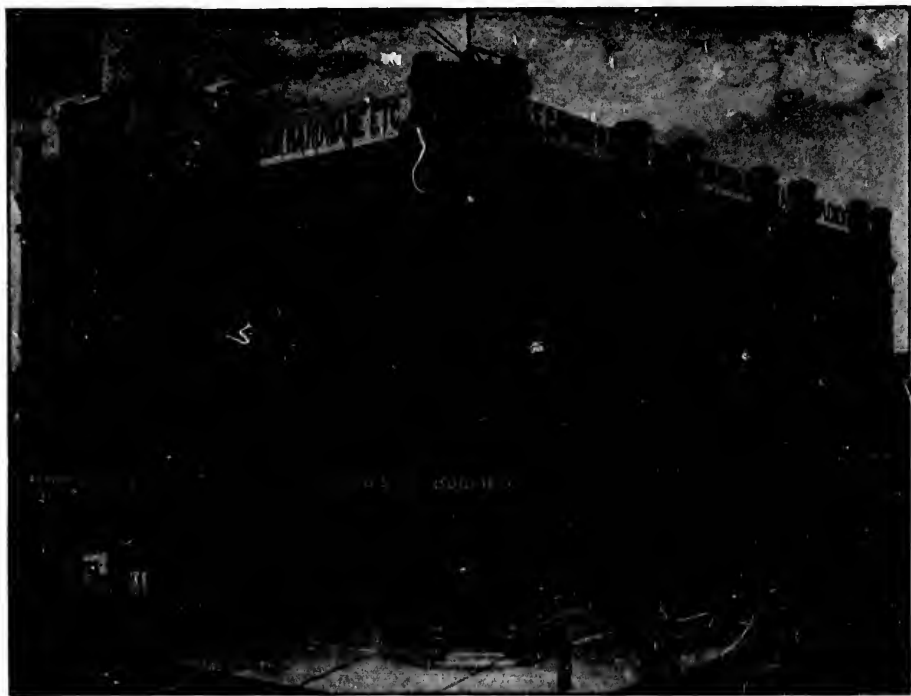
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SCENES AT NANAIMO



main Wellington road; the E. & N. Railway track being on one side of the property and the New Vancouver Coal Company's line to Departure Bay on the other. Here are manufactured large quantities of blasting powder, the apparatus, which is of the latest and best, having a capacity of 150 twenty-five pound kegs during the twenty-four hours. The buildings are necessarily of the most substantial description, some of the machinery being very ponderous. It is the intention to enter largely into the production of sporting powder. At Departure Bay, on property secured from the Messrs. Dunsmuir, the company have works for the production of dynamite and

Straits of Fuca with those of Georgia, the one the entrance to the Puget Sound country, the other the approach to the most westerly British possession on the North American continent. All vessels passing in either direction are obliged to sail within sight of her, on which account the Queen City is the most eligible point for the handling and distribution of cargoes for a very considerable distance on the Northern Pacific Coast. Heavy ocean craft have neither to traverse the tortuous Haro Canal, nor the equally difficult Rosario Strait, to reach Victoria, while under more satisfactory commercial and shipping arrangements it could not fail to be more advantageous,



E. G. PRIOR AND CO., HARDWARE AND FARMING IMPLEMENTS.

other high explosives, the demand for which is very considerable. The general manager in British Columbia for this influential company is Mr. H. J. Scott, whose office is on Wharf Street, Victoria.

TRANSPORTATION FACILITIES.

Although Victoria is situated upon an island, and by those processes which are peculiar to diplomats has been separated by a considerable distance from the Mainland of the Province of which the Island of Vancouver forms a part, no one can fail to be impressed with the commanding position which she occupies at the junction of the

and much more safe, to tranship cargoes at some point such as this, and lighten them to and from the different points of distribution along Admiralty Inlet, and from one end of the Sound to the other. Indeed, the Americans have fully recognized this, and leading citizens have not been slow to declare that, but for the accident of geographical, or rather territorial, location, Victoria would be the most important sea port on the Pacific, north of San Francisco. Failing of this pre-requisite, there are many patriotic citizens of the adjoining Republic who have fixed their eyes upon Anacortes and Port Gardner, while others have turned their attention to Port Angeles, on the Straits.

The Canadian Pacific Railway is connected with Victoria by means of steamers running to Vancouver and New Westminster. Victoria furnishes Canada's overland railway with the greater proportion of the through freight to and from the Coast. The Northern Pacific and the Union Pacific systems are also connected with Victoria by palatial steamers, furnishing a continuous daily service. The former road receives a fair proportion of the freight to and from this point. The Union Pacific will in the course of the next two years advance closer to Victoria than any other railway, the line now being built to the north from Portland and along Hood's Canal, which will terminate at Port Angeles, twenty miles opposite Victoria, in the Straits of Fuca. The Great Northern Railway is pushing towards the Coast, and will be connected by steamer with Victoria at the nearest available point—Anacortes or Port Gardner.

It is the aim of Victoria to fulfil the first intention of the Canadian Government, and connect itself with the east by means of a railway, running north on the Island to Seymour Narrows, crossing by bridge to Bute Inlet, and thence by the old C. P. R. route to Yellowhead Pass and the east of the mountains. A railway is now being built toward the mountains, which is expected to finally terminate at Victoria. That city stands prepared to encourage the project with a cash bonus and otherwise to the extent of over two million dollars.

The E. & N. Railway furnishes communication with all points between this city and Nanaimo and Wellington.

Within the next year it is the intention to connect the Saanich Peninsula of this Island with Victoria by means of a standard gauge or electric railway, and run steamers from its terminus to the islands and Mainland towns, connecting with the American railway system.

The Port Crescent Improvement Company will build a line south from Port Crescent to connect with the Northern Pacific Railway running to Gray's Harbor, and from the north side of the Straits into Victoria, operating steamers and ferry to make the connections between the two rail ends. This was the scheme projected by the late Hon. R. Dunsmuir, and there is every reason to believe

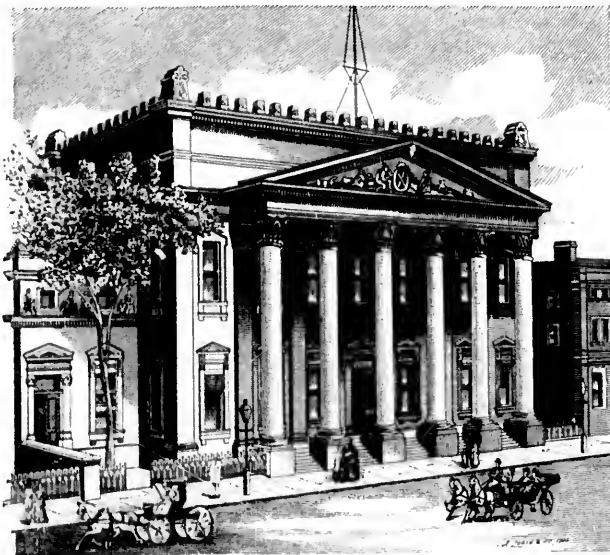
that, had he lived, this railway would have now been built, and that the line to the east via Bute Inlet, of which he was the chief promoter, would be well on the road to completion.

So far as railways are concerned, Victoria's geographical situation is such that any line building to the Straits or Coast for a hundred miles north or south of Victoria will directly benefit this city.

The Canadian Pacific Navigation Company, besides operating the steamers connecting with the Canadian Pacific Railway, also run a line of boats along the northern coast to the Alaska boundary, giving Victoria connection with all points of trade on Vancouver and Queen Charlotte Islands and Mainland. An occasional steamer is also dispatched to the west coast of Vancouver Island, to the Alberni settlement. This is becoming so well settled that a regular service will shortly be inaugurated.

The steamships of the C. P. R. and Upton lines give Victoria frequent communications with Japan and China. The Chinese headquarters for British Columbia are here, and an extensive trade is done with the Orient. Goods by the Upton line destined for Puget Sound are transhipped at this port.

The E. & N. R. Co. make regular connections with Comox and way ports on the east coast by the steamer



HEAD OFFICE, BANK OF MONTREAL, MONTREAL, P. Q.

Isabel. A fast and handsome steamer is now being built by them at the Albion Iron Works, of this city.

English staple goods and liquors are brought here by a fleet of fast sailing ships, the voyage from England via Cape Horn taking from 100 to 150 days. These ships are principally loaded with a return cargo of canned salmon, shipped from this port. This direct English trade is of considerable importance to Victoria.

A fleet of small steam and sail craft connect with all minor points along the coast and islands.

From the foregoing it will be seen that Victoria's transportation facilities are first-class, and much better than any other point in the Province. These facilities will constantly be added to by land and water. When a trans-Pacific line is established with Puget Sound the port will of necessity be the first and last port of call, and

the same is true should the line of steamships between Canada and Australia be inaugurated. The facilities for docking the largest steamers afloat, and for handling their cargoes at R. P. Rithet & Co's docks, are unequalled on the Coast. The average depth of water in the basin at dead low springs is twenty-eight feet.

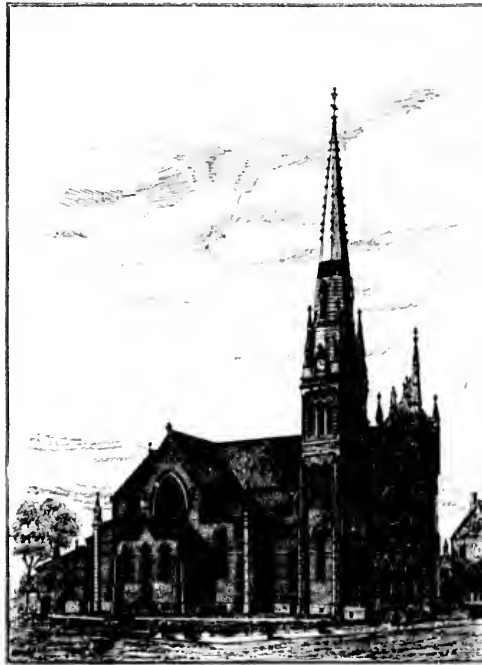
THE SEALING INDUSTRY.

The importance of the sealing industry of Victoria is so great and so well recognized that it does not require extended notice in these pages. It is less than twenty-five years since the sealing industry attained any prominence, prior to which time the whole business was in the hands of the West Coast and Queen Charlotte Island Indians. In 1886 the small schooner *Kate* went sealing and trading as the venture of a company of Victorians, but from all accounts she did not accomplish much. However, from this period the business began to amount to something, prominent among those who were interested in those days being Captains J. D. Warren, W. Spring, A. Laing and J. P. MacKay. Until 1880, however, the Victoria fleet only included at the most a half dozen vessels, none of them visiting Behring Sea. In 1883 the Victoria Fleet was made up of nine vessels, but until 1884 none of them entered Behring Sea, keeping outside the three-mile limit. In the succeeding years the interest attracted much more attention, additional vessels were built, and schooners and hunters were brought along from Nova Scotia.

Since 1886 the American official worriments have been continually practised, on which account the existing *modus vivendi* has been entered into, and the Sealing Commission appointed. Probably there is no man in the Province better posted with respect to this entire business than the present able and courteous Collector of Customs, Mr. A. R. Milne, of Victoria, and to him thanks are due for information and statistics. In 1887 the Victoria sealing fleet numbered twenty-one vessels, of which five were seized by the notorious cutter, the *Richard Rush*. Among the seizures that year was that of the *W. P. Sayward*, the case of which is now before the United States Supreme Court. In 1888 the total catch of the

Victoria sealers amounted to 24,483 skins, twenty-two vessels having cleared for Behring Sea from this port. There were engaged in sealing in 1889 twenty-two Victoria vessels, and ten foreign craft, including one carrying the German flag. The Victoria vessels had a value of \$200,000, and employed close on 650 men. The catch amounted as follows: Spring, 6,917; Sand Point, 8,012; Behring Sea, 20,381; total, 35,310. In 1890 twenty-nine Canadian vessels, valued with their outfits at \$265,985, and employing 678 men, comprised the sealing fleet. They returned, having made catches as follows: Coast, 4,650; Sand Point, 16,732; Behring Sea, 18,165; total, 39,547 skins. Six foreign schooners, which had

taken 4,148 skins, disposed of them to Victoria merchants, who thus handled 43,695 seal skins that season. In 1891 the number of vessels which went out from this port was much larger, being forty all told, of a value, with their outfits, of \$448,450, and carrying 374 boats and canoes, with 600 white men and 368 Indians. The catch was 50,417 skins, including 4,127 Coast catch, 17,443 Sand Point, and Behring Sea 28,768. This, it will be at once apparent, is a very small catch, considering the number of schooners and men employed, and is attributable to the repressive measures adopted by the British and United States Governments. The catch per vessel was, thus, in 1890, equal to 1,303 skins per vessel, while for 1891 it reached only 1,050.



ST. ANDREW'S (R. C.) CATHEDRAL.

The following statement shows the number of letters, post cards and newspapers, etc., posted at Victoria during one week in the undermentioned years:

Year.	Letters.	Post Cards.	Transients, Books, Papers, Etc.
1882	6,024	204	460
1883	7,499	266	880
1884	10,824	710	1,228
1885	12,993	490	979
1886	14,916	620	2,219
1887	16,007	600	1,096
1888	12,319	1,230	1,559
1889	13,806	784	1,304
1890	14,929	1,120	1,418
1891	19,184	1,209	2,838

THE PORTRAITS.

FOLLOWING is a brief reference to each of the public and business men whose portraits are given in this work :

The Hon. Hugh Nelson, Lieutenant-Governor, is an Irishman, having been born in 1830 in Larne, County Antrim. He arrived in British Columbia in June, 1858, following mercantile pursuits until 1866, when he became a member of the firm of Moody, Dietz & Nelson, lumbermen, Burrard Inlet, finally retiring from business in 1882. He represented New Westminster in the B. C. Legislature for a short time previous to confederation, being in 1871 and 1872, during his absence from the Province, returned to represent New Westminster in the House of Commons. He was one of the promoters of union with Canada, and received a diploma of honor for services in connection with the International Fisheries Exhibition in London, in 1883. He sat in the Senate from December, 1870, until February 8th, 1887, when he was appointed Lieutenant-Governor.

Hon. John Robson, Premier, Provincial Secretary and Minister of Mines, was born in Perth, Ont., in 1824, of Scottish parentage. He has been prominently connected with the New Westminster and Victoria press; was elected mayor of the former city in 1864, and represented the district of that name in the Legislative Council from 1856 to 1870, in which latter year he was returned for Nanaimo, his connection with which he maintained until 1875. He was returned for New Westminster District at the general election of 1882, and continued to sit for it until 1890, when, having been the choice of both New Westminster and Cariboo, he chose to sit for the latter constituency. On the death of Hon. A. E. B. Davie he was called upon by the Lieutenant-Governor, and succeeded in forming a strong administration, which has since continued in office.

Hon. C. E. Pooley was born at Upwood, Huntingdonshire, England, in 1845. He was appointed Deputy-Registrar-General in 1863, subsequently becoming Registrar of the Supreme Court. He was chosen to represent Esquimalt in the Assembly in 1882, and has retained his seat ever since. He was appointed Speaker of the Legislature in 1887, which he resigned in August, 1889, to become President of the Legislative Council. He is a barrister-at-law, etc.

Hon. J. H. Turner, Provincial Minister of Finance, was born in Ipswich, England, in 1834. He arrived in the Maritime Provinces close upon forty years ago, coming to British Columbia in 1862. He was elected to the City Council of Victoria in 1872, where, having served two terms as councillor, he had the honor of occupying the mayor's chair three times in succession. He is head of the wholesale house of Turner, Beeton & Co., and has occupied a number of honored positions in the gift of his fellow citizens. He was returned to the Legislative Assembly for the City of Victoria in 1886, and has served as Finance Minister and Minister of Agriculture during the

respective administrations of Hon. A. E. B. Davie and Hon. John Robson.

Hon. Forbes George Vernon is a native of Ireland, his birthplace, in 1843, being Clontarf Castle, County Dublin. He received a commission in the Royal Engineers in 1863, but without joining his regiment came over to British Columbia, where he acquired large agricultural and mining interests. He became member in the Legislature for Yale in 1875, and from 1876 to 1878 was Commissioner of Lands and Works. He was not a candidate to Parliament in 1882, but in 1886 and 1890 he again was the recipient of the confidence of the electors. In 1886 he was appointed Commissioner of Lands and Works, which portfolio he has since retained.

Hon. Theodore Davie was born at Brighton, Surrey, England, in 1852, and was called to the bar of British Columbia in 1877, being appointed Q. C. in 1888. He was first returned to the Legislative Assembly for Victoria City at the election of 1882, succeeding his brother, the Hon. A. E. B. Davie, as Attorney-General in August, 1889. He was elected for Cowichan at the elections of 1890.

Hon. David Williams Higgins, Speaker of the Provincial Legislature, was born in Halifax, N. S., in 1834, and in 1855 settled in San Francisco, where he devoted himself to journalism, being prominently connected with the establishment of the *Call*. In 1858, being possessed by the gold fever, he started for the Fraser River, whence on his return trip he became connected with the Victoria Colonist, of which he was editor and proprietor, but abandoned journalism when, in 1886, he was elected to Parliament for the Esquimalt District, and became Speaker, in succession to Hon. C. E. Pooley.

Mayor Grant, M. P. P., was born at Alford, Scotland, in 1841. He came out to Ontario with his parents in 1855, arriving in British Columbia in 1862, being associated with Mr. G. B. Wright, the well-known contractor. He was at the Cariboo and the Peace River Mines for some five or six years, and also

had much to do in constructing and superintending the building of public roads. In 1876 he became member of a business firm in Cassiar, to which he still belongs. Until the last general elections he had been member for Cassiar in the Provincial Parliament ever since 1882, but in 1890 he became the choice of a majority of the citizens of Victoria, of which he has been the Chief Magistrate since 1887.

Alderman W. D. McKillican was born at Vankleet Hill, Ontario, in 1836, and began the duties of life as a carpenter. After traveling through the Western States, without finding a resting place, he reached the Kootenay, but mining had few charms for him, so he pushed on to Victoria, where he arrived in 1871, entering at once on the business of contracting. The firm of McKillican and Anderson, as it to-day exists, was formed in 1878. Mr. McKillican has been for six years in the City Council, a portion of which time he has served at the head of the Electric Lighting Committee.



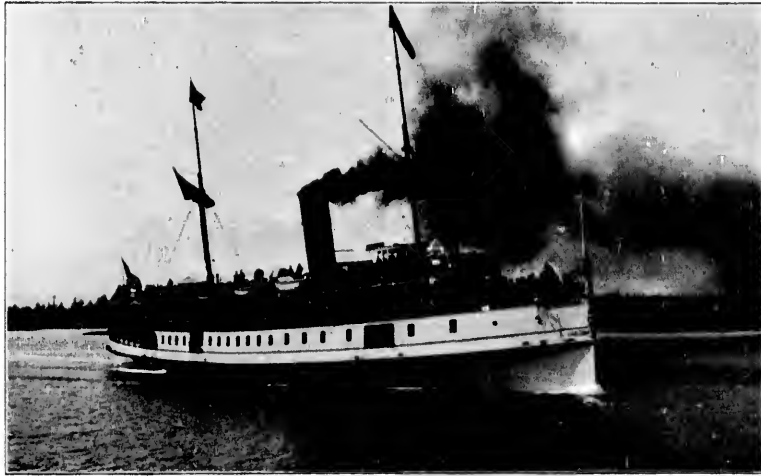
MR. F. ELWORTHY,
Sec'y Board of Trade.

Alderman A. J. Smith is a Scotchman from "Edinboro toon," who came to Victoria in 1852, being for a lengthened period connected with the saw mill interests of Puget Sound and Burrard Inlet. In 1872 he began business with the late Mr. G. J. Clark as joiners, builders and contractors; but, six years ago, on the death of his partner, he assumed the entire business, which he has most successfully conducted, some of the principal buildings of the city being monuments of his skill. He has been in the Council for the past seven years and presides over several important committees.

Alderman John Coughlan is an Irishman by birth and head of the brick-making firm of Coughlan & Mason. He is managing director of the Pacific Asphalt Co.; his establishment being also agents for other inventions used in connection with building and street paving. Mr. Coughlan was first elected to the City Council in 1887, and has always been on the side of substantial improvements. The Alderman, if he have any hobby, it is that of securing for the city the best possible supply of water.

Marechal College and the University of Aberdeen he took a high position in the different departments of his studies. The natural bent of his inclinations being towards civil and mechanical engineering he devoted himself to that profession, in which he attained high proficiency. He sailed from Southampton in 1834 for British Columbia, going at once to the Cariboo mines, where he remained for about seven years, having had lively experiences of all that pertains to a miner's and prospector's life. He was the first white man to cross the Pine River Pass, having command of the party which explored that then unknown country. He was chief engineer, and personally superintended the survey for the E. & N. R. R., and since the construction of that road has had its general superintendence. After confederation he was one of the three original members to the British Columbia Parliament—his constituency being Cariboo—and now, in addition to his position in the City Council, represents Comox in the Provincial Legislature.

Alderman C. E. Renouf was born in Jersey, one of



THE UNION PACIFIC STEAMER "VICTORIAN."

Alderman John (Jock) Robertson is one of the oldest members of the Council Board. He is a Scotchman, hailing from Blair Athol, Perthshire, and is just about sixty years of age. He came to Victoria close upon thirty years since. He began as a horse-shoer—and he was a good one, too—and after working in several subordinate capacities—each one an advance on the last—he is to-day at the head of his own extensive boiler-making and blacksmithing (the Caledonian) works. He has been in the City Council for a number of terms; is President of the St. Andrew's and Caledonian Societies, and occupies the proud position of a representative Scotsman.

Alderman Joshua Holland came from Shropshire, England, where he was born in 1801. He arrived in Victoria in 1883, having previously spent some time in Winnipeg during the boom. He is a builder by trade, but is at present a member of the real estate firm of Morrow, Holland & Co. He has sat in the City Council since 1860 for Johnson Street Ward, and has served on a number of the principal executive committees.

Alderman Joseph Hunter is an Aberdonian, having first seen the light in his native Scotch city in 1842. At

the Channel Islands, and came out to this Western country in 1879, being for four years in the employ of the Hastings Mill Co., at what is now the city of Vancouver. From 1883 until 1885 he was with Messrs. R. P. Rithet & Co., forming in the latter year a partnership with Mr. J. Nicholles, the firm being the well-known hardware house of Nicholles & Renouf. He is a prominent and active member of the B. C. Agricultural Society, and during the present year entered the City Council as member for Yates Street Ward, being Chairman of the city Finance Committee.

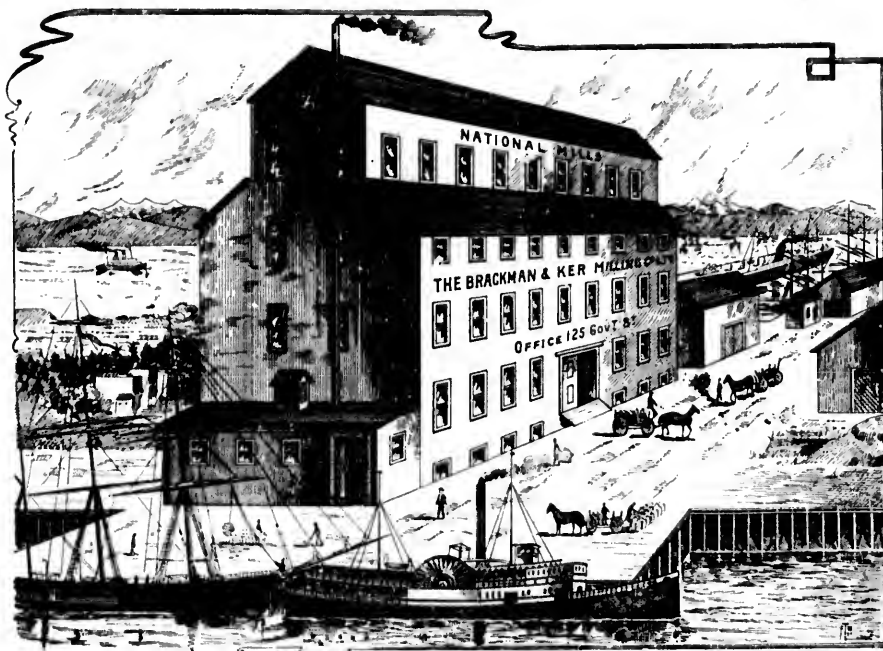
Alderman H. A. Munn hails from Prince Edward Island, having been born in Queen's County about thirty years ago. He received a liberal education and obtained first-class teacher's and commercial diplomas. In 1883 he came to this city, and for about three years was upon the staff of the "Standard" newspaper, leaving it to become identified with the "Times," his interest in which he purchased from Mr. McLagan. A few months since he abandoned journalism and is now largely interested in real estate, being a member of the firm of Morrow, Holland & Co. He is also a partner in the rising drug house of

Cochrane & Munn, besides being connected with his brother, Mr. D. J. Munn, in several important Fraser River canneries. Mr. Munn is a young man of the most enterprising character, one of the most genial of men, and, withal, has much of that native talent in addition to that application and persistency which are essential to men in public life.

Alderman F. G. Richards, though of English parents, was born in Dodgeville, Wisconsin, in 1855, his people having only recently arrived out from England. The family came to Victoria in 1862, the subject of this sketch attending school both here and in New Westminster. He was a draughtsman in the Lands and Works Department of the province for a number of years, resigning his position to establish the Clarence Hotel. Severing his connection with that establishment, he engaged in the real

Rifle Team at Bisley in 1869. He sat in the Legislative Assembly from 1886 until 23rd January, 1888, when he was elected for the City of Victoria to succeed Mr. Shakespeare in the Dominion Parliament.

The late Hon. Robert Dunsmuir was born in Hurlford, Ayrshire, Scotland, in 1823, his father and grandfather being coal-masters. He acquired extensive colliery interests at Nanaimo after he came to this colony, and at the time of the building of the Esquimalt and Nanaimo Railway secured its franchise, as well as the money and land grants made for its construction. He may be said to have been the founder of the Nanaimo coal interest. He was a most enterprising citizen, and was prominently connected with most of the public undertakings of the province. He was elected to the Provincial Legislature in 1832, being appointed President of the Council in August, 1887. He



estate, loan and insurance business, and at the late municipal election was chosen as a member of the City Council. He is also a Public School Trustee.

Thomas Earle, M. P., though of Irish parentage, is a native Canadian, the place of his birth having been Leeds, Ont. He is a well-known merchant, and has served as a member of the City Council and in the Council of the B. C. Board of Trade. He was returned to the House of Commons in October, 1880, and was re-elected last year. He has been entrusted with a number of important duties by the people, and has always faithfully fulfilled his trust.

Lieut.-Col. Edward Gawler Prior, M. P., was born at Dallowgill, Yorkshire, England, in 1853. He practiced as a mining engineer and surveyor in B. C. for a number of years, subsequent to which he became Inspector of Mines. He is an enthusiastic volunteer, is an extra A. D. C. to the Governor-General, and commanded the Canadian

was re-elected at the general elections of 1886, and continued to sit in the Legislature until his death.

Mr. Robert Paterson Rithet was born at Ecclesfechan, Dumfriesshire, Scotland, where he received his education. Coming to British Columbia he entered the house of Sprout & Co., whose book-keeper he became. That business being bought out by Mr. Welch he became a partner in the new firm, now known as Welch & Co., of San Francisco, and R. P. Rithet & Co., of Victoria, limited. Of both these establishments he is now the head; the latter having a short time since become a joint stock company, with a capital stock of \$500,000. He is largely interested in the sugar trade with the Sandwich Islands, and has extensive interests in steamboat enterprises; owns the Enderby Flour Mills, and to him and his foresight is due the present capacity of the outer wharf, which he owns and has fitted, at great expense, for the accommodation of

vessels of the deepest draught. Mr. Rithet has been a Councillor and Mayor of the city of Victoria, as well as President of the British Columbia Board of Trade, of whose council he is an honored and influential member.

Mr. Robert Ward, J. P., for the past four years President of the B. C. Board of Trade, started his commercial career in this city in 1871, being at that time in the employ of Messrs. Welch, Rithet & Co. In 1881 Mr. Ward was running his own business, and soon the integrity and ability of the firm gave them hold of large interests and many excellent agencies. Mr. Ward is agent for no less than six first-class insurance companies. In 1879 he was appointed Consul for Sweden and Norway. He has been a member of the Board of Trade since its foundation; he is a Magistrate for the province, a Pilotage Commissioner, and Managing Director of the B. C. Corporation, limited.

Hon. Robt. Beaven was born at Leigh, Staffordshire, Eng., in 1836; was educated in Toronto, and came to this province in 1862. He was a merchant in Victoria, and was a member of the Government of the province from December, 1872, until January, 1876. He was appointed a Gold Commissioner in 1873, and became Minister of Finance in 1878. He was Premier of the province from June, 1882, until January, 1883, when he resigned. He was prominently connected with the union movement in 1868, and is at present leader of the Provincial Opposition, having been in the House continuously since 1871.

Dr. G. L. Milne was born in Morayshire, Scotland, in 1850, receiving his education at Meaford, Ontario, to which his parents came in 1857. He graduated at the Toronto School of Medicine in 1880; has been Medical Health Officer and School Trustee for Victoria, being returned to the Legislature for this city at the election of 1890.

Mr. Alexander Roland Milne, Collector of Customs, is a native of Morayshire, Scotland, and is in his fifty-ninth year. He is one of the most polite and obliging gentlemen in the public service, nevertheless he is one of the most particular of men in requiring due observance of all the duties and obligations for which the law and depart-

mental practice provide. Early in life Mr. Milne came with his parents to Ontario, and some years later came out to this province in search of good fortune at the gold mines. In 1874 he entered the service of the Canadian Government in the Department of Customs, rising to the position of Appraiser in 1885, being, in 1887, gazetted one of the Board of Dominion Appraisers. In 1886 he was appointed to succeed Mr. Hamley in the Customs Collectorship at Victoria, where his natural abilities, his thorough acquaintance with his duties, and his unremitting attention to business have gained for him the high appreciation of the government and of the public. Probably Mr. Milne is one of the best posted men on this coast on the subject of seals, which has caused so much friction and unpleasantness between the people of Canada and of the United States.

Mr. A. C. Flumerfelt, Vice-President of the Board of Trade, was born near Toronto, but spent his early life in the town of Coburg. Having settled in Winnipeg, in 1875, established the first wholesale shoe house West of Toronto, that known as the firm of W. Higgins & Co. Having withdrawn from that concern he opened a wholesale shoe business in Winnipeg in 1879, on his own account. In 1883 an amalgamation was formed of his own warehouse and that of Ames Holden & Co., of Montreal, the business of Higgins & Co. being also acquired. Mr. Flumerfelt arrived in Victoria in the interests of his firm in 1880, and has since remained, acquiring the confidence and esteem of his fellow business men, by whom he was elected to various offices and finally to the Vice-Presidency of the British Columbia Board of Trade.

Postmaster Shakespeare was born at Brierly Hill, Staffordshire, England, in 1839. He came out here in January, 1863, and was for some months engaged at Nanaimo in Mr. Dunsmuir's collieries. On coming to Victoria he had considerable business success, and served as a member of the City Council for four years, becoming Mayor in 1882. He was President of the Mechanics' Institute, and has been for some years at the head of the B. C. Fire Association. He was elected to the House of Com-



R. T. WILLIAMS, PUBLISHER AND BOOKBINDER.

mons in 1882, and re-elected in 1887, being appointed to the Victoria Postmastership in the last named year.

Mr. Joshua Davies was born in 1846 in Australia, but, when three years of age, was taken to California. Here he received a liberal commercial education, and when, in 1863, his family moved to Victoria, he was sufficiently advanced to take hold of his father's auctioneering business, being admitted as a partner in 1867. Since that time his career has been one of remarkable business ability and sterling honesty. He is interested in most of the large industries of the province, and has shares in numerous companies. As an auctioneer Mr. Davies is unexcelled, while his well-known character gives him a very high place

flour milling business at Saanich and San Francisco, subsequently entering into partnership with Mr. Brackman in the Saanich Mills, of the incorporated company controlling which, he is now President. He has been prominently connected with the B. C. Agricultural Society, of which he was President last year, and during his term of office succeeded, with the assistance of the Board of Directors, in securing the present eligible grounds and putting up the magnificent buildings upon them. He is an energetic member of the Council of the Board of Trade.

Mr. Charles Edward Redfern was born in the city of London and is now in his fifty-third year. Like his father before him he is engaged in the watch-making and jewelry



among Victoria's most noteworthy citizens. He is President of the Royal Jubilee Hospital.

Mr. Charles Hayward came to Victoria in 1862, from his home in the town of Stratford, Essex, England, and immediately entered on his trade—that of a carpenter and contractor. For several years in succession he was elected to the City Council, and has taken a great interest in public school matters, charitable and other institutions. He has been a member of the School Board of the city ever since its inception, and has been Chairman of that body for the past eight years. He is also Vice-President of the Royal Jubilee Hospital and honorary Secretary of the Protestant Orphanage.

Mr. David R. Ker was born in Victoria in 1862, where he was educated in the public schools. He learned the

business. He came to this city in 1862—the time of the great influx—and by dint of perseverance and industry has grown up and prospered with the city. In 1878 he was elected to the City Council from James Bay Ward, receiving the suffrages of his fellow citizens for the mayoralty in 1883. He has been President of the St. George's Society as well as of the B. C. Pioneer Society, and is one of those men in the city upon whom every one looks with well deserved respect and esteem.

H. F. Heisterman is another of Victoria's real estate men. He was born in Bremen, Germany, in 1832, and after being employed in a commercial house at Dantzic for a period of three years removed to Liverpool, England, which he left in 1862 for British Columbia. He went up the Stickeen but returned a disappointed man. For a time

he carried on a reading room in the St. Nicholas building, but soon after embarked in the wholesale paints and glass business with Mr. John Banks. In 1864 Mr. Heisterman devoted his attentions to the handling of real estate, and did a considerable amount of life and fire insurance. He was for many years a member of the Board of School Trustees and also of the Council of the British Columbia Board of Trade.

Francis Bouchier, one of the most enterprising and far-seeing men of Victoria, is prominently engaged in the real estate business, his interests and connections being very extensive. He was born in Devonshire, England, in 1855, and, thirty years later, having travelled extensively in some of the foreign possessions of the Crown, settled in Victoria, becoming senior partner of the firm of Bouchier, Croft & Mallette, from which he withdrew on the business of the firm being merged into that of the Vancouver Island Land and Investment Company. He is at present conducting an independent real estate and investment agency, particular attention being paid by him to eligible properties on the Sound.



Mr. Frederic Elworthy, Secretary of the Board of Trade, hails from Taunton, Somersetshire, England, where he was born in 1854. After serving an apprenticeship to the dry goods trade in London, he left for India in 1872, where he was engaged for some time in responsible positions in connection with the tea plantations. In 1886 he left India for San Francisco by way of China, where, after being some time employed in the tea trade, he came to Victoria, obtaining an engagement with Mr. Joshua Davies, being in July, last year, appointed to the position he now occupies in connection with the great commercial organization of the province.

MUNICIPAL STATISTICS.

The subjoined figures in regard to the city of Victoria, from a municipal point of view, will doubtless prove to be of interest:

Assessed value of real property, 1891.....	\$17,563,148 00
Assessed value of real property, 1890.....	9,397,000 00
Increase, 1891.....	\$8,196,548 00

To this must be added the value of the real estate in the extended limits—about..... 7,000,000 00

Total increase since 1890..... \$15,196,548 00

Revenue of the city for year ending 31st December, 1890... \$493,242 00
Expenditure of the city for year ending 31st December, 1890... 391,476 00

Assets 31st December, 1890..... \$975,740 00
Liabilities 31st December, 1890..... 823,027 00

Balance over Liabilities..... \$152,112 00

ITEMS OF REVENUE.

From Water Rents.....	\$ 43,601 76
Real Estate Tax.....	100,560 59
Trade Licenses.....	22,662 50
Liquor Licenses.....	17,515 00
Total collections, ordinary sources.....	224,722 99
Number of fires during the year, 86..... Fire Loss.....	10,795 00

To the already extensive system of water works, during the year 13 $\frac{1}{4}$ miles of street water mains were laid in the city, besides 5 $\frac{1}{4}$ miles of 16-inch mains from the lakes.

There were 2,234 service pipes supplied by the water works department, whose expenditures on general account were only \$18,668.13, as compared with an ordinary revenue of \$43,603; the sinking fund already accrued amounting to \$94,225.20, on account of outstanding debentures of \$395,000. The water works plant, pipes, mains and other accessories have an estimated value of \$1,500,000, the other corporation property being worth at least \$281,992. Including electric lighting plant, fire plant, City Hall and lots; approximately the entire civic asset is roughly placed at over \$2,000,000 over and above the assessed valuation of the city.

The health of the city is wonderfully good, the percentage of deaths to population being among the lowest in the Dominion, and not more than twelve deaths per thousand. However, to still further improve this excellent condition of matters, extensive sewerage works are under way, under the direction of Mr. Mohan, C. E., which contemplate the laying of about sixty miles of sewers at schedule rates.

No. of volumes in public library, over 6,500; average daily circulation, 125.

TRADE AND MANUFACTURES.

FOLLOWING are brief references to various leading business houses and manufactories of Victoria, together with some facts concerning the men who own and manage them :

ALBION IRON WORKS.

This immense establishment was founded in 1861, under the management of Mr. J. Spratt, who carried it on with varying success until 1882, when it was merged into the present company, for the purposes of iron foundries, engineers, boilermakers, and manufacturers of marine and land engines, fish-canning and mining machinery, hydraulic giants, pipe, etc. The company was incorporated with a capital stock of \$500,000, one-half of which is fully paid up. Mr. James Dunsuir was elected President, R. P. Ribbet Vice-President, and W. F. Hullen Secretary and Manager. Since the incorporation as a company, their success has been uninterrupted, and they have been obliged to increase their facilities for manufacturing, so that now they can compete successfully in most productions with the San Francisco and Eastern firms. Their premises on Chatham and Store Streets occupy three and a half acres of land. The enormous amount of eighty tons of pig iron per month, representing one million nine hundred and twenty thousand pounds per year, together with four tons of copper per month, is used, and these figures give an idea of the magnitude of the business done by the company. In 1886 their business amounted to about \$170,000, while in the present year the volume of business will be about \$500,000. They employ some two hundred and thirty men, the wages amounting to from thirteen to fifteen thousand dollars monthly, and import their raw material mostly from the mother country. When H. M. S. Amphion ran on the rocks and tore a large hole in her side, the Albion Iron Works were awarded the contract for repairs, at the sum of \$150,000. Besides this, they built one 400-horse power Corliss compound engine for the Tramway Company here; they made sixteen miles of 16-inch pipes for the water works of Victoria and Vancouver, sixty thirty-ton cars, up to the present year, for the E. & N. R. R., besides supplying the engines and boilers for tug-boats, and fitting up the Lorne, the handsomest tug in these waters. The Albion Iron Works stands at the head of the manufacturing industries of Victoria, and is second to none of its kind on the Pacific Coast.

VICTORIA RICE AND FLOUR MILLS COMPANY.

The Victoria Rice and Flour Mills Company is a branch of the well known and successful Mount Royal Milling and Manufacturing Company, Montreal, and has been established as a rice mill in this city for the past six years. Within the past year the company has made extensive improvements, and put in a complete plant of Goldie & McCulloch's patented roller flour milling machinery, which gives them a capacity of 200 barrels per day. The buildings of the concern are on Store Street, and are splendidly adapted to the requirements of the business. The factory is situated on a lot of 120 feet frontage, extending back 150 feet to the water, and the property, having been purchased from the owner of a crown grant, gives the wharf privilege as far as the harbor line. The milling and rice cleaning machinery is operated by a Corliss engine of 100-horse nominal power, giving an actual power of 150. The steam to this great engine is furnished by two huge steel boilers. To give some conception of the extent of the Victoria Rice and Flour Mills Company, it may be mentioned that it owns the 1,000-ton ship Thermopylae, which is kept constantly employed carrying rice for this concern from Bangkok, Saigon and Fong Kong, in the

East Indies, while she returns laden with flour for Hong Kong and Yokohama.

WILLIAM P. SAYWARD.

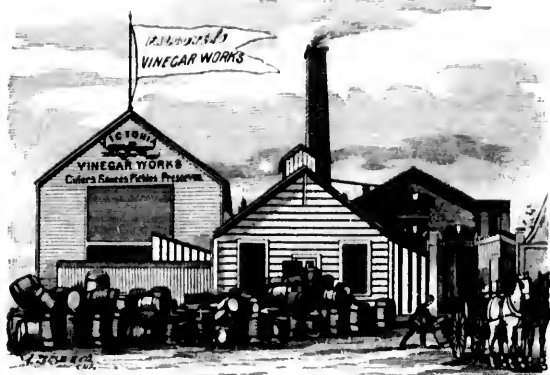
Mr. Sayward is one of California's "forty-niners." He was born in Maine, spent several years in Florida, and in 1849 went to Panama, and sailed in a whale ship for California. He was at Panama when the second Pacific Mail Steamship arrived there. Arriving in California, he engaged in building, and subsequently ran a bakery at Sacramento, which business at that time was about as lucrative as gold-mining. He afterwards engaged in the lumber trade in San Francisco, remaining there until 1858, when he came to Victoria and entered the lumber business. In 1861 he started a sawmill at Shawnigan, and ran it until 1868, when he built the present one, which is the best located mill in Victoria. The capacity is 45,000 feet in ten hours, being composed mainly of small stuff for building purposes, while the mill is the largest in Victoria. The logs are gotten from the East Coast of the Island, and Mr. Sayward owns large timber claims, which he is keeping for the future. So great is the demand at present that the mill was running night and day, cutting from 60,000 to 70,000 feet per diem.

BRACKMAN AND KER MILLING CO., LTD.

Mr. Brackman is a native of Germany, and came to the Coast in 1847. Mr. Ker was born in Victoria. In 1876 they erected a flour mill in North Saanich, and ten years later transferred their head office to Victoria, where they have just built a new five-storey mill, with boiler and engine house attached. The main building is 60 x 80 feet. In the basement floor of their new mill is a 120-horse power Wheelock engine, manufactured by Goldie & McCulloch, of Galt, Ont. The main shafting furnishes motive power for all the other machinery in the building. The ground floor is fitted up with five run of stones for grinding the different cereals. The second floor is furnished with bins for holding the different grains, and on this floor are situated the steel rolls for making rolled oats. The oats have to pass through a special process of steaming before being rolled, and afterwards dried. On the third floor the grains are passed through cleaning machinery before reaching the bins on the second floor. The top floor is fitted with machinery for operating the elevator and for driving the machinery in the cleaning room on the floor below. The specialties produced from this mill are oatmeal, rolled oats, split peas, pearl barley, etc. In connection with their mill they have a wharf, whereby there is no handling of any of the products of the mill. No grains are handled after they are emptied into the elevator, everything being accomplished by means of automatic contrivances. This building, together with the improved machinery used for it, has cost fully \$30,000. Their mill at Saanich will be shut down, but they will still keep their general store at that point, together with their warehouses.

MUIRHEAD AND MASS.

The proprietors of the Victoria Planing Mills commenced business in 1870, doing a successful business from the very start, employing now one hundred men, with a monthly pay-roll of \$4,500.00. The specialties of the mill are mouldings, doors, windows, blinds, house furnishings, special ship-joinery work and general carpenters' and builders' work, as also stair work. During the last year the output of the mills has been doubled, and they have just erected a large shed, some 60 x 100 feet, for the storage of seasoned lumber, and are making other and more extensive additions and alterations to their premises in order to meet the steadily increasing demand for their class of work. During the past year they have made large additions, too, in the way of power and boilers, and have also erected a fine steam dry-kiln thirty by fifty feet. James Muirhead, of the firm, is



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a native of Scotland, which he left in 1857. Before coming to Victoria in 1862, he spent the interval in Canada and North and South America, where he pursued his present line of business. Mr. James G. Mann is also from Scotland, whence he came here direct in the year 1862.

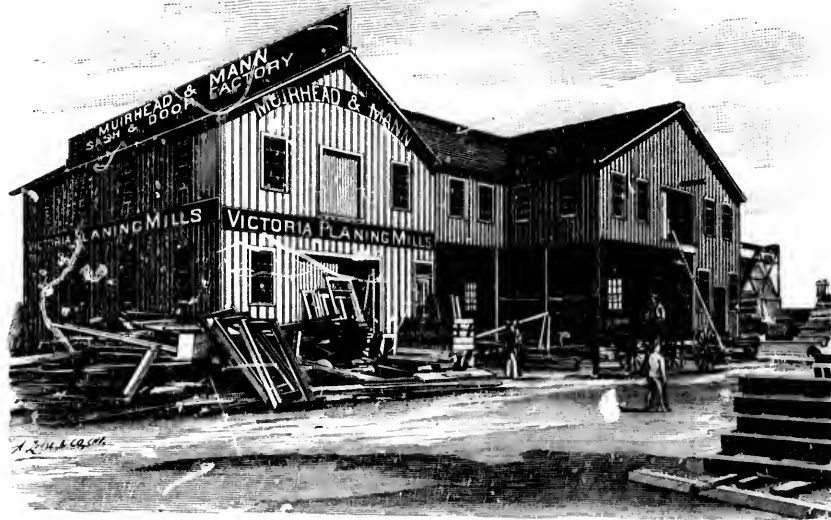
LEMON, GONASSON AND COMPANY.

This firm is composed of J. Lemon and Aaron and Benjamin Gonasson. The sash and door factory of this firm, which is, perhaps, the most improved in Victoria, started running in the latter part of February of the present year. The mill turns out sashes, doors, blinds, mouldings, mantels, rough and dressed lumber and turnings of all descriptions. Band-sawing, as also re-sawing or the splitting of thick lumber, are their specialties, and the firm carry a large stock on hand of glass, both plain and ornamental. They have a No. 1 kiln for drying lumber before manufacturing. The building occupies a space 50 x 100 feet, and is located on the wharf, where lumber can be shipped easily by boat, there being 300 feet of water frontage. The factory is two stories and a half in height, and is equipped with detached boiler, engine-house, etc. It is also equipped with the finest machinery, including the latest improved 12-inch sticker, a 7-inch four-

bookbinding business in the Province of British Columbia, and includes the publishing of the British Columbia Directory, which dates from 1862 and takes in the whole of the province. The business includes, also, the making of rubber stamps. Mr. Williams owns his own building, which is four story and basement, and is a very attractive structure of stone and brick. He has invested \$35,000 in building and plant, and the full space occupied by his own business is about 5,000 square feet. Mr. Williams has a natural gift for and has taken a great deal of pride in his business. He made the first stereotype, first electrotype, first lithograph, and first photo-engraving ever made in the province. Of late years he has invested heavily in real estate, and has, in consequence, become wealthy.

LEDINGHAM BROTHERS.

Messrs. W. J. and G. T. Ledingham, the founders of this firm, came, six years ago, from Toronto, where they served their apprenticeships, and by hard work have built up the present handsome business, which, initially, is the manufacture of wrought iron into any shape required, horse-shoeing and general foundry work. To this they added that of carriage and wagon manufacturing, making a specialty of heavy road wagons and trucks, wood-



shed sticker, also two double surface planing machines, a 36-inch re saw, and the best sash and door machinery invented. The capacity is equal to any in the Province of British Columbia.

E. S. McLAUGHLIN.

Mr. McLaughlin is one of the new-comers to Victoria, but has achieved a great success in carriage-building, of which he makes a specialty of light or heavy pleasure vehicles. He learned his trade in New York, and is a thorough mechanical draughtsman in all things appertaining to coach building, having passed through and obtained a certificate in the Technical School for Carriage Draughtsmen and Mechanics, of New York City. He started in business in Victoria at Easter last; erected a building and plant at a cost of \$15,000, and has since done ranch work, not only for private citizens but for the fire department of the city as well. He imports his stock for carriages from Toronto and the Eastern States, and at present employs four men, which number will very probably be increased in the near future.

R. L. WILLIAMS.

Mr. Williams was born at Rochester, New York; is of English parentage; came to Victoria in 1850; spent his school days here, and afterwards followed the trade of bookbinding. In 1873 he bought out the present business, which was established in 1862. To-day, it is the largest

work of all kinds and carriage and sign painting. The present building is a large one, situated on a valuable corner lot of their own, 60 x 120 feet, but the demands of their business are such as to necessitate, at once, the erection of a more commodious structure, and this they propose doing. A late innovation to their business is the importation from the McLaughlin Carriage Company of Oshawa, Ontario, of light and heavy double and single carriages. In all their undertakings they have been successful, and deservedly so, as they are both thoroughly familiar with their business, and their energy and thoroughness has brought them at all times increasing patronage.

VICTORIA MACHINERY DEPOT.

The Victoria Machinery Depot was originally established by Messrs. Spratt & Gray. Mr. Spratt, the founder of the Albion Iron Works, is now dead, and Messrs. Andrew Gray and A. K. Mann are the present proprietors. They are agents for the Inco. Duty Engine Co., of Toronto; Golden & McCulloch, Galt; Pemberton Injector, the Duplex Oil Stocks of the Hart Manufacturing Co., Leonard & Ellis Valveless Oil, Magnolia Anti-friction Metal, Scott's Oak Tan Leather Belting, Dodge Wood Split Pulleys, Burnett's Impervious Lime Paint, and the Woodbury Oil Company, and supply iron and brass castings. Their yearly business amounted in 1887 to \$22,000, and has increased in the year just to \$65,000. In the past two

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LEUNGHAM BROS. CARRIAGE FACTORY.



MILL-STEEL-ENGINE-FURNITURE & CO.
ALBION IRON WORKS.
SAYWARD'S SAW MILLS.

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years they have, among other works, put machinery into the steamer *Constance*, now plying on the Fraser, supplied rails for the National Electric Tramway and Lighting Co., built new engines and boilers for steamer *Mascotte*; made the complete cannery outfit for the Lorne Inlet Packing Co., and the Price Cannery Co., of Gardner's Inlet; also the engines for str. Telephone, the locomotive Boiler for New Vancouver Coal Mining and Land Company, the new crank shaft for the steamer *Boscowitz*, etc. They employ twenty-five or thirty men, paying them from \$1,500 to \$1,800 per month and turn about \$40,000 worth of raw material into the manufactured product annually.

LOEWEN AND ERB.

This firm, the owners of the Victoria Brewery, is composed of Joseph Loewen and L. E. Erb. The brewery was started in the year 1858, but was purchased by them twelve years later, since which time they have made extensive improvements for the brewing of lager and bock beer, which are now turned out to an extent of four thousand barrels or one hundred and twenty thousand gallons a year, and constantly increasing. Loewen & Erb have earned a good patronage, from the fact that their beer is made solely of malt and hops and contains no deleterious substances such as are almost invariably used in Eastern breweries. Their trade extends all over the Province of British Columbia, and they furnish, practically, most all the beer consumed at Victoria, Nanaimo, Comox, Wellington and the towns on the

there are now orders six months ahead in the factory, which will, in consequence, have to be enlarged in the near future. While yet engaged, to a considerable extent, in the importation of certain lines of furniture, bric-a-brac, carpets, etc., they turn out at the factory all kinds of furniture, hardwood mantels, desks, office and bar fixtures, and in fact almost everything identified with the furniture line. The store on Government street has a frontage of 45 feet with plate glass windows, while the depth is 135 feet, with a rear on Langley street 86½ feet wide. The display of goods would do credit to many of the large Eastern cities, and the selection of goods is a fair criterion of the taste and experience of the proprietors.

W. J. PENDRAY.

Mr. Pendray is the proprietor of the British Columbia Soap Works, which he established in 1867. With small capital and limited facilities, supplemented with a thorough knowledge of his trade, Mr. Pendray has increased his business until now he owns one of the finest and best appointed establishments in the Northwest. Without any aid from subsidies he has fought his way up against competition, and now supplies the province with the major portion of soaps consumed. His plant includes two boilers, capacity 20,000 pounds soap stock each, one of 4,000 pounds, and one of 1,000, two soap presses, one soap powder mill, a bluing grinder, a nine horse-power and seven horse-power engine. Mr. Pendray's weekly turn-out of soap, last year, was 40,000 pounds, both toilet and laundry, besides



line of the Esquimalt and Nanaimo railroad. Both gentlemen have magnificent residences, one of which will be seen in our pages. The celebrated and beautiful Victoria Gardens are also one of their many properties.

THE SEHL-HASTIE-ERSKINE FURNITURE COMPANY, LIMITED.

This corporation went into existence July 1st, 1891, from the combination of two of the largest furniture establishments in Victoria, namely that of Jacob Sehl and Hastie & Erskine. Jacob Sehl, who for so many years was established under his own name, is a native of Germany, and was in the gold mines of California for a period previous to his advent at Victoria in 1858. In the year 1891 he went into the furniture business, and when, in 1879, the tariff on furniture was raised from seventeen and a half to thirty-five per cent he commenced manufacturing on the site of his present store premises. The business increased so fast, however, that in 1884 he put up a large manufactory which at the present time employs some fifty-five men. The factory proper is 64 x 84 feet, and is three stories high, being built of brick. There are other smaller buildings, including a modern dry kiln, while a warehouse, adjoining, will soon be completed. R. Erskine, of the country, is from County Antrim, in the North of Ireland, and came to Victoria, nine years ago. James Hastie is from Seaford, Ontario, when he came about twelve years ago. In 1884 he went into the furniture business for himself and partners. Mr. Erskine joined him three years ago. The present company does a business at present of about \$200,000 per year and is increasing so fast, in fact, that

large quantities of bluing, stove polish and blacking, washing soda, etc., etc. He sells all along the coast and as far East as Calgary.

WEILER BROS., SUCCESSORS TO JOHN WEILER.

In 1862 John Weiler started up in the upholstery and furniture business on Government street. In 1870, finding his premises too small he built a block on Fort street, corner Broad, and moved into it, occupying Nos. 51, 53 and 55. In 1884 he erected a large factory on Humboldt street, which he installed with the latest and most improved machinery, and from that time his business began to assume very large proportions. January 31st, 1891, Mr. Weiler turned his business over to his four sons, George, Charles, Otto and Joseph Weiler, and the business had increased to such an extent that it was deemed expedient to erect a four-story brick 40 x 80 feet manufactory adjacent to the one already operated. This was equipped with greater power and the most modern improved machinery. The upholstery department is on one of the floors of the warehouse adjoining the store, and there are some sixty-five men employed in this and the factory, which latter occupies about 20,000 feet of floor space, while the warehouse and store premises occupy 30,000 more. The pay rolls average one thousand dollars a week, and the business for 1891 is estimated at a quarter of a million of dollars. The manufactory turns out all descriptions of wood work, including fine interior finishing, mantels, office and saloon fixtures, etc., etc. Weiler Bros. do also all of their own upholstery. They carry, too, an immense line of furniture of all descriptions, fancy

crocery and glass wares, lamps, ornaments, silver-ware and all kinds of house furnishing goods. Their display of linoleums, oil-cloths and carpets, the latter mostly of the celebrated Crossley make, would seem in themselves to be sufficient for a handsome business. The firm has been a remarkably successful one, and the cut of their warehouse, shown in these pages, can give but a faint idea of the immense business transacted within its walls.

M. R. SMITH;

Senior member of the firm of M. R. Smith & Co., commenced business in the bread-baking line in the year 1858, carrying on operations, with the aid of his two sons and wife, until the present time, and has now the largest business in his line in the city, if not in the province. Two years ago he established a steam factory, the only one of the kind in Victoria. He keeps twenty-six hands constantly employed, turning out bread, cakes, biscuits, jumbles, etc., etc. They supply the bulk of the Indian trade in pilot biscuits between here and Alaska. The factory is a large three-story and basement building on Niagara street, 25 x 84, with outbuildings and stables. The bread is all baked in the basement. A forty horse-power engine runs the machinery on the upper floors. Smith & Co.'s bread and cakes are well and favorably known to the house-keepers of the city.

NICHOLLES AND RENOUF.

This firm is composed of Mr. J. Nicholles, a native of London, England, who came here in 1862; followed civil engineering from 1869 to 1875,

and later was connected with the firm of Garesche, Green & Co., bankers, and Mr. C. E. Renouf, who is a native of the Isle of Jersey, and came direct from there in 1879. He was connected with the Hasting's Saw Mill Co. and R. P. Kithet & Co. until the present firm was started, in 1885. Mr. Renouf was elected Alderman, Jan. 1st, 1891. The firm does a general hardware and implement business, both wholesale and retail, carrying a large stock of shelf and heavy hardware, agricultural implements, mining and mill machinery. The business for the first two years was about one-third in volume the amount that it stands at present. They are agents for A. Harris, Sons & Co. (limited), Harvesting Machinery; Cockshutt Plough Co.; E. O. Wister, Sons & Co., Seed Drills and Seeders; Waterhouse Engine Works Co. of Brantford, and many other concerns as famous as those mentioned. They are also agents for the Hartford Fire Insurance Co., and the Scottish Union and National Fire Insurance Companies. Messrs. Nicholles and Renouf have many other large business interests, and Mr. Renouf has devoted himself greatly to civic affairs; he has been among the foremost in interest in the annual exhibitions, the success of which is a great guarantee, due to his efforts.

VICTORIA VINEGAR AND SALT WORKS.

Mr. J. H. Falconer, of the firm of Badger & Falconer, well-known vinegar manufacturers of Toronto, arrived in Victoria in the early part of last Spring, and at once commenced extensive improvements to the building of Joseph Heywood, next to the city electric light building, for the establishment, under the management of J. H. Falconer, of vinegar, sauce, pickles and preserving works. He at once set about manufacturing malt, cider, white wine, raspberry and strawberry vinegars, also fruit vinegar in bottles, pure apple cider, sweet cider, claret cider, refined cider, fancy mixed pickles, sauces, tomato catsup (by a new process), flavoring extracts, lemon and vanilla, also mushroom catsup, maple syrup and other table delicacies. There were many who doubted the success of this new enterprise, owing to the prejudice supposed to exist against goods of this description of local manufacture, but the result showed

the falsity of such ideas. From the outset the business has been a success, and the demand, which now extends from all parts of the province, is increasing daily. Mr. Falconer is an expert in his line of business, and has had a remarkable experience for a young man, having gone on a tour through Europe for the purpose of securing a transfer, in Germany and other places, of the best known patents and processes for making vinegar. He also worked for a period in one of the largest malt vinegar manufactories of London, England, for the purpose of acquiring a thorough knowledge of the most improved process adopted so far in that country. Mr. Falconer is a Scotchman by birth, and stands high in business circles for ability and integrity.

TURNER, BEETON AND CO.

No Victoria firm has a higher standing than this one, which is composed of Mr. J. H. Turner, M. P. P. and Minister of Agriculture and Finance, and Mr. H. C. Beeton, Agent General. Mr. Turner has charge of the business at Victoria, and Mr. Beeton, at London, England. The firm occupies its own premises at the foot of Yates street, in a brick building 75 x 125 feet, while below them, on the wharves at the water front, they have five bonded and other warehouses, which will be seen in this book, and which occupy a frontage of 300 feet, providing facilities for the loading and discharging of the numerous steamers and sailing vessels always at the wharves, and for the storage of immense quantities of goods. The firm's enterprises are numerous and far reaching; besides driving a large salmon cannery business they are interested in general merchandising and are agents for the following houses in Europe and elsewhere: M. B. Foster & Sons, London, England; John Hall & Son, London, England; J. S. Fry & Son, Bristol, England; Geo. Wostenholme & Son, (limited), Sheffield, England; Williams, Humbert & Co., London, England; Doulton & Co., London, England; Jonas Brooks, Bros., Huddersfield, England; Wm. Jameson & Co., Dublin, Ireland; Bouteleau & Co., Barbezieux, France; G. Preller & Co., Bordeaux, France; Cock-



burn, Smithers & Co., London and Oporto; Hiram Walker & Sons, Walkerville, Canada. They represent, also, the following Fire and Marine Insurance Companies: Guardian, North British and Mercantile, of London, and Commercial Insurance Co., (Marine), San Francisco, Cal. In salmon cannery they own their own cannery, the "Inverness," on the Skeena river, and are agents for the "Balmoral," also a Skeena river cannery. Mr. Turner, of the firm, is a native of England, and first came to British Columbia in 1862; he was one of the committee for forming the volunteers of Vancouver Island, and retired into the reserve militia in June, 1881, with the commission of Lieutenant-Colonel. He was elected to the City Council of Victoria in 1877 and served two years, subsequently occupying the mayoralty chair for three successive years. He was also Chairman of the B. C. Benevolent Society and the Royal Hospital for three years. Mr. Beeton, who is a man of very considerable literary ability and learning, is peculiarly well fitted for the office of Agent General, and has done much for the province in giving intelligent reports of the country's needs and advantages to the people of England.

MARVIN AND TILTON.

Mr. Edgar Marvin, of this house, recently deceased, was a native of Syracuse, N. Y., and was a forty-niner in California with U. S. Senator Felton, with whom he came to Victoria in 1862 and started the present house. Mr. Edward G. Tilton is a native of Delaware, and came to Puget Sound in 1852 with his father, being the first Surveyor General to Washington. He remained in the Puget Sound country until 1865, returned

East and again came to the coast in 1870, following his profession of civil engineer for the Northern Pacific. In 1875 he went to South America and engaged himself on the railways of the Andes, and when the contract was let for the building of the Canadian Pacific, in 1880, he became the Chief Engineer and Superintendent under Onderdonk, the contractor. He left there in 1883 and came to Victoria, taking a half interest in the above business, which includes a general hardware, iron and steel, cordage, chains, mill and building supply and shelf hardware business. It is the oldest house in British Columbia, and does a wholesale and retail business of about \$150,000 a year.

E. G. PRIOR AND COMPANY.

This firm is composed of Colonel E. G. Prior, M. P., and Mr. G. F. Mathews. Colonel Prior is from Yorkshire, England; he was educated in mining engineering, and after coming to British Columbia was, until 1878, for five years mining engineer and surveyor for the Vancouver Coal Mining and Land Company, during which time he was elected a life member of the North of England Institute of Mining and Civil Engineers. He was also for two years Government Inspector of Mines. Colonel Prior is Lieutenant-Colonel in the B. C. Brigade Garrison Artillery and holds a certificate of qualification from the Royal School of Artillery; he was appointed an extra Aide-de-Camp to the Governor-General of Canada in January, 1889; commanded the Canadian rifle team at Bisley, England, July, 1890; he sat in the Legislative Assembly of British Columbia from the general election of July 6th, 1886, until January 23d, 1888, when he resigned to become a candidate for his present seat in the Dominion Parliament on its becoming vacant by the appointment of the sitting member, Mr. Shakespeare, to the post-mastership of Victoria. Colonel Prior was first returned to parliament on June 23d, 1888, by acclamation, and he was re-elected at the last general election. He

is a Conservative in politics. The firm of which E. G. Prior & Co. are the outcome was founded in 1859 by Alfred Fellows, and, after many changes, Colonel Prior bought a half share in 1880, and the firm name was changed to Fellows & Prior. In 1883 Colonel Prior bought out Mr. Fellow's interest and three years later admitted to partnership Mr. Mathews, who is an Englishman and had been for a period in his employ. The present large and handsome structure was erected by them in 1888. The firm's business consists of general merchandising in iron, steel, hardware, agricultural implements, wagons, buggies, etc. They are sole agents for British Columbia for the Massey Manufacturing Company's Binders, Mowers, Rakes and Drills; D. M. Osborne & Company's Binders and Mowers; American Bain Wagon Company's Freight and Farm Wagons; Chatham Manufacturing Company's Wagons and Carts; Brantford Carriage Company's Carriages and Buggies; Sawyer & Massey's Threshing outfits, and many other equally celebrated lines and firms too numerous to mention.

DAVID SPENCER.

Mr. Spencer is a native of South Wales, England; came to Victoria in 1863 and went into stationery and fancy goods, which he carried on for six years, after which he joined William Denny. In March, 1870, they dissolved partnership and he then started the present house. Outside of

the regular dry goods business Mr. Spencer carries a large stock of carpets of high grade, Oriental rugs, etc., and has a fine dressmaking and millinery department, manufacturing ladies' bath gowns, tea gowns, etc., etc. His business this year will amount to \$200,000. He carries \$120,000 worth of stock, and imports direct from France, Germany and England, one of his sons going once a year to Europe to make purchases. His store is 240 feet long, 66 feet in front and 33 feet in the middle, and two stories in height, and the building is fully lighted by skylights. Mr. Spencer is one of the most progressive retail merchants of the Northwest, and his stock of goods, for taste and elegance, is not equalled anywhere North of San Francisco.

BRADEN AND STAMFORD.

Mr. John Braden, of this house, was born at Liverpool, where he served an apprenticeship with David Ratcliffe, who has since been knighted by the Queen, and pursued his occupation for the parent house in London, Belfast, Chester, Wales, Warwickshire and Warwick on large contracts. He went to Olympia, Washington, in 1871, and came to Victoria two years later. In 1875 he formed the house of Stewart & Braden, which was continued until 1884. Mr. James Leonard Stamford was born at Royston, Cambridgeshire, England, and emigrated to Canada. He was there

engaged in building the gas works in different cities, and subsequently went to Newport, Rhode Island, in 1883. One year later he was sent out by R. D. Wood & Co., the well known house of Philadelphia, to build the gas works at Tacoma, and having completed them he built those of Olympia, New Westminster, Nanaimo and Vancouver. He was next employed to build the woolen mill at Westminster, and, later, remodelled the gas works at Victoria. The present firm was started in June, 1888, and have since built the Port Angeles water works, in addition to which they will this year construct the gas

works and electric light plant of the same city. Braden & Stamford are known as steam, hot water and sanitary engineers, and carry everything in that line. They are doing, at the present time, a business of about \$100,000 a year. They furnished the plumbing for the Canadian Pacific Railway Hotel at Vancouver, and the Jubilee Hospital, the V. M. C. A. building, Central School, Jensen's Hotel, New York Hotel, and many other well known structures of Victoria. They do all the English Navy work at Esquimalt, and are both strong supporters of the Dominion and Provincial Governments. Mr. Braden was appointed a Director of the Jubilee Hospital by the Provincial Government. The firm employ about thirty men, and have the largest business in their line in the province.

T. B. PEARSON AND CO.

Among those establishments commencing business in a moderate way and have, in a comparatively short time, grown to material prominence in the front rank, none have eclipsed the above firm. They are manufacturers of shirts, overalls and clothing of every description. The house was established in 1883, and they now occupy a two-story, 30 x 65, building, well arranged and supplied with the latest and most approved machinery. They employ some forty hands, with an average output of from 120



VIEWS IN DAVID SPENCER'S STORE.

to 150 dozen per week, of a quality recognized as having no superior. Much of the success is due to Mr. Pearson's extended knowledge of his business and his ability as a buyer and manager. Their two travellers are constantly on the road, and their goods have been sent as far East as Winnipeg.

HENRY SAUNDERS.

Mr. Saunders is a native of London, England, leaving that place for Victoria, coming direct, and reached here in 1862. He engaged in the grocery trade, and has now one of the largest and best appointed establishments of this kind in the city. For twenty-five years he has supplied the citizens of Victoria with groceries, wines, liquors, cigars, etc., importing nearly altogether. Last year he built the store and warehouse which he now occupies. The building is an exceedingly handsome one, consisting of two stories and two basements, 49 x 124 feet, light, airy and attractive. Mr. Saunders has the contract for supplying Her Majesty's Navy at Esquimalt, besides which several delivery wagons are kept constantly busy. His business has experienced a steady, healthy growth ever since it was first established.

LENZ AND LEISER

Are the largest importers and manufacturers of dry goods in British Columbia. They carry an immense stock of clothing; here, and their present spacious three-story building on Yates street, corner of Commercial alley, is not any too large for their requirements. Both members of the firm received their training in the dry goods business in one of the chief dry goods houses in Germany, and their business methods are characterized by an admirable thoroughness which speaks well for their early training in the business. Mr. Lenz spends the major portion of his time in England, Germany and France, purchasing goods for their business here.

E. B. MARVIN AND CO.

The founder of this house, Mr. E. B. Marvin, was born at Halifax, Nova Scotia; in 1852 he left New York and arrived in San Francisco, via Cape Horn, on November 30th, 1852; he remained there several years, during which time occurred all the excitement attendant upon the actions of the vigilance committee, and left in January, 1857, for Australia, arriving at Sydney in March of the same year. From Sydney he proceeded to Melbourne and thence to the mines, where he remained until September, 1858, when, hearing of the discoveries of gold on the Fraser river, he left for British Columbia and landed at Esquimalt, January 13th, 1859, by sailing vessel, having been detained en route for six weeks at the Sandwich Islands on account of the vessel losing one of her masts in a storm. After making a trip to San Francisco and return Mr. Marvin left in March, 1860, for the Fraser river, and took the steamer Eliza Anderson (still in use on the South) as far as Fort Hope, whence he caused it all the way up to the Mouth Quesnelle, on the Fraser; he, however, remained only until June, when he returned to Victoria, and the following month opened what was the nucleus of his present handsome business, namely, that of ship-chandlery and sail making. The business has now grown to very large proportions, and on the first of January, 1899, Mr. Marvin associated with him, as partners, Captain J. G. Cox and Mr. F. W. Adams. Mr. Marvin is largely interested in the sealing industries and is part owner in the sealing schooners Sapphire, Triumph, G. Cox and F. B. Marvin. He has been largely identified with the city's interests, and is a member of the British Columbia Board of Trade.

F. McQUADE AND SONS

This house was founded in 1858 by Mr. P. McQuade, who came here from Albany, New York; he was followed two years later by his son, Mr. F. A. McQuade, and subsequently by his other son, Mr. E. G. McQuade. In 1858 Mr. McQuade junior took his sons into partnership under the firm name of F. McQuade & Sons, and since his death they have had entire charge of affairs. The firm does a general ship-chandlery business, which is especially important where there is such a large amount of steamship building, as at Victoria; they furnish, also, cannery supplies and, in

the course of years, the volume of trade done has constantly increased until it now reaches about \$40,000 a year. All steamers and sailing vessels from this port require constant supplies, while the fitting out of the sealers each year is a very large item. The sons have ably managed the business and stand exceedingly well in commercial circles.

JOSEPH SEARS.

Mr. Sears was born in Rio Janeiro, of American parentage, and is one of the pioneers of Victoria, having been here since 1862. He learned his trade in the city, and entered the business himself in March, 1876. He has been somewhat of a traveller, having covered a large amount of territory before going into business for himself. He sells painters' supplies and paper hangings, furnishes plate and stained glass and brushes, and does sign-writing and decorating generally, and his business is at the head of the Victoria firms in this line.

CARNE AND MUNSIE.

F. Carne, Jr., who is a native of England, and came to Victoria twenty-six years ago; has been twenty years in the grocery business, thirteen of which was with one house and the balance of the time with the present concern. William Munsie, of the house, is a native of Pictou, Nova Scotia, and has been fourteen years in Victoria, coming to the city to start the stove manufacturing branch of work for the Albion Iron works. He remained there until the present concern was started. The firm do a

general trade in groceries and are very popular, and run a business of about \$10,000 a month. They are owners of the sealers Pathfinder, Viva and Mary Taylor, and have been very successful in all their outside operations. The senior member of the firm is also the principal owner of the Shawnigan Lake Lumber Company. Their handsome residences will be seen in our pages.

A. B. GRAY AND COMPANY.

Mr. A. B. Gray was born in Edinburgh, Scotland, and came to Victoria in June, 1863, by the steamer Southampton, via Panama. In 1864 he occupied a position as salesman for John Wilkie & Co. in the premises now occupied by himself. Three years later he engaged in the dry goods business on his own account at New Westminster, B. C., which was then the capital of the Mainland. The following year he purchased the retail dry goods business on Government street, Victoria, and remained there until 1883, when he entered the wholesale trade, adding liquors and cigars to his line of stock. A. B. Gray & Co. are at present relinquishing their dry goods line and devoting themselves more extensively to their other lines of business. They are general agents for the British Empire Mutual Life Insurance Agency; for the celebrated Chappell Pianoforte; for the celebrated champagnes of Chas. Heidsieck, of Reims; the B. & E. Perrier, of Chalons; and a number of the finest brands of Scotch and Irish Whisky, Brandy, Rum; English Ale and Stout; Red and Green Gin; Belfast Ginger Ale, Ports, Sherries, liquors, assorted biters and imported cigars. Mr. Gray is one of the prominent members of the Board of Trade, having been elected to the council of their body.

LANGLEY AND COMPANY.

This firm, which is the oldest wholesale and retail drug house in Victoria, is composed of A. J. Langley, J. N. Henderson and T. M. Henderson. The Henderson brothers are from Montreal, Canada, and have been here about five years. Mr. Langley, who is a native of Richefield, Staffordshire, England, came here in 1858, and established the present house, which has grown to its present immense size through very careful management. The business of the firm extends as far East as Ellerslie, B. C., and North far beyond the mark of civilization.

D. E. CAMPBELL.

Mr. Campbell, who is a native of Canada, came to Victoria fourteen years ago, and entered the drug business, which he has built up to its present size. Since opening the business he has put up over 77,000 prescriptions, always keeping on hand the finest and rarest chemicals in



H. SAUNDERS, GROCERIES, ETC.

use, including a number of his own specialties, prominent among which are the celebrated Braden's Cough Cure, Campbell's Sarsaparilla Blood Purifier, Campbell's Rose Leaf Face Powder, Japanese Hair Tonic, etc., etc. Mr. Campbell carries a full line of toilet articles, from the cheapest to the most expensive; pays strict attention to family recipes and orders. An ardent sportsman, in company with John Famin, of the Provincial Museum, Victoria, Mr. Campbell has made frequent trips through the Selkirk and Fraser Ranges, as also the West coast of the Island, and the fine heads and antlers which adorn the walls of his store are a token of his skill in the chase. He is also the possessor of a fine kennel of dogs. Mr. Campbell is a very popular man in Victoria.

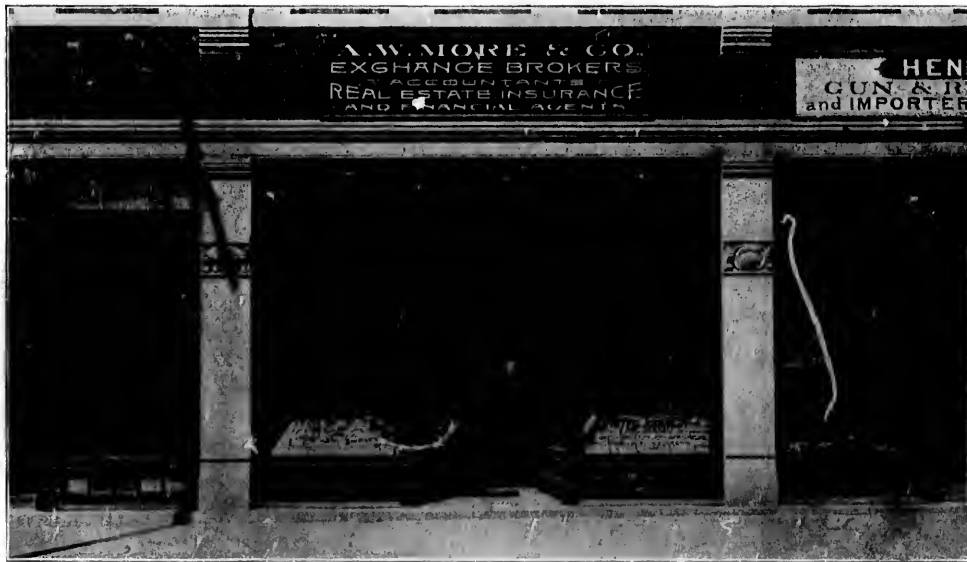
FINDLAY, DURHAM AND BRODIE.

This firm is a branch of the English house of the same name, and is principally engaged in salmon fisheries on the different rivers in British Columbia, having five canneries in all, and a saw mill in conjunction with them. Their output has reached an amount of about 60,000 cases of salmon per year, which find their way to Canadian, English and Australian markets. The firm are agents for the British Columbia Canning Co. of

for the Royal Insurance Co.; London & Lancashire Fire Insurance Co.; Standard Life, of Edinburgh; London Assurance Corporation, and the London & Provincial Marine Co. The firm is represented in London by Messrs. H. J. Gardiner, No. 1 Gresham Building, Basinghall, E. C. Mr. Ward is Consul for the Kingdom of Sweden & Norway, having been appointed in 1879. He has been a member of the Council of the Board of Trade almost uninterruptedly since it was founded, and during his four years of office as President has made its influence felt more than ever before. He served as Councillor and Chairman of the Finance Committee in the Victoria Municipal Council in 1885. He is a Magistrate for the Province of British Columbia; a Pilotage Commissioner, and Managing Director of the British Columbia Corporation, limited.

KINGHAM AND MINOR.

This is a succession of the firm of Pennock & Kingham, Mr. Minor having bought Mr. Pennock's interest in the business. Mr. J. Kingham is lately from England. They carry a large and well selected stock of optical goods, diamonds, jewelry, etc., etc., and do a very extensive repairing trade. They manufacture many articles from the raw material, employing



London; also of the Northern Fire Insurance Co. of London and Aberdeen, and of the British & Foreign Marine Insurance Co. of London. Mr. M. T. Johnston, the manager of this house, is a native of Scotland, and has resided in Victoria since 1865, having assumed the management of the present company in 1876. He is a prominent member of the Board of Trade, and has been elected one of its Council.

ROBERT WARD, J. P.

Mr. Ward, who, for the past four years, has been President of the British Columbia Board of Trade, came to Victoria at the close of the Crown Colony days, and was, for a time, in the office of the Auditor-General until after the confederation of Canada. He joined the house of Welch, Rithet & Co. at its inception in 1871, and remained there five years. He subsequently joined Stalshmidt & Co., which was established as Henderson & Burnaby in 1862. The firm was changed to Stalshmidt & Ward in 1876, and in 1881 Mr. Ward became the sole partner and changed the firm to Robert Ward & Co. They are largely interested in the leading imports and exports of the country, especially the product of the salmon fisheries, in which they have seen the full career, and they represent five of the leading establishments on this coast. In addition, they are the leading insurance firm of the city, being general agents

five workmen. They are both smart, intelligent men, and thoroughly understand their business.

COWAN AND WILSON.

This wholesale grocery house is the largest fruit importing firm on the Northwestern Coast, handling in immense quantities California and tropical fruits, both dried and green. The firm is composed of Maynard H. Cowan and William Wilson. Mr. Cowan is a native of Ottawa, Ontario, and has been in Victoria for the past eight years. He started the firm of Cowan, Shaw & Co. five years ago, doing a general commission and agency business, principally representing large manufacturers in the East. Two years ago he and Mr. Wilson bought out the stock and goodwill of S. J. Pitts, who had founded the present business. Their trade has increased enormously, and their present business amounts to \$750,000 yearly. The stock comprises everything in the grocery line—staple and fancy produce and provisions, etc., etc. They supply the principal grocers of this province, and ship, via Alaska, to the northern portion of British Columbia, the having to be done in bond. Their premises have a frontage of sixty feet on Yates street, with a depth of one hundred feet, and the building is two stories in height. Mr. Cowan was at one time Manager of the B. C. Fire Insurance Co., and one of the first chosen of the Board of Directors of

the Victoria Tranway Co. Mr. Wm. Wilson, his partner, is one of the most prominent and wealthy men in the city, and is thoroughly well known throughout the Northwest. The firm have travelers on the road constantly, thoroughly covering the entire business portion of the province. To Mr. Cowan, who is the active partner, is due great credit for the success in making this house rank as it does. Although a young man, on assuming charge of the business he covered the field with a glance, used his energies in the proper directions and accomplished what few men would have even attempted.

DIXIE H. ROSS.

Mr. Ross, who is a native of Pennsylvania, went to Cariboo in 1870 and engaged as a merchant there. Mr. Josiah Beedy, his uncle, was the one to create the first excitement in Cariboo by bringing a nugget of gold to Victoria. He had, at that time, stores all the way from Victoria to Cariboo, and was one of the pioneer merchants of the region. Mr. Ross returned to Victoria and founded the present business in 1875. He is an American citizen, never having seen fit to exchange his flag, but is as prominently identified as almost any other man in Victoria with the interests, local and otherwise, of this city. He has been a very successful merchant, and is one of the best known and highly respected men of Victoria.

LAWRENCE GOODACRE.

Mr. Goodacre, who has been one of the most successful merchants of Victoria, is a native of Nottingham, England, and was engaged in his present business in that city. He came to Victoria in 1866, and the business of Mr. Harris was at that time bought out by Mr. Goodacre's partner, Mr. Stafford. The place of business was named the "Queen's Market," and has retained that appellation ever since. Mr. Goodacre has thus been in the business twenty-five years, having gone into partnership with Mr. Stafford, who afterwards died, leaving him sole proprietor. The slaughter house of the firm is near the city, and the magnitude of the business can be gathered from the fact that the daily slaughtering is from six to eight cattle, thirty-five sheep and lambs, and ten calves and hogs. Mr. Goodacre is a wholesale and retail butcher, and contractor by appointment of Her Majesty's Royal Navy, the Dominion Government, and a number of large corporations. He has shown his confidence in the future of Victoria by large investments in landed property, and has served terms as member of the City Council.

A. W. ERSKINE.

Mr. Erskine was born in the North of Ireland; left there when quite young, and spent some years in Eastern Canada, coming to Victoria in the Spring of 1870. He was engaged as salesman with Henry Mansell for seven years, when he started for himself in the present business. He carries a general stock of boots and shoes, which he imports chiefly from the United States, Eastern Canada and England. His premises (corner of Government and Johnson streets) are very commodious, and show him to be a thorough business man, and fully alive to the interests of his business, which is increasing heavily each year.

BOUCHERAT AND COMPANY.

This house was founded in 1850, and has since changed hands several times, although it has always been very successful. Mr. J. Coigdarippe, a native of the South of France, is senior member of the firm. He came direct to Victoria and engaged in business here, joining the old firm in 1884. Mr. Luke Pither, his partner, hails from New York, and has been a resident of Victoria a number of years, entering the present firm in 1890. The firm handle everything in French wines - Sauternes, Burgundies, Champagnes and Clarets, together with Ales, Stout and Beer and a general line of cigars. The turn-over for last year amounted to \$200,000, and this year it will exceed this amount considerably. They enjoy a good reputation in business, and are the only house of any magnitude, exclusively, in this line.

McLENNAN AND McFEELEY.

The firm is composed of R. P. McLennan, a native of Picton, No. a Scotia, who came here in 1884, and E. J. McFeeley, a native of Lindsay, Ontario, who came to the province the year following. For the past five years they have been engaged in the plumbing and tinning business both in this city and in Vancouver. They have a large store in both of these cities, carry large lines of house-furnishings, stoves, ranges, etc. Their specialties are iron roofing, gas and hot water fixtures, hot air furnaces and jacket wire fencing. They have quite a number of men and boys employed, and have several large contracts on hand, one of which is the roofing and

ornamental sheet iron work of the new Roman Catholic Cathedral, contract price of which is \$11,000. Mr. McLennan looks after the firm's interests in Victoria, while Mr. McFeeley attends to the Vancouver branch. They are both young men, and have shown a proven vivacity and energy which, combined with strict attention to business, have made their enterprise a very successful one.

HOTEL DALLAS.

William Jensen, the proprietor of this hotel, was born in Liverpool, England, and came to the United States in 1858. He served in the United States Army, during part of the rebellion, in the Fortieth New Jersey Regiment, U. S. Infantry, Sixth Corps, Army of the Potomac, and remained until the close of the rebellion. On his return from the war he went into business at Williamsburg, New York, and subsequently South Brooklyn, remaining there until 1868. From New York he organized a colony, on Horace Greely's advice ("Young men, go West and build cities") went to Kansas and engaged in business at Waterville. He afterwards built the second hotel at Concordia, and later, entered the hotel business at Cawker City. He left there for California in the Spring of 1872 in search of a location for business, and, not finding what he wanted, came to Puget Sound and ran the American Exchange Hotel at Seattle for three years. In the Autumn of 1877 he came to Victoria, re-named the old Royal Hotel the "Occidental," enlarged it by the addition of fifty rooms, bought the property and re-sold it during the present year. The Hotel Dallas, which he has just built, is situated upon half an acre of ground on Dallas Road. The hotel is three stories in height, one hundred and twenty feet front, sixty-five feet in depth, contains sixty bed-rooms, twelve sitting-rooms and parlors, and will accommodate one hundred persons. The hotel is sixty feet from the sea, and commands a full view of the Olympic range, the Royal Roads and the Straits of Juan de Fuca, and is a block from the landing of the outer ocean-vessels' docks, where all sea-going vessels from China, Japan, Alaska, San Francisco, and the largest local steamers arrive and depart. The electric cars are within one block of the hotel, and pass through the city, arriving in eight minutes at the post office. The hotel is built of brick; is furnished with all modern appliances and conveniences, including hot and cold water baths, steam heat, electric lights, electric call-bells, bar and billiard rooms, while the fine promenade on the flat roof gives a magnificent view for miles around. The hotel is strictly first-class.

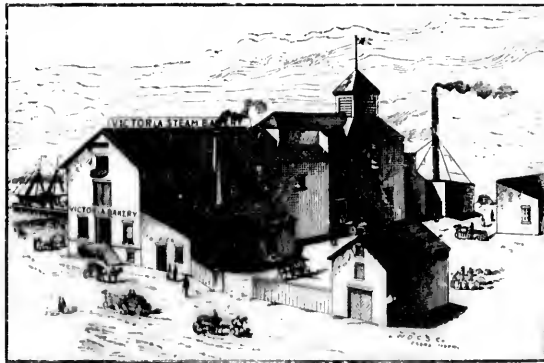
DRIARD HOTEL.

This house, which has for years been one of the substantial features of Victoria, is as well-known as any hotel on the Pacific Coast. It was founded, on its standard of excellence, in 1875, by Mr. Louis Redon, who is at present President of the Victoria

Electric Light Company, and also President of the company formed for the projected Canada Western Hotel. Mr. Redon at first had for partner Mr. Lucas, but in 1878 associated with him the late Otto Hartnagel, whose son, Gustave Hartnagel, is now one of the partners. In 1884 the increased patronage of the house necessitated an addition on the rear, and the theatre addition was built in 1885. The patronage has, however, grown to such proportions that the building is now being extended to the corner and covers the intervening space of 75 x 122 feet. The building when completed, at an immense outlay, will be seven stories in height, and will have 225 rooms. Everything will be entirely modern; there are to be rooms with bath-rooms attached, call and answer electric bells, electric and gas lights, and, in fact, everything that modern ingenuity has invented for comfort. The menu of the hotel, which is supervised by a well known chef, is at all times of the best, and is, in fact, appreciated among travellers all over the world. The hotel will soon be entirely completed, and will be one of the handsomest adornments of the city.

COLONIAL METROPOLE HOTEL.

Mr. Thomas Tugwell, the proprietor, came from Brighton, Sussex, England, and has been in Victoria since 1858. He has been carrying on the present business for the past three years, and has increased it to its present dimensions since entering the venture. The hotel has a frontage of 120 feet on Johnson street, and is three stories in height. The bulk of Mr. Tugwell's trade is with transient guests, and he therefore operates on the American plan. His house is lighted by electricity and provided with fire-escapes. Hot and cold water baths are at the disposal of guests. The rooms, eighty in number, are all well lighted, and the house is well ventilated. Mr. Tugwell is a very popular man, and the large and increasing patronage is a sufficient testimony to the character and accommodations of his hotel.



M. R. SMITH AND CO., BISCUIT MANUFACTURERS.

JOHN TEAGUE.

Born in Cornwall, England, Mr. Teague went to California in the year 1856, and went into mining at Grass Valley, and assisted in the erection there of one of the first quartz mills for gold. Two years later he started for Victoria, intending to go from there to the Fraser River. The Captain of the steamer landed him and his friends at Whatcom, and told them that that was the nearest point to Victoria, and they were obliged to get to Victoria in a plunger. Mr. Teague subsequently visited Bellingham Bay, and remained there six weeks, returning in time to catch the steamer for the Fraser River. At this time thousands of people had poured into Victoria on account of vague rumors of gold on the Fraser River. As this was at the time of the Crown Colony, Governor Douglas had to give permission before the steamer was allowed to proceed upon her way up the Fraser. The "Surprise" (which was the steamer's name) was the first steamer to Fort Hope. Mr. Teague remained at Murderers' Bar until February, 1859, and the river being frozen, passed through many hardships on his return, being obliged to walk as far as Langley. He took part afterwards in the Cariboo excitement, and in returning from Fort Alexander he and one other walked as far as the Fountain in nine and a half days, subsisting on six pannikins of flour. The last three and a half days of the journey they were entirely without food. On his return to Victoria he engaged in contracting and other matters, and in 1874 he went into architecture exclusively. The principal buildings erected here by Mr. Teague are: The Royal Naval Hospital, The Provincial Royal Jubilee Hospital, St. Joseph's Hospital, St. Ann's Convent, Victoria Public School, Reformed Episcopal and the Presbyterian Churches, Colonial Buildings, Oriental Hotel, Yates' building and Market building, and he is now at work on the new Grand Hotel and the Garesche Green & Co. building. Mr. Teague has done all the naval work for the past sixteen years, a fact which is indicative of his ability as an engineer as well as architect.

A. MAXWELL MUIR.

The subject of this sketch is a native of Glasgow, Scotland, where he first entered the profession of architecture. Six years ago he left that country and went to the United States, spending some two years and a half at Troy, leaving there to accept a position with Wm. Parsons & Sons, of Topeka, Kansas, where they were engaged in the construction of public schools, besides many other public buildings throughout the State. He next went to San Diego, where he was engaged on the Hotel del Coronado, and shortly before coming to Victoria he was engaged with the Southern Pacific Railway. Upon his arrival here he became draughtsman for Mr. John Teague, going at once on to the plans for the Jubilee Hospital. He has since been engaged with Mr. Teague in the additions to the City Hall, extensions of the First Presbyterian church, Fazio & Fazio's building, Helm out building, Salmon Block and F. H. Hall's residence. His plans for the competition for the City Market. He is at present engaged on the Oak Bay Hotel and other large buildings in this city. Mr. Muir's speciality is designing and constructing heavy brick and stone structures and residences and bridging. Some of his perspective plans on the Clyde have been exhibited in the International Exhibition at Edinburgh, Scotland. Lately he won the competition for the Board of Trade building of this city.

THOMAS HOOPER.

Mr. Hooper, who is one of the leading architects of Victoria, was born in Devonshire, England; went to Ontario in 1871, and there served his trade as a joiner. In 1878 he went to Manitoba, where he followed

architecture and contracting, and from there went to Vancouver, where he spent four years previous to settling at Victoria in 1880. Since his arrival he has been very successful, and has erected some of the finest structures in the city, among them the Pandora Street Methodist and the Gorge Road Methodist Churches; the Jewell, the Helmcken, the Milne, the Humphreys, Lewis and the R. T. Williams blocks; he built, also, the McCandless addition to the Metropole Hotel, and has erected a number of fine residences, among them those of A. G. Black, John Daugall and Henry Jewell. At Nanaimo he erected A. E. Green's four-story and David Spencer's Arcade buildings; at Vancouver, the V. M. C. A. and a public school building, and at New Westminster, also a school building.

SOULE AND DAY.

Mr. Soule is a native of London, England, where he served his articles with an eminent architect and attended the School of Science and Art at South Kensington, being successful in obtaining a Queen's prize for design, and prizes and certificates for other subjects. Crossing the Atlantic, he was engaged by some of the best architects in Boston and Cleveland, and coming to Canada he practiced for a short time in Port Hope and for many years in Guelph; his work comprised a number of churches, high schools, court house and jail, V. M. C. A. building, bank, business and office buildings and many fine residences and other works. In February, 1860, Mr. Soule opened an office in Victoria, and has designed and superintended the new Agricultural Exhibition buildings, many private residences and business blocks, etc., etc. Mr. Robert Scott Day was born in the city of Cork, Ireland. He is a graduate of the late Queen's (now the Royal) University of Ireland, having attended the usual collegiate course and taken the Degree of Bachelor in Civil Engineering. He then turned his attention to architecture, and entered the office of Mr. Thomas Drew, R. H. A., Dublin, as articled pupil, and continued his studies in the offices and on the works of various London architects. Mr. Day's own practice has been mainly on the Diamond Fields, South Africa. Among his more important works there are the Kimberly Stock Exchange, the head offices of the He Beers Consolidated Mines, Ltd.; the Grand Hotel and Good Templar's Hall. He came to Victoria this year chiefly for private reasons; his family now holding considerable property in this province, and entered into partnership with Mr. Soule a few months ago.

THOS. C. SORBY.

Mr. Sorby was born at Wakefield, Yorkshire County, England, his family having been there and at Sheffield for the past 300 years. He was educated in London, where he took up a course of architecture and subsequently practiced for twenty-five years. He was made County Court Surveyor for England and Wales, serving in this capacity for ten years. He was Surveyor of the Metropolitan Police and of Dangerous Structures; held the appointment of District Surveyor, Consulting Architect to the Home Office and Treasury, and was Fellow of the Royal Institute of British Architects, Fellow of the Royal Geological Society and member of the Society of Arts. He left London in 1853 for Montreal, where, after spending three years, during which he built a large number of stores, hotels, etc., for the Canadian Pacific Railway, he went to Vancouver, and, after the fire, built the Hotel Vancouver, Mr. Abbott's house, the Stephen Block, St. James Church, Hudson Bay Co.'s premises, and other minor buildings. Removing to Victoria in 1887, Mr. Sorby built the parsonage of Christ Church, made alterations on the residences of T. R. Smith and Hughwood, William Ward's residence; and built the residences of H. Dumbarton, Robt. Ward, Dennis Harris, A. S. Richards, and many other of the most



BRITISH COLUMBIA BOARD OF TRADE. [A. M. MUIR, Architect.]

attractive of Victoria's dwellings and business blocks. He is at present engaged in the completion of the Five Sisters' Block and Turkish Baths. The building is four stories and basement, constructed of stone and brick. Its dimensions are 101 x 160; it contains eight stores and ninety offices, many of the latter being in suites. The building is furnished with a first-class Albion Iron Works elevator; is heated by steam and lighted by electricity manufactured on the premises. The Turkish Baths, which are being built in the basement, are to cost some \$30,000, will be a great addition to Victoria's luxuries. It is unnecessary to enter into the details, but the plans, as given, are such as to show that they are to be of the very highest order, and the personnel of those connected with the venture is such as to ensure its being a thorough success.

THE OCCIDENTAL HOTEL.

This hotel is one of Victoria's oldest and best known hosteries, and is located in the center of the business portion of the city, fronting on the wharves of the California, Puget Sound and Fraser River steamers, and the Esquimalt and Nanaimo Railway. Two years ago the hotel was considerably enlarged, and now contains seventy-six rooms; is furnished throughout with call bells, electric lights, hot and cold water baths as well as other modern conveniences, and has billiard and reading rooms attached. The bar of the Occidental is one of the most famous on the coast, and has always been noted, in particular, for XXXX eight year old imported ale, which is served on draught. Mr. Jensen, of the Hotel Dallas, was for-

They are two of the most tireless workers of Victoria, and, although young men, are building up a very large business. Flint & Son, Dublin, Ireland, are their British agents.

VANCOUVER ISLAND LAND AND INVESTMENT COMPANY (LTD.)

This company is a successor of the business carried on, until the 7th of April of the present year, by Bourchier, Croft & Mallette, with a capital stock of \$250,000. Mr. Henry Croft, President of the concern, was born in Sydney, New South Wales, and received his education at Rugby, England, returning from England to Australia as Inspecting Engineer to the New South Wales Government. Mr. Croft is a member of the Civil and Mechanical Engineers' Associations of England. In 1884 he left Australia for Vancouver Island, and immediately went up and started the Chemainus saw mill, which has since been purchased by the Victoria Lumber Co. At the election in Cowichan last term he was elected by acclamation as M. P. P., and was re-elected this year. In December, 1890, he joined the old firm of Bourchier, Croft & Mallette. Mr. J. B. McKilligan, the Secretary and Treasurer of the company, was born at Aberdeen, Scotland, on December 20th, 1845, and received his education at Robert Gordon's College there; he was trained as an accountant with the firm of Robertson & Lumsden, Advocates, Aberdeen, having been twelve years with them. He removed to Toronto, Canada, in 1876, where he was employed under the Hon. Geo. Brown; afterwards was accountant in the Union Loan & Savings Company. From Toronto he went to Win-



THE FIVE SISTERS BLOCK.

[THOS. C. SORBY, Architect.]

merly proprietor, but turned the hotel over on the first of last May to Messrs. K. H. Berryman and K. C. Andrews, who had been with him four and two years, respectively, in his very successful enterprise. The present firm, of which both members are young men, enjoys an equal popularity to that bestowed upon its predecessor.

FLINT AND WILLIAMS.

This firm is composed of Arthur St. George Flint and Benjamin Williams. The former is a native of Ireland, and was with Flint & Son, of Dublin, Ireland, in the real estate and auctioneering business, for twelve years, coming to Victoria in 1887. Mr. Williams is from Wales, and came to Victoria in his thirteenth year. The present firm was founded December 10th, 1889, for the purpose of a real estate, insurance and commission agency business. They represent, as city agents, the National Fire Insurance Company of Ireland. In addition to their real estate business, they have organized three building and loan associations, as follows: The Vancouver Island Building Society, capital stock, \$250,000; Victoria Building Society, capital stock, \$400,000; and the Queen City Building, Loan & Savings Association, capital stock, \$5,000,000. They are agents and secretaries for these three companies, the first two of which observe the Star system of England, and the latter that of the Chicago and Philadelphia Building and Loan Associations. Both members of the firm are young men, and have pushed their business in a way that reflects great credit upon their business sagacity.

nipeg, Manitoba, in June, 1870. He took the business management of the office of Messrs. Bain & Blanchard, Barristers, until the spring of 1881, when he was appointed agent for the Canadian Pacific Railway townsites under General Manager A. B. Suckney. He had charge of the townsite of Brandon, which had such a phenomenal success. He then went into business on his own account as Real Estate and Financial agent. He passed through the memorable boom of 1881-1882, and carried through some of the largest sales during that period. During his residence in Winnipeg he occupied several positions of trust, was agent for Loan Companies, Secretary of the Board of Underwriters, was Land Commissioner of the Netherlands-American Land Company, Local Director of the London & Canadian Loan Company, President of the Chartered Accountants' Association, was a Justice of the Peace, Notary Public, Conveyancer, etc. He left Winnipeg in 1888, and went to San Francisco, Seattle, and finally to Victoria, where he arrived in January last. He was appointed Secretary and Treasurer of the Company in September last. The Company was organized on the joint-stock principle, for the purpose of carrying on a general real estate brokerage and financial business, including the promoting of land companies. Their list of property includes both inside and outside Victoria property, large areas in Port Crescent, and they are the promoters and owners of the Port Angeles Waterworks system, which they undertook and completed at a cost of \$54,000. To the old firm is due the credit of promoting the town of Port Angeles, and Mr. Mallette is one of the promoters of the Port Angeles & Southern Railway, to run

from Port Angeles to Seattle. They have the finest office in the city, and every known specimen of quartz is contained in their splendid cabinet. They have taken a deep interest in the mining and lumber interests of this province, and they have the largest line of timber and coal properties on the Pacific Coast. For two years they had employed two cruisers, cruising the timber in Oregon, Washington and British Columbia. They have large coal fields in British Columbia, and make a specialty of these claims. They have a tract of 4,300 acres on Denman Island, and also immense tracts on Queen Charlotte Islands. The general quality of this coal is good, being principally bituminous. They have samples taken from the various mines, and have them on exhibition at their office, together with the specifications of each specimen. They have also some fine specimens of gold, brought to the city by the lately deceased Mr. Mason, M.P.P. for Cariboo. The Company is agent for a number of life, fire and marine insurance companies, also agents for British Columbia for the American Investment Union, of New York; and the Dominion Safe Deposit Warehousing & Loan Company, of Canada, the bonds of which they have for sale. They are largely interested in mining companies, and will furnish full information on application.

DALBY AND CLAXTON.

The members of this, one of Victoria's best-known real estate firms, are Messrs. William Dalby and Fred J. Claxton. Mr. Dalby is so well known in British Columbia, of which he has long been a prominent character, that his remarkable career is at home almost a by-word; but his history will here meet with eyes in other lands and will to them be a theme of considerable interest. He was born at Richmond Hill, Ontario, and, when merging into manhood, left home in company with John Grant, present Mayor of Victoria. While on the water between New York and San Francisco, in 1861, there was fought in the States the memorable battle of Bull Run. Their passage took them by the way of Panama and Aspinwall, and, after arriving at San Francisco, they went to Santa Cruz, California, walking there (on foot) and subsisting the last day of their journey upon a loaf of bread and a watermelon. Here Mr. Dalby, who had learned the tanning trade, entered a tannery, and soon became foreman; but both he and Mr. Grant, hearing of the Cariboo gold excitement, left the following year for Victoria, and from here went to Cariboo. Mr. Dalby remained at McCollum's Gulch only two months, and, returning to Victoria, built a small tannery on the Saanich road, and subsequently combined with it the harness business, and later still shoe manufacturing, the business then being merged into the Belmont Tanning, Boot and Shoe Manufacturing Company, in which company he remained until it was bought by the well-known Ames Holden Company, and of which he for some time acted as manager. Mr. Dalby's success to that hour had been very marked, and he retired from active business and took a great interest in civic affairs. He was elected Alderman for one year, and subsequently was Mayor of Victoria successively in the years 1873 and 1874. Since November, 1879, he has retained the office of Justice of the Peace for the Province of British Columbia to the present date. He has been once Grand Master of the Grand Lodge of British Columbia, A. F. & A. M., and in 1887 was appointed by the Grand Lodge of Canada as Representative of their Grand Lodge in the Grand Lodge of British Columbia. He is also appointed as Grand Representative of the Grand Lodge of Victoria, Australia. Mr. Dalby has become a large property-owner in Victoria and other parts of the province. For three years he was President of the Agricultural Association, and the active interest he has taken for twenty years in that association has rebounded much to its benefit. Mr. Claxton, who is a native of Montreal, was, until he came to Victoria in 1889, engaged in the wholesale dry goods business with his father, Mr. T. J. Claxton, of Montreal. Shortly after Mr. Claxton's advent in Victoria the firm of Dalby, Ballantyne & Claxton was formed, and it has since been changed to Dalby & Claxton. The principal business done consists of real estate, financial and insurance brokerage. In real estate they have not confined themselves to inside and outside property and farm lands, but have handled some coal and other mining properties of an extensive nature. Mr. Dalby having been a resident of Victoria from its infancy, and the fact of his having twice occupied the civic chair, as also having been City Assessor, gives him a practical knowledge of real estate values possessed by few men. In the making of loans and the insurance department this experience is particularly valuable. Mr. Dalby is manager of the British Columbia Fire Insurance Company, and director in the local board of the Dominion Building and Loan Association of Toronto, whose capital is five million dollars. Mr. Claxton is treasurer of this company, as also secretary of the Sechart Quicksilver Mining Company of Victoria. The firm represents the Royal Canadian Insurance Company of Montreal and the Lancashire Guaranty and Securities Corporation (Limited) of Huddersfield, England; and when we say that the latter has loaned about \$400,000 on this coast in one month of last spring, it is a sufficient guarantee of the confidence shown by English capitalists in the stability of values in this country.

FRANCIS BOURCHIER.

One of the most successful real estate men who ever established in British Columbia is Mr. Bouchier, a native of Devonshire, England, who made Victoria his home in 1887. He almost immediately went

into the real estate business, and soon after associated with him as partner Mr. W. R. Higgins, son of the Hon. D. W. Higgins, M. P. P. Mr. Higgins after a short period retired from the firm to go to Europe, and Mr. Bouchier then formed the firm of Bouchier, Croft & Mallette, which was eventually merged into the Vancouver Island Land and Investment Company (Limited), with a capital of \$250,000. This firm of Bouchier, Croft & Mallette was the first to start the boom at Port Angeles, and three years ago heralded the advantages of Victoria in a manner that aided in the tremendous progress she has since enjoyed. It may be said, in truth, that this house was the best known in British Columbia, and distributed at its own expense more valuable statistics in the shape of pamphlets and other mediums than any other firm. At times their offices were so crowded that it was almost impossible to transact the business offered. The offices were of marked taste, and displayed a mineral exhibit equaled by none in the province. Mr. Bouchier traveled extensively East and abroad and interested foreign capital, and accomplished the formation of syndicates and land deals which the most sanguine had deemed impossible. Mr. Bouchier sold, in August last, his interest in the Vancouver Island Land and Investment Company (Limited) to Mr. Croft, and is again engaged in business for himself, having taken handsome offices on Government street, in the Five Sisters' block. Mr. Bouchier is at present engaged in large syndicate land speculations covering the entire province. He has served as one of the Council of the B. C. Board of Trade.

MORROW, HOLLAND AND CO.

D. W. Morrow, senior partner in this house, is a native of Barrie, Ontario, and came here in June, 1883, and became connected with the postoffice here as second clerk. Subsequently he became connected with commercial interests, and later was with E. G. Richards, Jr., in the real estate business. In January, 1891, he started for himself as a real estate, insurance and financial agent, under style of D. W. Morrow & Co. In April the style of the firm was changed to Morrow, Holland & Co., Joshua Holland being admitted to the business. Mr. Morrow was Secretary and Treasurer for the British Columbia Fire Insurance Co., which position he held for three years. Mr. H. A. Munn, of this firm, was born in Queens County, Prince Edward Island, in 1861. He left there in 1883 for British Columbia. He was connected with the newspapers "Standard" and "Colonist," and subsequently bought an interest in the "Times." He remained with the "Times" for some six years, when he sold out his interest, immediately entering into partnership with J. C. Cheyne in the drug business, taking it over from one Kellogg. This drug business has been a pronounced success from the start, and their store is one of the handsomest and best appointed establishments in the city. Mr. Munn is largely interested in the industries of British Columbia, having invested in sealing, fisheries and real estate, and numerous other projects. At the last civic elections he came out as a candidate for Alderman for James Bay Ward, and was elected by a large majority over other strong competitors. Joshua Holland, the newly admitted member of the above house, is a native of Shropshire, Eng. He sailed from Liverpool for Canada in March, 1882, and on his way across the continent he remained one year in Winnipeg. He followed the impulse to move still further westward, and he reached here 1883, coming by way of San Francisco, in company with several others, visiting Chicago, Ogden, Denver and Salt Lake City. Immediately upon his arrival here he engaged in the carpentering business, remaining in it for two years, when he branched out for himself as a contractor and builder. Five years afterward he retired from business, and, standing for election, he became an Alderman in January, 1890, to which position he was re-elected in the present year, standing at the head of the poll at both elections. He represents Johnson Street Ward. During the past year and a half he has been engaged in speculation in real estate, and in April last he became a partner in the business of Morrow, Holland & Co., to which he devotes much of his time. The firm do a general real estate, loan and fire insurance business. In the latter branch they are agents for the Lancashire Insurance Company, one of the strongest in the world. They handle Victoria inside property principally, and do a large rent collecting business besides. The gradual increase of their business has necessitated their removal to larger premises, which they have secured and fitted up handsomely on Broad street, near Yates.

CRANE, McFREGG AND BOGGS.

This firm was formed in January, 1890, for the purpose of transacting a general real estate, brokerage and insurance business, and has made a record for itself unequalled by many of the other houses. Mr. J. E. Crane, senior member of the firm, is a native of Ontario, and came here in 1886 as agent of the Sun Life Assurance Company of Montreal. Mr. W. D. McFregg came from the city of his birth, Montreal, in the summer of 1889. Mr. Beaumont Boggs, who is from Halifax, Nova Scotia, came to Victoria in 1883.

In their insurance department they represent to-day the Sun Life Assurance Company of Montreal, the Eastern Fire Insurance Company of Halifax, and the Citizens' Fire Insurance Company of Montreal. They are heavily interested in and are agents for the Victoria Hydraulic Mining Company, which is the largest company of its kind in the province, and are putting in this year fifteen miles of ditch at Queensville Forks, Cariboo, for gold mining. They are also agents for

the Pacific Asphalt Company, and have done a large amount of paving for both streets and sidewalks, as well as the cellars, of Victoria and other places.

In their real estate department they have been exceptionally successful in syndicating large tracts of land. Among their most prominent enterprises in this direction was that at Oak Bay Beach, the today famous watering, bathing, and seaside resort of the city. A year ago little was thought of Oak Bay, although an easy drive of a couple of miles from Victoria postoffice. But last winter these gentlemen formed a syndicate, bought up a large tract of land on the shores of this beautiful beach and made arrangements with the Electric Tramway Company to extend the line to the very shores of their property. They platted the property and sold on such contracts as would insure the erection of only the finest class of residences, set aside a suitable amount for the erection of a handsome hotel, with lawn-tennis and play grounds attached, and in every way so improved the property that, by the arrival of summer, the people of Victoria began to flock down to this superb spot, which at one stroke became the Long Branch of Victoria. It is certainly fair to say that no more picturesque location could be found. The land itself, interspersed with moss-grown rocks and oak trees, is at once a delightful pleasure resort; while the sandy, pebbled beach furnishes a recreation ground for the children. The water itself is warm and furnishes splendid bathing; while from the jutting banks of rocks, stretching out here and there, the fisherman seldom returns empty handed. The bay is simply superb, with its placid waters naturally protected by the islands to be seen in every direction, and here the troller will find plenty of salmon or the hantsman water fowl; while in the woods, a quarter of a mile back from the shores the pheasant and grouse are very numerous.

The views of Oak Bay Beach, as seen in our pages, have not shown the distant scenery, which from this point is so enchanting. Mount Baker, the Fraser, the Cascade and the Olympic ranges are all within view, stretching majestically around three points of vision. This in itself is Oak Bay, developed in one year to a pleasure resort and reflecting great credit upon the foresight of this firm of young, energetic and progressive business men. It may be said also, in connection with this firm, that Mr. Boggs has made himself pretty thoroughly acquainted, by personal observation, with the mineral resources of Vancouver Island, over which he has traveled extensively on foot. He has also combed the waters and bays of much of the western coast of the Island, and has therefore obtained a pretty thorough knowledge, which could hardly be gained in any other way.

T. J. RAYNER.

Mr. Rayner is a native of Cambridge, England, and has spent twenty years in Canada, always following a similar line to his present business. Coming to Victoria eight years ago he established himself in real estate, financial brokerage and insurance. In the latter he represents for British Columbia, as General Agent, the Provident Life Insurance Co., of New York, and the Scottish National Union and Hartford Fire Insurance Co.'s. In his financial business he has invested and negotiated large sums of money for Canadians and Easterners, and the confidence reposed in him in this line reflects strongly, not only upon the reliability of his opinions on real estate values but upon his integrity as well. He is consulted on all the leading movements in real estate of the city, and his character for honest dealing has brought him an immense line of patronage, not only from capitalists but from workmen as well. He is connected with a number of the large syndicates and leading men of the city, and the fact that he is always busy is a criterion as to his business credit.

BRITISH COLUMBIA LAND AND INVESTMENT COMPANY.

This business was started in 1862 by Messrs. Thomas Allsop and Henry S. Mason, and the business was merged subsequently into Allsop & Mason. The present company was organized and incorporated in January, 1887, with a capital stock of \$200,000. Mr. C. A. Holland was appointed one of the Managing Directors of the company, with Mr. Henry S. Mason. Mr. Allsop looks after the interests of the company in England. They make a specialty of conveying and loaning money, and they have now some \$6,000,000 invested, partly on mortgages and partly in the development of real estate here and in Vancouver. In Victoria alone they have erected, on one street—between Douglas and Government, on Yates street—over \$300,000 of buildings; \$80,000 worth on Government and Broad streets, and a large number outside of this city. The policy of the company is the development of its own property (not waiting for others to do it for them) and a substantial proof of this is the fact that they have only three lots in the city proper at present not built upon. The company is so well known throughout this country and England that further mention is hardly necessary; the investments and loans made are of the most conservative character only.

LOWENBERG, HARRIS AND CO.

This firm of financial and real estate agents dates its inception from the year 1878, when it was founded by the late Mr. L. Lowenberg. Mr. D. R. Harris, a native of Hampshire, England, who has for some twenty years resided in Canada and British Columbia, became a partner at a later date, the firm assuming the name of Lowenberg, Harris & Co. Mr. N. F. Snowden, who became a partner in 1885, was born

in Yorkshire, England, went to Manitoba in 1870, and two years later came to British Columbia. The firm have done a phenomenally successful business. They have branch offices at New Westminster and at 22 St. Mary Ave, London, England. They are, in addition, agents for the following: Commercial Union Assurance Company (Limited), Connecticut Fire Insurance Company of Hartford, London Assurance Corporation, London and Lancashire Life Assurance Company, Cauton Insurance Office (Limited), Marine, and North China Insurance Company (Limited). Both Mr. Snowden and Mr. Harris are notaries public, while the latter has been a member of the Municipal Council. A large amount of foreign capital has been conservatively placed by the firm here, and they are so well known, both here and abroad, that further mention is unnecessary. The beautiful residences of the partners will be seen in these pages.

ALDERMAN F. G. RICHARDS, JR.

Mr. Richards, who is one of the most prominent real estate men of Victoria, was born in the United States—at Dodgeville, Wisconsin—October 8, 1855. He is, however, of English parentage, his parents leaving Cornwall in 1850. Mr. Richards has spent the greater part of his life and was educated at Victoria. He was in 1871 appointed chief draughtsman of the Provincial Government Land and Works Department, and occupied this important position until his resignation in 1881, when he built and took the management of the Clarence Hotel, now run in conjunction with the Drifair. This he gave up two years later, and went into real estate and insurance, which he has followed since that time. He is special agent for the Alaska Fire Insurance Company of Hartford, Conn.; the Union Mutual Life Insurance Company of Maine, the London Assurance Society, and the Loan Branch of the Crown Life Insurance Company of London. Mr. Richards has had a large experience in real estate, and from his long experience under the Provincial Government, is especially well informed on location and values. He has also taken interest in the mineral resources of the mainland, but more especially those of the Island itself, and recent discoveries made by his agents have shown some exceedingly good specimens of easily worked gold quartz. Mr. Richards also personally owns an interest in the Sooke Iron Mine, situated directly on Beecher Bay, about twenty miles from Victoria, opening out from a snug harbor to the Straits of San Juan de Fuca, where ships can safely ride and be loaded in six or seven fathoms of water. This property is a veritable mountain of iron, practically inexhaustible, and from recent analyses by such reliable men as Wm. Tenge, of Yale, B. C., J. H. Collins, F. G. S., of London, Eng., and Dr. Wm. Wallace, F. R. S. E., of Glasgow, Scotland, it is shown to contain as high as 70.07 per cent. of metallic iron, with but a bare trace of sulphur, only 1.40 per cent. of silica and no phosphorus. The latter gentleman describes it as "a magnificent magnetic iron ore of extraordinary purity and richness, capable of making the finest pig iron, suitable for conversion into steel by the Bessemer or Siemens-Martin process." Mr. Richards was elected early in 1891 to the Municipal Council as a representative of Yates Street Ward, and is also a School Trustee and a member of the B. C. Board of Trade. He is also member of the Victoria Club, the Jockey Club, the I. O. O. F., is a P. D. S. in the Foresters, and P. M. W. in the A. O. U. W.

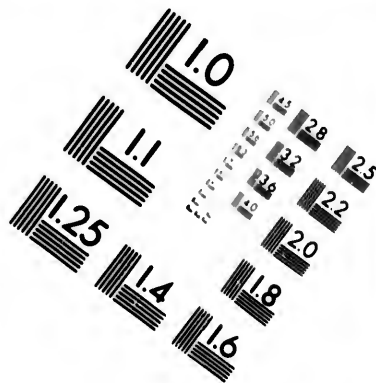
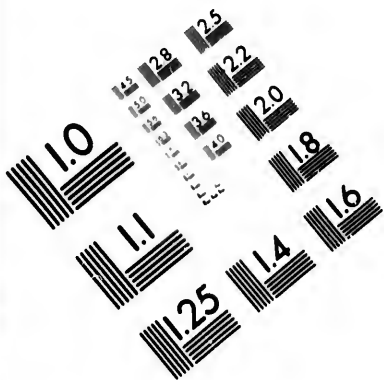
BARRETT AND CARPENTER.

L. S. Moulton Barrett was born in Devonshire, England, and seven years ago he emigrated to the States, engaging in the cattle business in Wyoming. Two years ago he came to Victoria, and in the Fall of 1889 he started the present business, being joined in July, 1890, by Erick Conway Carpenter, who came to the States in 1884. Mr. Carpenter has travelled very extensively, and has been engaged in the real estate business for some time. He located here about a year ago, when he became the partner in the above concern. They are the representatives of the Chandler & Coolidge Addition to Port Angeles, which controls eight hundred acres in one place and about 1,000 in another. This syndicate is one of the most progressive of any doing business there, and have the management of the advertising interests of Port Angeles. Barrett and Carpenter are agents for Low's Steamship Exchange in New York and London. They have also interests in the Kootenay District, particularly Nelson and Trail Creek. They do a general commission business, handling Victoria property in connection with their agencies. Both of the partners have an extensive acquaintance in the mining districts of both British Columbia and Washington. They control 160 acres of coal lands in the Nicola Valley.

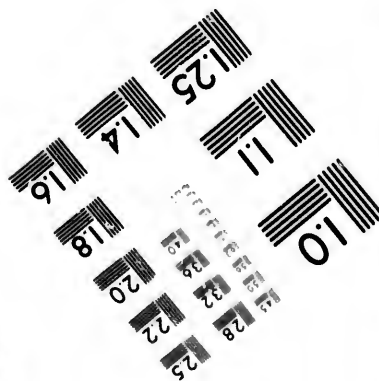
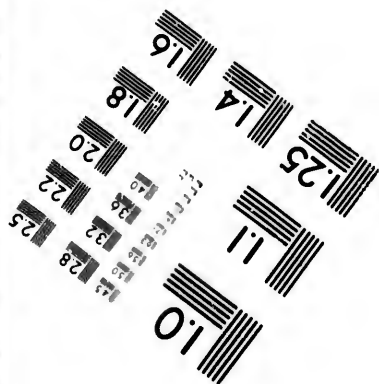
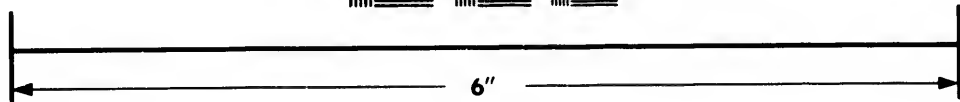
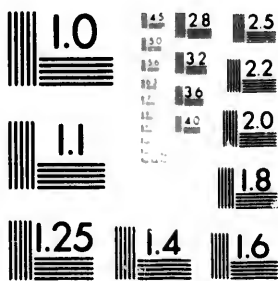
JOHN EARSMAN AND COMPANY.

This firm is practically the successor of Andrew and Earsman, of which Mr. Andrew, so long and favorably known in connection with the Hudson Bay Co., died a few months ago. Mr. John Earsman, who is a Scotchman by birth, came to this country about eight years ago; spent four years in the steamboat transportation business, and subsequently entered the employ of the Hudson Bay Company, where he remained until March, 1881, when he joined Mr. Andrew in business; he was city buyer for the Hudson Bay Company, and had charge of the depot which supplies all posts in British Columbia. Mr. Earsman is agent for the Armour Packing Co., of Kansas City, and Lighthound, Rabston & Co., the great grocery house of Montreal, the largest suppliers of dried fruits to British Columbia. He is also agent for the





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time ex Collector Handy, the late Mr. Geo. Frye and Mr. Charles Finlayson, since superannuated, were the only inside officers. Mr. Milne gradually worked himself upward, until his recent appointment to the Collectorship of this port. Although always a staunch Conservative, he never took an active part in public affairs. He has filled the highest position in the Grand Lodge A. F. & A. M. of British Columbia for the two years of 1887 and 1888, having occupied the chair of Grand Master with honor to himself and the craft. On January 1st, 1890, he was appointed Collector of Customs, Registrar of Shipping and Controller of Chinese for the Port of Victoria. His connection for so many years with the Custom House, his courtesy, his readiness to oblige all those with whom he has had occasion to do business, and the efficiency with which he has performed his duties, have made for him a great many friends, not only in Victoria, but abroad, and his appointment to his present position has been strictly on the plan of civil service.

F. C. DAVIDGE AND CO.

This house of importers and steamship agents is composed of F. C. Davidge and Charles Curwen, both young men, whose record the past two years at Victoria is a remarkable one. Mr. Curwen (an Englishman) had until that time spent twenty five years in the United States, and especially in California; while Mr. Davidge, who is also English by birth, had spent five years in India Straits, China and Japan, in the employ of the Chartered Bank of India, Australia and China. This brought Mr. Davidge into contact with the merchants of those countries, the system of doing business with other countries and the manner of calculating exchange, which is practically the most prominent factor in connection with importation from other countries. The result was that the firm was able to represent as agents some of the largest houses of the Orient—such as the great firm of Samuel, Samuel & Co., of Japan, and others equally prominent. F. C. Davidge & Co. fill orders even to the United States by bond, and are able to sell as low, being brokers, as the goods can be had direct. They control the entire output of one of the leather paper mills of Japan, which manufactures from the pulp of the mulberry tree, in any design, the handsome wall paper in existence. They handle also rice, of which Samuel, Samuel & Co. handle about half the entire export. They handle silks, and even manilla cigars, which latter are made from leaf grown from Havana tobacco seed. The firm have now connections in all the large cities of the United States and Canada. They have lately been appointed agents for the Upton line of steamships, and are making this line a popular and powerful competitor in the oriental trade with the Canadian Pacific line of steamships. The career of this house furnishes food for powerful reflection. To-day they are agents of the Japan Tea Syndicate, of Yokohama and Kobe; of the Tokio Leather Paper Mills; the Canvas Mills, of Kobe; of the Tsanpanna Canal de Talacais, de Filipinas; and of Charles Cammell & Co. (Limited), steel iron works, of England.

T. J. JONES, L. D. S.

Dr. Jones is a native of Toronto, where he first commenced the study of his profession, and which he finished at New York City. Returning to Canada he practiced at Bowmanville and St. Catharines, Ontario, for twenty three years. Coming to Victoria in 1884 he has since made this place his home, and has built up the largest practice of dentistry in Victoria. His son, L. T. H. Jones, D. D. S., who is a graduate of the Philadelphia Dental College, is his colleague. Dr. Jones's handsome residence will be seen in our pages. He has been interested in many projects for the advancement of Victoria interests, notably that of the Electric Tramway Company, of which he is vice-president.

ALDERMAN A. J. SMITH

In company with the late William Smythe (at one time Premier for British Columbia), Mr. Smith, who was born at Edinburgh, Scotland, in 1840, came to Victoria via Panama in 1862. He engaged as a foreman carpenter until 1864, when he took charge of a sawmill at Freeport, on Puget Sound, returning to Victoria in 1865 and engaging in steamboat contracting. He later took the management of Hastings Sawmill Company, Burrard's Inlet, and in 1869 went to San Francisco to engage in mill work, returning again to Victoria in 1872. Since that time he has pursued his present business, which includes general mill work, finishing, contracting and building. Among the structures put up under his supervision are the Postoffice, Custom House, Public School; Heffern, Galpin, Southgate and Heathorn blocks; Clarence and Metropole Hotels and Bank of British Columbia, of Victoria; and the Custom House and Postoffice at Nanaimo. He was first elected Alderman in 1880, and has since served seven times. He was chairman of the Water Works for four years, and at present is chairman of the Streets and Police Committees.

CHARLES HAYWARD.

Mr. Hayward came to Victoria in 1862 direct from Stratford, Essex, England, where members of his family still reside, and here entered such and door manufacturing and general contracting. For several years he was a member of the Municipal Council, and was there at the time of the passage of the celebrated water act for bringing water into Victoria. Mr. Hayward has also taken a great interest

in public school, charitable and public affairs. For the past six years he has been chairman of the School Board. Since its inception he has been a member of the Board, and is now Vice-President of the Provincial Royal Jubilee Hospital, honorary Secretary of the Protestant Orphanage and a Justice of the Peace. Mr. Hayward has been very successful in a business way, and is largely interested in real estate both in the city of Victoria and throughout the province.

VANCOUVER IRON WORKS.

This important industry is situated on Pembroke street, between Douglas and Government, extending through to Princess avenue. It was established in 1882 by Messrs. Wilson Bros., C. H. Wilson now being general manager and principal owner of the works. The business is that of general foundries and general architectural work. This firm cast 164 tons of iron work for the new Board building. Sawmill work and castings for the electric tramways, etc., are also done. An average of forty-five men are employed.

GOLDSTREAM HOTEL.

This house, situated at Goldstream, about eleven miles from Victoria, is the terminus of pleasure-seekers of perhaps the most beautiful drive around Victoria. The general proprietor, Mr. James Phayer, who has been established here some six years, coming originally from the States, has made the house exceedingly popular. In addition to the beautiful strolls around his house, the stream and woods in the vicinity abound with trout, pheasant, grouse, deer, bear and about anything the huntsman may desire. Mr. Phayer is himself an ardent sportsman, and is always willing to accompany his guest on a hunting expedition. He is a young man, a large property-owner, and has bought one thousand acres of fine lands, of which he has one hundred acres under cultivation.

C. E. KEFFERN.

Mr. Keffern came to the coast some twenty-nine years ago, and has since been engaged in his trade of watchmaker. He was elected Mayor of the city in 1883, and served two previous years as Councillor. For fifteen years Mr. Keffern has supplied the city with standard time. He placed a large dial in position above his store, operating it by machinery placed some seventy-five feet in the rear of his building. Mr. Keffern is the owner of the building he occupies, which has a frontage on Government street of twenty-two feet, and seventy-five feet depth. He has a large and commodious workshop in the rear of his shop, in which he employs five-skilled workmen in the manufacture of fine jewellery and repairing work. He carries a stock of some \$40,000, and deals only in solid gold and silver jewellery, handling nothing in the plated goods line, except table ware. Mr. Keffern was awarded the contract for the new City Hall clock and bell, lately put in position, which were manufactured by Messrs. Gillett & Johnson, of Troydon, England.

SHIP BUILDING.

This is one of the important industries of Victoria, and employs quite an army of men. Steamers, sailing vessels and all sorts of craft are built in the yards, while the building and equipping of the always increasing fleet of sealing schooners is a large industry in itself. Principal among the ship yards are the "Star," the "Central," the "Clyde," and those of Foot & McDougall, J. J. Robinson, T. C. Jones and D. D. McIntosh. Among these the "Star" ship yard is probably the largest, and is situated on the Indian Reserve, and is fitted out to accommodate a number of vessels of all sizes. There are machine shops in connection, and at all times steamers, tugs and vessels are on the ways being repaired. Mr. Warner has built some of the finest sealing schooners of the fleet, and is continually turning out boats of all descriptions from the small sail yacht to the steamer.

"THE COLONIST."

The *Colonist* newspaper was established in 1858 by the Hon. Amor DeCosmos, and since that time has had an almost invariably successful career. Many other newspapers have succumbed to the inevitable, and are numbered with the almost forgotten pioneers who died early in the struggle of a new country. The *Colonist*, through the ability of its owners, retained its supremacy as the leading journal of British Columbia through the various stages of prosperity and dullness which have visited this Province; the Hon. D. W. Higgins from 1866 until 1886 having guided its destiny, and through his able management secured to it first place. In October, 1886, Ellis & Co., now composed of W. H. Ellis and A. G. Sargison, secured control of *The Colonist* and its kindred departments, since which time, in sympathy with the growth of Victoria and the Province, it has made rapid advance in value as a newspaper, and is acknowledged as the most enterprising and influential journal in British Columbia. It is an eight-page seven-column paper, containing the latest telegraphic and local news, and is ably edited. It is Liberal-Conservative in politics, and is the chief organ of the Provincial Government. In connection with the newspaper are job printing, label printing and lithographic printing departments, the work turned out in each being equal in merit to that of any office on the continent. "*Victoria Illustrated*" was compiled and printed in *The Colonist* office, and is an evidence of the high class of printing done by that institution.

"THE TIMES."

Is an eight-page six-column newspaper, published by The Times Publishing Co., of which Mr. Wm. Templeman is chief owner and general manager. It is a bright newsy evening paper, and admirably fills the field it occupies. It is Liberal in politics and in opposition to the present Provincial Government.

This point was adopted by the Company in 1842 as their chief post on the Pacific, when the Company removed from Oregon. Their premises on Wharf street are spacious and contain a very large stock of all kinds of goods suitable for trading with both whites and Indians, their wines and liquors finding a large market in the neighboring States. Formerly both wholesale and retail trade was catered to, but recently the Company's management here have withdrawn from the latter and attention is paid



THE BRIARD HOUSE, (REDON & HARTSAGLE, PROPRIETORS.)

THE HUDSON BAY COMPANY'S

headquarters for the Pacific Northwest are located in Victoria, with Mr. R. H. Hall, M. P. P., in general charge. The fur collections are sent to this point from as far east as the Peace River district, and then shipped to London. The supplies for their various posts in British Columbia and the Northwest Territory adjoining Alaska are forwarded from Victoria,

altogether to wholesaling. The Hudson Bay Company's and other sailing vessels annually bring direct from London their chief stock of heavy goods, wines, liquors, etc., and load return cargoes of canned salmon. Their annual turn over of goods amounts to about a million dollars. Besides the large mercantile business transacted, the Company have extensive real estate holdings in and near Victoria from which they constantly derive a handsome revenue.

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