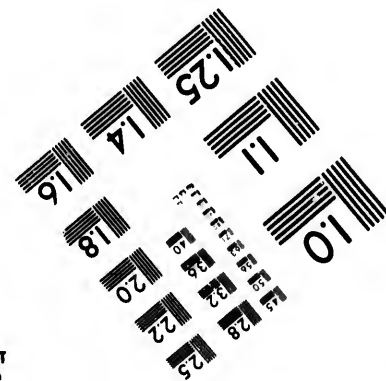
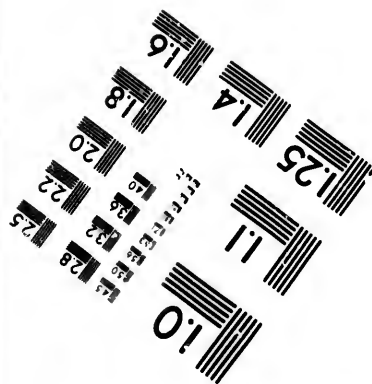
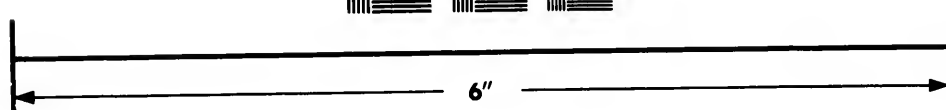
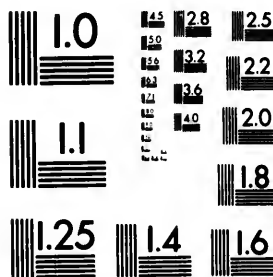


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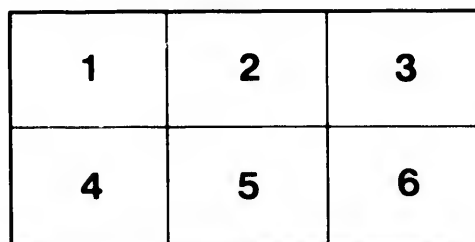
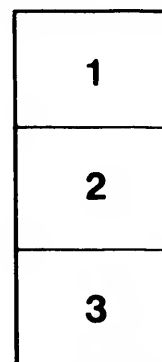
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VANCOUVER CITY.

ITS WONDERFUL HISTORY AND FUTURE PROSPECTS.

ADMIRABLE LOCATION—AN UNRIVALLED AND MAGNIFICENT
HARBOR—NATURAL POSITION.

UNEXCELLED TRANSPORTATION FACILITIES.
AND UNRIVALLED INDUSTRIAL ADVANTAGES.

A HISTORICAL AND STATISTICAL REVIEW OF THE PACIFIC
TERMINUS OF THE C. P. R.

Vancouver's Progress.

Brief Outline of Its Wonderful History.

THE CITY'S EARLY HISTORY.

IN 1885, a traveller on the then east and commodious steamer Maule, from Victoria to Burrard Inlet, would observe on entering the Inlet on his right or south side, a few scattering buildings, along the shore line of the deep bay, then, as now, called Coal Harbor.

This hamlet went by the name of Gastown, after a resident known as "Gassy Jack," who kept a saloon there, although the name given it on the maps and by which it was officially known was GRANVILLE. To reach this place of possibly 150 inhabitants the traveller was obliged to disembark at the wharf at Hastings mill, about half a mile east of the village, and from there thread his way as best he could along a narrow trail, through dense timber to the only places of public accommodation to be then found on Burrard Inlet. There were at this time three small hotels kept by J. Griffiths, A. Johnstone, and Joseph Mannion, for the accommodation of the loggers, who made Granville their headquarters when not employed in the camps in the vicinity, and also for the few visitors whom chance or the weekly steamer from the Island brought there.

This place in 1872 had been surveyed and platted as a townsite and a few lots (66 and 132) had been sold from \$50 to \$100, according to their location, to persons then residing in the place. But so little was thought of the situation and prospects that only about thirteen lots were bought, and in 1878 a reserve was laid on the townsite and kept thereon until the advent of the Canadian Pacific Railway, when by an act of Parliament this townsite together with other lands amounting in all to about 6000 acres, was donated to the railway company upon condition that they made Coal Harbor and English Bay their terminus for all time to come. That portion of the City of Vancouver now bounded by Coal Harbor on the north, Cambie street on the west, Hastings on the south, and Carrall street on the east is part of the original townsite, unaltered in any respect, the rest of the site in

1885 having been re-surveyed and platted in the interest of the Canadian Pacific Railway by L. A. Hamilton, Esq., D. L. S., the company's first Land Commissioner here. At this date (1885), the only streets were Water from Carrall to Abbott, and Carrall from the water to the intersection of Cordova with that street, and with the exception of the two roads leading to the place, one from the North Arm of the Fraser River, the other by way of Hastings from New Westminster.

The whole country was a dense forest of Douglas fir, hemlock, spruce, and cedar trees of an enormous size, each variety being very plentiful, and the ground between them a literal jungle of brushwood impenetrable to all save an expert woodsman. To this place during the winter seasons thronged the hardy loggers from the camps operated by the two lumbering companies owning saw mills on the Inlet. To the Hastings and Moodyville mills, and the trade derived from these men and the ships that came into the harbor for cargoes of sawn lumber or piles, this place alone owed its existence. Among the residents of Granville who are now prominent and leading citizens of Vancouver and its vicinity might be named, R. H. Alexander, now as then, manager of the Hastings Saw Mills, J. Miller, now Postmaster of Vancouver, then Government agent for the district of Burrard Inlet; J. Huntley then Provincial Constable and Collector, now Health and License Inspector of the city; J. Mannion, then proprietor of the leading hotel, the Granville, now a large property owner in the city and Mayor of Bowen Island; E. McKendry, D. McNaughton, A. Johnstone, J. Griffiths and a number of others, who have seen the grand transformation effected of a veritable howling wilderness into a solid, substantial, compact and ever progressive city of about 18,000 inhabitants, with a near future before it, seldom equalled in the world's history and never excelled. With these few preparatory remarks on the early history of the Queen City of the West, we will now leave Gastown or Granville, as it was more properly called and proceed to note briefly and succinctly the past progress, growth, and position of the city.

VANCOUVER CITY.

and this will be best observed by starting with January 1st, 1886. At this period in the history of the embryo city it was known for a certainty that the greatest trans-

continental line of railway the world had ever seen would shortly be extended to this place, and all doubt was removed as to its future by the fact that actual construction of the extension from the "statutory terminus," at Port Moody, was under way. Capitalists, speculators, real estate agents, intending investors, both great and small, began to flock in until all the available accommodation was filled to overflowing and premiums were freely offered many and many a night for the privilege of a bed or place to rest upon; billiard tables and other such "soft places" being eagerly sought after. With this rush of newcomers came the large corps of engineers, road makers and other handicraftsmen engaged in the construction of the road and the survey of the town, and also a large force of laborers, working for parties who had contracted to clear the site of the future city. This large influx of people naturally invited the immediate erection of large numbers of buildings for their accommodation, and fabulous stories are told of the eagerness with which buildings were leased even before the foundations were laid or the material purchased with which to build them. Many a time during this year teams were seen waiting their turn at the saw mill for the lumber to be sawn that was to comprise their loads, and often during these stirring times has the log lying in the water at the mill at daylight in the morning been transformed into lumber, hauled to town, been nailed in place on a shack and offered shelter to the owner while enjoying his night's repose in one and the same day. In fact such was the demand for building material, skilled labor to handle it, and for buildings when finished that the first Council of the city, when elected to office in May, 1886, had no place, nor could a place be obtained in which to transact the civic business and they were forced to be content with quarters placed at their disposal in the dining-room of the Provincial Constable and Collector's house, on the corner of Water street. These limited quarters (a room about 10x14) they occupied until the 1st of June 1886, of that year, forthwith in conjunction with every other building in the place to abandon it. Fire attention must be made of this.

THE FIRST COUNCIL

of the City of Vancouver, for to them in a great measure the prosperity, growth and progress of the city is due. Coming into

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office, as they did, with not a dollar in the treasury, and no present means of raising money, much needed public works to be done at once, and with no municipal experience to guide them, would it have been any wonder, even if the year had passed without any calamity or set-backs, if these pioneers in civic government and control had been unable to cope with all the needs of a new place growing faster, and with more rapid strides than any city on this continent had grown? But these men were not made of the material that weakens at difficulties such as these. Having abiding faith in the future of the city they set to work with a will, and with the assistance of some of the public-spirited citizens of the place, soon had work on streets and roads going on; opening up the different portions of the city where new buildings were erected, and generally doing all in their power to forward the city's interests at home and abroad. This first Council was composed of Mayor M. A. Macleay; Aldermen Mannion, Griffiths, Northcott, Cordiner, Balfour, Humphries, E. P. Hamilton, L. A. Hamilton, C. A. Coldwell and Thos. Dunn, and just as they had fairly out-lined a plan of public improvement, and fiscal policy, fitted to the urgent requirements of the city, all their high hopes and fond aspirations were blasted by

THE GREAT FIRE

which occurred on Sunday, June 13th, 1886, in which inside of one hour the city was literally wiped out of existence, the inhabitants bereft of all they owned, with nothing left save smouldering embers, and the blackened, begrimed site, of what had been the nucleus of a fair city. Three hundred and fifty buildings were, as if in a flash, destroyed; 2,500 people were rendered destitute and homeless, and about \$3,500,000 of property destroyed. This catastrophe occurred at about 2 p. m., of Sunday, and at 4 a. m., of the Monday following, before the ground had fairly cooled off, the hum of the hand saw and ring of the hammer were heard in various parts of the town, and it stands recorded as a literal fact, fitly demonstrating the mettle of the pioneers of this city, that at least in one instance the tables were spread and a meal partaken of in what is now known as the Northern Hotel, on Hastings street, the evening of the day following the great fire. So rapid was the

BUILDING OF THE CITY

after the fire, that on December 31st, 1886, there were estimated to be 350 buildings on the townsite and a resident population of at least 2,600 souls, with an assessed valuation of \$2,639,877.

From the date of the fire improvement and progress were the order of the day. Buildings went up in all directions, some of large proportions and costly materials. Brick and stone became of general use, owing to the setting a part of ample fire limits in the more central portions of the city. School houses and other public buildings in keeping with its growth and growing importance were erected so that at the end of 1887, 900 buildings were in the city with an assessed value of \$3,650,975, and a population estimated at 10,000. The Canadian Pacific Railway, connecting with the coast, with the erection of suitable wharves and warehouses for the accommodation of the China and Japan trade and a line of steamers were placed on this route, thus adding another channel of trade to those already

instituted by way of Portland, Oregon and California. The effect of this was immediately felt by the impetus given to building in the vicinity of the docks and by the influx of tourists brought hither by the knowledge that a new, expeditions, short, cheap and all-British rail and steamer route had been opened up between the Occident and Orient. These causes, together with the establishment during this year of a number of other manufacturing establishments, principally in iron and wood, and the large expenditure made by the corporation in the opening up of streets, and building of sidewalks, erection of public buildings, permanent system of sewerage, combined to cause the year 1888 to be a continuance of

THE ERA OF PROSPERITY

that had dawned upon the city after the great fire, and this prosperity is amply evidenced by the increase in the number of buildings and population. The buildings in December 1888, numbered 1150, the population 9,500, with an assessed valuation of \$6,255,857.00.

The year 1889 witnessed a repetition of the former marvellous and unprecedented growth of the city. Buildings of greater beauty and value were erected than in former years, in fact some of these erected during this period would rival many of those in older and more pretentious cities. Gas and electric lighting were introduced and used for both public and private use; new lines of steamships were inaugurated and placed in successful operation. An agreement was entered into with responsible parties for the inauguration of an efficient electric tramway on the principal streets of the city and a system of waterworks put in operation capable of supplying a city of 50,000 inhabitants with pure water and ample pressure for fire and manufacturing purposes. With these additional advantages is it any wonder that we find the year 1889 closing with the number of buildings increased to 1556, the population increased to 13,000 and the assessed value of property to \$9,517,480.

The year 1890 found the City of Vancouver in possession of a population of 15,000, with buildings numbering 2646 and an assessed valuation in round numbers of \$10,000,000 and containing within its limits about 45 miles of sidewalks 30 miles of graded streets, 7½ miles of permanent sewers, of the most modern design, 11 churches, 5 public schoolhouses, City hall, jail, 2 fire halls; a well organized paid fire department, 2 large iron foundries, 7 lumber mills, sugar refinery, 1 smelter, Provincial Government buildings and County court house, 3 chartered banks, 55 hotels, a complete and efficient telephone service, an electric tramway on six streets, a rate of taxation of only one per cent. and a future before it such as no city has ever yet had, standing as it does midway on the shortest route between Great Britain on the one hand and her most remote colonies of Hong Kong and Australia on the other—a route admitted to be the shortest, accessible at all times of the year on British soil its entire length—and in a manner making the whole north-western hemisphere tributary to it by standing as it does at the

GATEWAY OF THE PACIFIC

through which in time must come not only the Japan and China trade for Canada and Britain, but also for the United States as

well as the trade of Australia, the Sandwich and South Sea Islands, Borneo, the Philippine Islands and Malay Archipelago. This is no fancy sketch of the future, but is based on the ordinary laws of commerce and trade, which must of necessity seek the shorter, and consequently the cheaper, route for its commodities to hope to compete in the markets of the world. It is no more than just to expect a repetition of by-gone history, which in the case of this, the City of Vancouver, would warrant the prediction that in the year 1910 where to-day stands a city of 18,000 inhabitants there will be a city unequalled in size, importance and wealth on the shores of the Pacific, with lines of ocean steamers plying to all ports of the trans-Pacific, with railroads centering here from all parts of the Pacific Coast and the North-west, extending from the United States northwards to Alaska—a city second to none in the Dominion of Canada—a veritable modern shipping and commercial Tyre.

LOCATION OF VANCOUVER.

Everyone visiting Vancouver will admit that it is difficult to conceive of a site more admirably adapted for the situation of a great commercial city than the peninsula upon which this city is located. Nature and the development of commerce in the greater part of this hemisphere both point to Vancouver as the inevitable site of one of the great commercial centers of the world. It is the gateway through which must pass a large share of the enormous traffic of the globe. Upon one side rolls the vast Pacific, bearing from the distant shores of Japan and China, of Australia and New Zealand, of the hundreds of isles of the southern seas, the huge cargoes that go to swell the commerce of nations. Their destination is to the uttermost parts of the world, but they come first to Vancouver. On the other side of this city is the great continent of North America with its mines, forests, agricultural lands, manufactures, growing cities and unlimited wealth. The location of this city is one of the most beautiful that could be imagined and its surroundings are a source of never-fading delight to inhabitants and visitors. In this respect no other city of the Pacific coast of North America can compare with it. Gently rising from the south shore of Burrard Inlet on the north side, and from the waters of False Creek on the south, these of the two inlets being only separated by a narrow neck of land almost in the centre of the city, the site presents every feature that is desirable, whether regarded from the immense importance of a seaport, which its miles of water front make it; from the convenience to the residents which the shape of the peninsula affords as regards business, or from the advantage—from a sanitary point of view, the land rising with a graceful incline from the water's edge, it enjoys of a foreshore clearly defined and allowing a facility in draining that makes it one of the cleanest and most beautiful cities on the continent. The scenery that surrounds the city is magnificent. Across the harbor towers the grand range of the Cascades, stretching far as the eye can reach, snow covered in winter, and on the loftier summits wearing its snowy mantle far into the summer. At all seasons these mountains are a beautiful object for the eye to rest upon, especially upon a clear day, when their splendid panorama is fully un-

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CENTRAL SECTION
ADVANCED PLACEMENT
VIEW IN SCENIC PARK

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rolled to the observer's delighted vision. On the other side stretch the calm waters of English Bay and the Gulf of Georgia, with a range of blue hills beyond. On the south and east, Vancouver is shut in by the dark masses of the primeval forests on which the woodman's axe scarce seems to have made itself felt. For picturesque beauty, sublimity and grandeur, the site of Vancouver is unsurpassed by that of any other city in the world. The city is handsomely laid out in broad and straight streets, graded and plankled. The part most closely built lies along the harbor; and in this portion of the city hundreds of fine business premises have been erected, which would do credit to the best streets in Toronto, Montreal or any of the larger cities across the border. Private residences and other buildings, most of them of handsome design and modern in architecture, extend far back from the chief business streets, covering the high ground to the south of the harbor. The city is handsomely and thoroughly lighted by electricity, and is provided with fine water works, gas works, and an efficient electric street car service. West of the city and adjoining the principal residence portion lies

STANLEY PARK

eight miles in circumference. This park, named after the Governor-General of Canada, was presented to the city by the Dominion Government, reserving the right to use it for military purposes when required. The scenery around, and in the park, is simply magnificent, several views of which are given in this edition. It is covered by an immense forest of trees, consisting principally of cedar, Douglas fir, hemlock, spruce and bald leaf maple; while the undergrowth of fern and berry bushes is so dense and luxuriant that it rivals the tropics. The larger trees are from 30 to 55 feet in circumference and from 200 to 300 feet high. Much has been done to improve the park; a bridle path has been made among the largest of the trees and a carriage drive extends around the park and along the water's edge nine miles in length, three miles of which are covered with clam shells from a deposit eight feet deep, found in the park. On the west side of the park a splendid view is obtained of English Bay, the Gulf of Georgia, the entrance of Howe Sound and Vancouver Island, with its snow-tipped mountains, 50 miles distant. At the extreme northern end of the drive, on the bluff overlooking the First Narrows, a magnificent panorama of forest, sea and mountain stretches out both easterly and westerly. On the east a splendid view is obtained of Mount Baker, 7½ miles distant, the Golden Ear mountains and the whole of Burrard Inlet. It is unnecessary to state that such a site stands unrivalled and unique among the drives and natural parks of the cities of the world.

THE PORT OF VANCOUVER.

This magnificent and unrivalled harbor, known on the Admiralty charts as Burrard Inlet, so named after its discoverer, upon the shores of which Vancouver is built, is the first great harbor which indents the coast of British Columbia north of the 49th parallel, and taking everything into consideration, is probably not surpassed by any natural harbor in North or South America. Completely landlocked, its entrance is between Point Grey on the south and Point

Atkinson on the north. Point Grey, a long wooded promontory terminating in a rounded bluff, is very conspicuous from the southward, while Howe Island, which lies at the entrance of Howe Sound and may also be said to form the northern boundary of the Inlet, is very remarkable. Its high, round and very bare summit reaches an elevation of 2,479 feet and is easily recognized from any point of view. Burrard Inlet differs from most of the great Sounds of this coast by being extremely easy of access to vessels of any size and class, and in the convenient depth of water for anchorage which may be found in any part of it. Vancouver harbor is entered from the Gulf of Georgia through a channel averaging a width of about 1,500 yards, this entrance, forming a strait about one mile in length. Upon a vessel rounding Brockton Point, at the eastern extremity of the strait forming the entrance to Vancouver harbor proper, an expanse of land-locked waters trending eastward for some thirteen miles, and having an average breadth of over two miles, bursts upon the view of the navigator with neither reef, shoal, nor rock to obstruct his progress. This sheet of water has 25 miles of water surface available for harbor purposes, a harbor not only sufficient to float the combined navies of the world, but also the greater portion of the merchant marine. Good anchorage at reasonable depth is obtainable at all stages of the tide over the greater portion of this vast water area, and ships of the greatest draught can anchor within one hundred yards of the shore line in any part. The entrance to the harbor is so easy of access that large sailing vessels of from 1,500 to 2,500 tons register have at different times sailed in and dropped anchor at the respective saw mills without any assistance from pilot or towboat. What has cost other seaports vast expenditures to provide, nature has presented as a free gift to Vancouver, and there is nothing to detract from the possibility of landing, handling and distributing merchandise from the shipping at a cost which cannot be done at any other port on the coast. The harbor is entirely free from high winds, so that a vessel once moored need not be secured in any other manner than by her one anchor, if in the stream, or by the same mooring as she would use if in an artificial dock at other ports. No sea ever forms on the surface of this harbor. The thermometer, even on the coldest day in the year, never registers below zero and very seldom registering even that low.

THE CITY'S INDUSTRIES.

Situated on the shores of this unrivalled harbor are the following manufacturing establishments; two iron foundries and machine shops, two ship building yards, six saw mills, one shingle mill, a lime kiln, a sugar refinery, a smelter, and about three miles of dockage for vessels of the largest draught, representing a capital invested of over \$2,000,000. Steam ferries ply between the City of Vancouver, on the south shore of this harbor, with Moodyville, Hastings, the Mission, North Vancouver, Capilano, North Arm and Port Moody, and telephone and telegraph communication is made from Vancouver to all these points. Outside of the harbor proper, in the bay formed by Point Grey on the south and Point Atkinson on the north, lies English Bay, a large well sheltered roadstead, with good anchorage and protected from all winds by the

surrounding high lands to the north, south, and east, and by a shoal formed by the deposits from the Fraser River on the south thus giving the port of Vancouver a natural inner and outer harbor superior in all respects, both as to size, security, location and adaptability, to any that man ever with unlimited capital could possibly produce—a port and harbor that will undoubtedly in the near future be as well known and as much sought after as any on the Pacific coast—surrounded, as it is, by so many natural advantages and backed up by the trade of not only the Dominion of Canada, but also by that of nearly the whole of the British Empire and a large portion of the United States. Into this magnificent harbor will continue to come in largely increasing numbers from month to month, and from year to year, vessels hailing from every port of commerce in the world, and there is certainly accommodation for all. The harbor is always full of shipping, some of them coasting craft and steam tugs; others large steamers and sailing vessels for the ocean trade, for China, Japan, Australia, South Sea Islands, the Pacific coast, the Eastern States and Europe. Vancouver's position as a seaport is unrivalled, as the trade of Canada with the Orient, Australia and the Islands of the Pacific ocean must ultimately center here. Here too will be the great distributing point for the Mainland of British Columbia, and at no distant day Vancouver must become for the western half of Canada what Montreal is for the eastern half. With all the advantages endowed by nature, with the magnificent wharves already built and the large graving dock shortly to be built, Vancouver's position as THE SEAPORT OF THE NORTH PACIFIC is assured.

A GRATIFYING RECORD.

STATISTICS FROM MAYOR OPPENHEIMER'S MESSAGE TO THE COUNCIL, JANUARY 5TH, 1891.

Industry.	Invested Cap.	Annual Wag.	No. of Emp.
Newspapers	\$ 35,000	\$ 55,000	86
Job print offices	10,000	12,000	15
Lime Kilns	50,000	5,000	17
Sugar Refinery	200,000	60,000	50
Foundries & machine shops	185,000	95,000	105
Vancouver G. Co.	200,000	60,000	50
Tannery	5,000	4,000	6
Steam laundry	5,500	4,000	10
H. & C. Co.	15,000	6,000	30
Vancouver M. & F. Co.	35,000	18,000	40
Salmon Canneries	150,000	12,000	200
Brickyards	35,000	18,000	40
Soap works	10,000	5,000	3
Breweries	50,000	15,000	18
Bakeries	10,000	10,000	25
Blacksmiths	15,000	8,000	10
Boatbuilders	15,000	10,000	10
Bookbinders	5,000	5,000	10
Bottling	2,000	3,000	4
Candy factory	10,000	5,000	10
Cooperage	1,500	1,500	2
Electric Railway & Lighting Co.	320,000	36,000	45
Tailoring	25,000	54,000	60
Baking powder	5,000	2,000	3
Vancouver Water Co.	250,000	12,000	15
Port Moody Saw Mills	20,000	15,000	37
Cassidy & Co.	50,000	20,000	40
Van Shingle Mill	20,000	22,000	40
Revel City Planing Mills	185,000	72,000	90
Com'cal Mills	100,000	36,000	70
Morse & Hogg	1,000	40,000	70
Hastings Mill	300,000	150,000	300
Moodyville Mill	25,000	80,000	185
Vancouver Mill	50,000	24,000	50
Keefe's quarry	10,000	10,000	12
C. P. R. Shops, etc.	600,000	400,000	600
Total of Ind'rs	\$3,379,000	\$1,291,500	2,357

STATISTICS OF BUSINESS IN VANCOUVER.			
	Cap.	Wor.	Emp.
Dry Goods, (total)	\$1,000,000	4,250,000	30
Wholesale	—	—	—
Retail	1,000,000	4,250,000	30
Hardware, etc.	1,000,000	4,000,000	75
Butchering	50,000	20,000	10
Boots and shoes	100,000	25,000	40
Groceries, (total)	1,000,000	15,000,000	180
Wholesale	500,000	30,000	25
Retail	500,000	15,000,000	155
Furniture	7,000,000	30,000	25
Drug stores	10,000	1,000	27
Fish, game, etc.	20,000	10,000	15
Books & stationery	50,000	20,000	30
Hotels	100,000	2,000,000	100
Real estate	20,000	60,000	100
Canneries	1,000	1,000	2
Saddlery	10,000	10,000	10
Ice	5,000	5,000	6
Japanese stores	1,000	750,000	30
Jewellery, etc.	20,000	15,000	15
Dairies	1,000	5,000	15
Dryers	25,000	30,000	80
Dressmaking	1,000	1,000	15
Fancy goods	10,000	1,000	15
Feed stores	10,000	5,000	10
Florists, etc.	1,000	2,000	10
Fruit stores	10,000	8,000	10
General stores	1,000	5,000	10
Glassware	10,000	5,000	8
Boarding houses	1,000	7,000	25
Building	1,000	2,000	5
Cigar factories	7,000	7,000	10
Cabs	70,000	10,000	20
Builders' materials	10,000	8,000	10
Dealers	1,000	12,000	5
Civil engineers	1,000	1,000	15
Coal merchants	20,000	1,000	20
Commission merchants	50,000	40,000	75
Confectioners	10,000	5,000	10
Contractors	10,000	1,000	10
Painters and decorators	10,000	1,000	10
Bakers	10,000	1,000	25
Bottle water	10,000	5,000	5
Architects	10,000	20,000	25
Barbering	8,000	18,000	20
Barbers	10,000	20,000	20
Banks (office)	25,000	25,000	25
Agents	5,000	10,000	12
Assayers	5,000	—	—
Smelting works	100,000	—	—
Shoe manufacturers	20,000	6,000	8
Second hand stores	10,000	5,000	10
Saloons	2,000	15,000	25
Restaurants	20,000	5,000	10
Photographers	1,000	4,000	10
Medical men, (office)	2,000	—	—
Livery and feed	—	—	—
Stables	20,000	10,000	15
Steamship Co.	50,000	7,000,000	1,000
Tea merchants	10,000	5,000	6
Tobacco dealers	1,000	8,000	10
Miscellaneous	5,000	1,000	1
Total	\$1,000,000	\$121,000	2,300

JOINT STOCK COMPANIES.

List of joint stock companies organized prior to 1889 and since then, in Vancouver:

Name of Company	Capital.
Prior to 1889	
Moodyville Saw Mill Co.	\$ 20,000
Bartholomew Saw Mill	10,000
Royal City Paving Mills	1,000,000
Vancouver City Trust Co.	100,000
Vancouver City Water Works	100,000
Vancouver Portland Co.	50,000
B. C. Smelting Co.	200,000
San Juan Lumber Co.	100,000
Total	\$1,510,000
Since 1889	
Vancouver Ice Co.	\$ 10,000
Vancouver Fishermen's Co.	100,000
Vancouver Enterprise Manufacturing Co.	25,000
Vancouver Lumber Co.	50,000
Vancouver Sawmill Co.	10,000
Vancouver Lumber Co.	20,000
Amalgamated Builders & Royal City Paving Mills Co.	700,000
Union Steamship Co.	100,000
Total	\$845,000
Total	
B. C. Deep-sea Fishing Co.	\$ 100,000
Crow & Box Milling Co.	25,000
Garry Point Land and Securities Corporation	2,000,000
Vancouver City Land Co.	110,000
Vancouver Lumber, Trust, Savings and Guarantee Co.	700,000
Yorkshire Gasworks Co.	250,000
Lawson Baking Powder	2,000
Okanagan Land and Development Co.	25,000

Canadian Pacific Lumbering and Timber Co.	200,000
Vancouver Smelting Co.	200,000
B. C. Improvement Co.	50,000
Vancouver Shipbuilding and Sealing Co.	200,000
Vancouver Cable Co.	20,000
Imperial Steamship Co.	50,000
Telegram Printing Co.	12,000
Vancouver and Lulu Island Electric Railway	250,000
Vancouver-Girney Cable Co.	60,000
Canadian and American Mortgage Co.	20,000
Singer Reductory	40,000
Fraser River Gold Travels Syndicate	35,000
Vancouver Manufacturing and Tooling Co.	100,000
B. C. Canning Co.	20,000
Orion Trading Co.	20,000
Vancouver Electric Lighting and Tramway Co.	700,000
Vancouver Tannery Co.	10,000
B. C. Iron Works	100,000
Pitt Meadows Improvement Co.	100,000
Total for 1890	\$1,000,000
" " 1889	81,000
" Prior to 1889	1,240,000
Less deficit capital	\$12,851,000
Net amount.	\$12,100,000

RECAPITULATION.

Businesses in	1888	1890	Inc.
Capital	1888	1890	C.
Industries	\$ 3,317,000	\$1,291,000	2,026
Businesses	3,041,000	1,731,000	1,310
Joint Stock Companies	12,010,000	—	—
Lumber Interests	1,750,000	1,085,000	1,200
Value of fleet	550,000	—	—
Total Capital in Trade	\$25,000,000	\$1,108,000	6,610
Total Wages Paid	—	—	—
Number of Employees	—	—	—
Capital of Banks Trading in Vancouver	—	—	—
Amount of Public Improvements	—	—	—
Invested in Real Estate	—	—	—
Invested in Buildings	—	—	—

As a Railway Centre.

That Vancouver is destined to become the railway centre of the North Pacific coast is evident from the fact that all railways, transcontinental as well as coast lines, are either here already or are heading for this city and its unrivalled harbor, whose fame has already extended all over the world as being the safest and most desirable harbor and anchorage ground on the Pacific coast. Here are already located the headquarters for the officials of the Pacific Division of the Canadian Pacific Railway. In a short time it is expected the Great Northern will be extended from Liverpool on the south side of the Fraser, to Vancouver. It is a foregone conclusion that the Northern Pacific Railway will likewise find its Northern outlet on Burrard Inlet, and at Vancouver. In addition to these great transcontinental bands of steel it is certain that lines will be extended all through the superb valley of the Fraser from Vancouver. In the course of a few weeks the twin cities of Vancouver and New Westminster will be connected by an electric railway service, whilst another is in contemplation from the Inlet to the Fraser river on through the fertile municipality of Richmond to Ladner's Landing. In brief Vancouver, is bound to become as great a railway centre as it will be a shipping and a commercial emporium. The ease with which it can be reached from all parts of the continent by land, and the unrivalled advantage it enjoys in its magnificent harbor, which practically embraces the whole of Burrard Inlet and English Bay, renders the city a most desirable point for railway corporations to reach.

THE BANKING HOUSES.

VANCOUVER'S MONETARY INSTITUTIONS AND THEIR CAPITAL.

\$30,000,000 Controlled by the Chartered Banks Doing Business in Vancouver—Abundance of Money for all Business Purposes.

Few cities in the Province possess such banking facilities as does the City of Vancouver. Besides the three large and influential banks, viz: The Bank of British Columbia, the Bank of British North America and the Bank of Montreal, there are two private banking houses; those of Bowditch & Wulfsaehn, and Casement & Crery, each of which transacts a general banking business of considerable dimensions. The chartered banks report a year of general satisfactory results and a large increase in business and deposits over former years. The outlook is regarded as very encouraging and business is viewed by the local managers as very bright for the coming year.

Bank of British Columbia.

This solid and influential financial institution is the oldest bank in British Columbia. It was established in this city Sept. 1st, 1886, with Mr. J. C. Keith as manager. The bank has a capital of £2,000,000, of which £600,000 is paid up. Its accumulated surplus is £215,000. The present directors are Robert Gillespie, chairman; Edwin Colville, deputy chairman; James Anderson, Thos. G. Gillespie, Sir Charles Tupper, Bart., G. C. M. C., C. B., and Constantine W. Benson are the court of directors. A general banking business is transacted, the bank having correspondents and agencies in all the principal cities of Canada, Europe, and the United States. In addition to their general banking business the Bank has opened a savings department, receiving deposits from one dollar upwards, and paying interest at the rate of 4 percent. per annum.

Since the establishment of the bank in this city it has been wonderfully successful and through the able management of Mr. Keith has established itself thoroughly as a Vancouver institution. Mr. Keith is one of our most progressive and influential citizens, and is thoroughly identified with every enterprise to advance the city's interests.

Bank of British North America.

This banking institution is one of the staunchest financial corporations in the Dominion. The bank was incorporated by Royal charter; has a paid capital of £1,000,000 sterling and a reserve fund of £265,000. The court of directors is composed of the following well known gentlemen: J. H. Brodie, John James Cater, Henry R. Farrer, Gaspard Farrer, Richard H. Glyn, E. A. Hoare, H. J. B. Kendall, J. J. Kingsford, Frederic Lubbock and Geo. D. Whatman with A. G. Wallis secretary. The head office of the bank is located in St. James street, Montreal, of which Mr. R. H. Grindley is General Manager and E. Stanger, Inspector. They have branches and agencies in all the principal cities of Canada and also correspondents in England,

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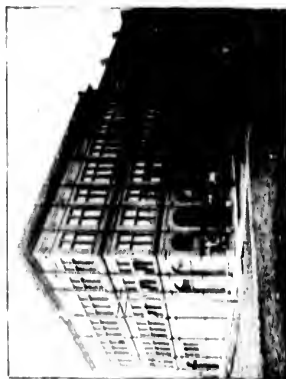
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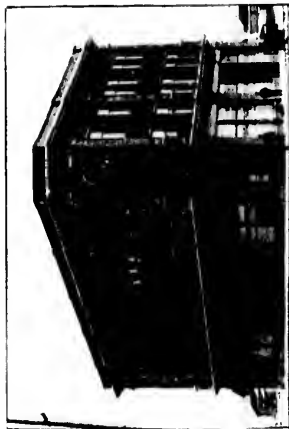
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FURNESS BROWN,
CORRIDOR HOTEL VANCOUVER
VANCOUVER OPERA HOUSE



PROGRESS BUILDING OF H. J. JONES & SONS CO.
HOTEL VANCOUVER



PARK BLOCK—Oriental Traders Co.
VIEW OF OFFICE, HOTEL VANCOUVER,
CORNWALL STREET.

Photographs by Bailey Bros

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Ireland, Scotland, France, Australia, India, China, Japan, and the West Indies. Their branches and agencies in Canada embrace the following cities, viz: London, Brantford, Paris, Hamilton, Toronto, Brandon, Kingston, Ottawa, Montreal, Quebec, St. John, Fredericton, Halifax, Victoria, Vancouver and Winnipeg. The business here is under the management of Mr. W. Goldrey.

Bank of Montreal.

The Bank of Montreal was established in 1817, and incorporated by act of Parliament. The authorized and paid up capital is \$12,000,000, its rest or reserve fund \$6,000,000. The head office of the bank is at Montreal, with branches in all the leading cities of Canada, and also in London and Liverpool, England. It has also correspondents in the prominent cities of United States. The Board of Directors is composed of Sir D. A. Smith, K.C.M.G., president; Hon. G. A. Drummond, vice-president; Gilbert Scott, A. T. Paterson, Hugh McLennan, E. B. Greenhalgh, W. C. Macdonald, Hon. J. J. C. Abbott, C. S. Watson, E. S. Clouston General Manager. The branch in this city is under the management of Mr. Campbell Sweeney.

Bewicke & Wulfsohn.

This leading firm was established here early in 1887, and were the first private brokers. The individual members are P. H. Bewicke, and Johann Wulfsohn. Mr. Wulfsohn, the managing partner, in this city, was born in Hamburg, Germany, May 16th, 1858, and educated at the High school of his native city. After leaving school at the age of sixteen he entered the house of Meyer Adolph Nathan, the leading importing and exporting firm of Hamburg, where he received his business education, remaining with them for five years. At the age of 21 he engaged in business for himself as import and export merchant, the house of Johann Wulfsohn being still in existence in Hamburg. This business necessitated considerable travel, and in consequence Mr. Wulfsohn has visited almost every country on the globe, and is one of the best linguists on the Pacific coast, speaking French, German, Spanish, Portuguese, Swedish, and English. Previous to coming to this city he established an importing and exporting business in Brazil. Mr. Wulfsohn arrived at Vancouver, in August, 1886, almost immediately after the great fire, when the young city was a mass of smouldering ruins. But recognising even at that time the advantages of this point, as a commercial centre, he decided to locate here. Returning to Germany, he perfected arrangements there, and returned here on Christmas day, 1886, and early in 1887 established the present business. The firm has prospered wonderfully through the business ability and energy of Mr. Wulfsohn, and is to day the leading one of the kind in British Columbia. They occupy commodious and elegant quarters at 424 and 426 Cordova street, which are equipped with every convenience for the conduct of their immense business, and employ a large force of clerks in the various departments. Their business is divided into different departments, viz, banking, stock-broking, real estate, loans and insurance, and general import and export merchandising. In their banking department they do a general banking business, discount bills, collect cheques, effect changes

and buy and sell corporation bonds, mining stocks, gas and other company shares. In their real estate, loan and insurance department, they buy and sell real estate, collect rents and take full charge of the management of estates for non residents. They also represent some of the largest and strongest fire and life insurance companies in the world, among which are the Equitable Life Assurance Society of New York; Connecticut Fire Insurance Society of Canton, (marine); London Assurance Corporation of London, England, (fire), and the German Re and Co. Insurance Company of Berlin, Germany. As capitalists they command many advantages, amongst others paying losses immediately without delay and without waiting for the arrival of money from the home offices. They have agencies in Hamburg, Berlin, Vienna, Paris, Havre, Antwerp, London, Glasgow, Montreal, New York, San Francisco, Victoria, Rio de Janeiro, Buenos Ayres, Yokohama, Kobe, Hong Kong, Shanghai and other points. In exporting and importing they handle various merchandise in cargo and earload lots and are constantly extending their trade. Mr. Wulfsohn is now in Europe, for the purpose of opening a branch house in London and completing other arrangements of great import to his firm and to this city from a commercial point of view.

THE HOTEL VANCOUVER.

The traveller in the west oftentimes finds it to be the case that good hotels are few and far between. In 1886 the management of the Canadian Pacific Railway Company, with wise forethought, realizing the metropolitan destiny of the new City of Vancouver, and anxious to provide the traveller at his journey's end with such comforts as he would enjoy in the east, built and equipped the Hotel Vancouver. Metropolitan indeed is Vancouver. No young city of its age is more so, and the Hotel Vancouver enjoys a reputation, not alone confined to Canada but is well known in the United States, also to the English tourist, and the traveller from far distant China and Japan, and the coral strands of India. Although it is only three years since The Vancouver was opened it already shows a record which might well be envied. It occupies a charming site, on high ground, overlooking Burrard Inlet and the mountains of the Coast range beyond. From the fourth floor of the building can be seen the lofty summit of the famous Mount Baker 70 miles away in the State of Washington. The success of the Hotel Vancouver is due largely to the fact that the railway company has retained the management of it. It is substantially built of brick and stone; has a good frontage and is very imposing in appearance. The building is heated by steam and lighted by electricity from a plant located near the house. The office, billiard room and bar are large and commodious, handsomely frescoed and finished in hard wood. The corridors and parlors are spacious and are furnished with taste and elegance. The rooms available for guests number one hundred and twenty-five, and are as luxurious and comfortable as one could wish. A large number are en suite and are provided with baths and other conveniences, while private parlors and sitting rooms are also a special feature. Particular attention has been paid to the general equipment and everything is of the best. Guests

will not fail to observe the general air of cleanliness, neatness and order prevailing the establishment. The dining room has a seating capacity of seventy-five and the attendance is of the best. Great care is taken with the table equipment and in this respect is equal to the best hotels in America. In the matter of cuisine the Hotel Vancouver is too well and favorably known to require mention. The hotel is run entirely on the American plan, the rates being from \$3 to \$4.50 per day according to room, with special reduction to parties desiring to make a continuous stay. Convenient sample rooms are provided for the commercial trade. The manager, Mr. S. S. Gier, is ably assisted by an efficient staff, and is courteous in manner and untiring in his efforts to please his patrons. He has been for some years in the employ of the Canadian Pacific Railway Company, and is well known all over Canada.

VANCOUVER OPERA HOUSE.

This house, which is a substantial granite and brick edifice, was erected by the Canadian Pacific Railway Company, in the most approved manner, at a cost of nearly \$100,000. It is the leading place of amusement in the city and seats 1200 people. The stage is large and in all its appointments is equal to the best stage known. There are eight large comfortably furnished dressing rooms, heated with steam for the artists, also lavatories and every other convenience. The house is furnished throughout with handsome antique oak, plush covered chairs. The entrance, lobbies, ladies' and gentlemen's retiring room, cloak room, etc., etc., are of the most comfortable character, while the decorations are all most chaste. The scenery which is particularly fine, was painted by a leading artist of New York, brought on expressly for the purpose. Every precaution has been taken to guard against fire. The stage has been fitted with three hydrants, supplied with water from the city water works and 250 feet of hose. There are also several Babcocks throughout the building, and water pails conveniently placed ready for use. It is also contemplated to put in automatic sprinklers over the stage. Two large exit doors are conveniently situated, through which and the regular doors, the house could be emptied in a few seconds. It will thus be seen, that not only has the comfort of the artists and audience been carefully considered, but their safety in case of any alarm of fire, has in every way been well provided for. Taking this house as a whole, its substantial construction, and perfect equipment in every respect, makes it at least equal, if not superior to any theatre, and to confirm this statement, it is only necessary to quote the opinion expressed by Miss Emma Juch, who, when writing of the house shortly after its dedication by the Emma Juch Grand English Opera Company, says: "It is one of the most comfortable and generously constructed edifices, especially adapted to music, of which I know and I question if there is an opera house that will equal it."

EDUCATIONAL INSTITUTIONS.

INTERESTING STATISTICS SHOWING RAPID PROGRESS MADE.

A School Population of over 15,000—
New School Buildings Erected Yearly—A Popular General System—
Whetham College.

The public school system of British Columbia is equal probably to any other in Canada, with the educational standard about the same as that of Ontario. The main difference consists in the fact that here the schools are under the direct control of the Government, the maintenance of which is provided for by a direct vote of the Provincial Legislature.

By the amended School Act, recently passed by the Legislature, a change has taken place in the system of electing school trustees. Hereafter each municipality will elect four out of the seven trustees, and the Government of the Province the other three. The period for which each trustee is elected varies from one to three years.

THE VANCOUVER SCHOOLS.

No better criterion of the growth and prosperity of Vancouver can be cited than is found in the advancement of public school matters. Less than three years ago there was only one school building, which was situated in the East End, with three teachers and an attendance of 250 pupils. At that time there were comparatively few families in the city, the population, consisting largely of unmarried men or those who had left their families in the east, preparatory to building homes here, before sending for the latter to share life with them. Facilities even at that time were inadequate to the school population and the trustees and parents were constantly pressing the Government for better accommodations. Their demands were acceded to as fast as Government found itself able to move. At the beginning of the year 1889 two new schools were opened, one across False Creek on Mount Pleasant, and one in the West End, and the staff of teachers increased to nine, with a school attendance of between 500 and 600. As soon as the schools were opened they were filled up and the agitation continued without any cessation for increased accommodation. This resulted during 1889 in a temporary building being obtained as a Central school, while a large brick structure 68x74 feet in dimensions, containing eight largerooms, was being erected. The new central school, of which an illustration appears in this number, accommodates 500 pupils. There are now four schools and one High school in the city, with the number of teachers and attendance as follows:—

Mount Pleasant school, three teachers with 181 pupils; East End School, six teachers and 470 pupils; Central School, seven teachers and 430 pupils; West End School, five teachers and 310 pupils; High School, one teacher and 435 pupils.

In 1889 there were 12 teachers, with an attendance of 1000 pupils while in 1890 we find 21 teachers and the attendance nearly 1,500.

In addition to the public schools of the city numerous private institutions flourish here, giving parents the opportunity of obtaining for their children as good an education as any city in Canada affords.

WHEATHAM COLLEGE.

Though so young a city, Vancouver has already a flourishing educational institution which in many of its essential features is probably without a peer on the continent. Whetham College, under the distinguished patronage of His Honor the Lieutenant-Governor of British Columbia, is designed especially for the secondary education of gentlemen's sons. Its strongest features may be best described as a happy combination of the principle of private tuition, with all the advantages of college life. Experience has shown that it is impossible to exclude evils even of the most disastrous kind from large boarding schools formed on the English model. Aside from the moral influences of such schools the tendency is necessarily to reduce all to the same mental level. Classes and subjects are arranged to suit the average boy while the individual drops out of sight. The promoters of Whetham College have recognized that while the numbers of boys must be sufficiently large to admit of a healthy rivalry in studies and sports the limit must be fixed some where. Classes must be so small that every boy's wants may receive careful and constant attention. Masters must be sufficiently numerous to admit of such subdivision of work that no master shall attempt to present a subject in which he is not an acknowledged specialist. The minimum number of masters necessary to deal with ordinary academic subjects was fixed at four, exclusive of directors in workshop, garden and gymnasium. The maximum number of boys in each class was next fixed, thus giving a maximum limit of sixty as a full school. Another special feature of the college is the recognition of the value of mechanical and physical training from a physiological point of view. The workshop, garden and well equipped gymnasium are important adjuncts of the school. Swimming, fencing, military drill and the study of industrial processes are simply provided for.

Every boy is carefully examined from time to time, by the regular medical adviser of the college, and excessive work or play is guarded against, while bad habits are observed and corrected. Boys are prepared for civil service examinations for the army and navy; for entrance to army, technical school or university, and for first and second year examinations in art leading to the degree of B. A. in any university. Arrangements are being made by which boys may write on examination papers for entrance to the leading institutions of Canada and the United States without leaving the city. Boys will thus be spared a long and otherwise unavoidable, to say nothing about the expensive, journey.

No expense has been spared in securing a staff of masters eminently qualified not only as scholars, but as experienced and successful teachers. The principal, Mr. Chas. Whetham, is a Master of Arts of Toronto University, late Fellow of Toronto, and also in Johns Hopkins University, Baltimore, and for two years master in Upper Canada College, and examiner in Toronto University.

Mr. H. Rushton Fairclough, classical master, is also an honor graduate of Toronto University and a late fellow there and in Johns Hopkins University; he is still a regular member of the faculty and an examiner in the University of Trinity College, Toronto. Mr. Alfred T. DeLury, mathe-

matical and physical master, is also an honor graduate and medallist of Toronto University, and late fellow in Clark University—the wealthy New England rival of Johns Hopkins University in post graduate work. He is also an examiner in Toronto University. The other members of the staff are equally eminent in their departments.

The building (an illustration of which appears in this publication) is situated on the highest point of the Vancouver town-site, and is admirably adapted to the purpose. The patrons of the college are among the most prominent and influential men of the Province. We bespeak for the institution the most brilliant success. A detailed calendar may be had on application.

A CITY OF CHURCHES.

VANCOUVER'S SACRED EDIFICES—A CHURCH GOING PEOPLE.

The Various Denominations in the City and their Places for Public Worship—Creditable Edifices.

Vancouver has every reason to be proud of her places of worship. Toronto is called the city of churches. Vancouver is certainly a rival to that city in her claim to that title. It can be asserted in brief, that nowhere else in Canada is the Lord's day better observed than in Vancouver. The attendance at all places is large, so much so that each church is filled to its utmost capacity. The sacred edifices are all creditable to the city, and in harmony with its general advancement. Their internal workings, agencies, aids and all other adjuncts in the line of societies, guilds, etc., are thoroughly in accord with the demands of modern church organizations.

EPISCOPALIAN.

ST. JAMES' CHURCH was the first church built in Granville, and was situated about half way between Carrall street and the Hastings mill, facing the water, where Keefer's Hall, on Alexander street, now is. After the fire of 1886, services were held in Keefer's Hall until January 1st, 1888, when the neat little church now situated on the corner of Oppenheimer street and Gore Avenue, was consecrated. It cost about \$5,000, and has seats enough to accommodate 300 people, the approximate number of communicants being 250.

CHRIST CHURCH—Until December, 1888, the parish of St. James included the whole of the City of Vancouver, but at the time, owing to the growth of the city, a new church was opened in deference to the wishes of a number of parishioners. At first the congregation worshipped in the Lord Durham block, Granville street, where services were conducted until October 6th, 1889; upon which date the premises were vacated in favor of premises prepared in what was so far built of a new church. This church is located on the corner of Georgia and Burrard streets, and is destined, when completed, to be one of the finest buildings in the city. It is to be of stone, in the earlier style of architecture. The estimated cost of the building alone, without the tower, which is to be 140 feet high, will be \$23,000.

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Photographs by Bailey Bros.

WILLIAM SHANNON'S RESIDENCE.
J. M. BROWNING'S RESIDENCE.
A. G. FRIEDSON'S RESIDENCE.

N. S. HODGES'S RESIDENCE.

J. C. KELLEN'S RESIDENCE.
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PRESBYTERIAN.

THE FIRST PRESBYTERIAN CHURCH—The congregation of this church was organized in July, 1885, with a membership of nine, and had just been four Sundays in a new church they had built at a cost \$3,500, when it was burnt to the ground in the fire of June 13th, 1886. After the fire the present church was built on the old site, and completed at a cost of \$2500. It will seat about 375 people, the average attendance being about 300.

ST. ANDREW'S CHURCH—In the early part of 1888, the office bearers and members of the First Presbyterian church, recognizing the importance of establishing a second Presbyterian congregation, met for that purpose and organized the present congregation on September 20th, 1888. During the construction of a suitable edifice, divine services were held in a store on Hastings street opposite the Leland Hotel. In the fall of 1888 the old St. Andrew's church, now the lecture room, was built and dedicated for public worship. The corner stone of their new and imposing structure was laid on the 11th day of June, 1889, by Mr. J. M. Browning. The church is one of the largest and most imposing in the city, costing in the neighborhood of \$25,000 and will seat about 850 people comfortably.

ZION CHURCH—On Sabbath, June 23rd, 1889, Rev. J. M. McLeod commenced his labors in this congregation. When he first arrived, his audience was small, generally consisting of 30 persons, but now the average attendance is 200.

ROMAN CATHOLIC.

CHURCH OF OUR LADY OF THE ROSARY—The establishment of the Catholic cause in this city was conducted under the pastorate of Rev. Father Patrick Fay. He took charge of the congregation here and ministered to a flock of about 60. Various temporary quarters were used until the completion of the present church. It cost about \$8,000, seating 400, and there are about 1,000 communicants. It is the intention to erect an imposing Cathedral at an early day.

WESLEYAN METHODISTS.

HOMER STREET CHURCH—The Homer street congregation may be regarded as the lineal descendant of that which gathered under the auspices of Methodism in the coo'house of the Hastings mill, on the 30th day of July, 1885. The church edifice is conveniently located at the corner of Homer and Duasmiur street, costing, exclusive of the site, \$14,000; with seating room for 700 people. The attendance at evening service averages about 600, and of these about 150 are communicants.

PRINCESS STREET CHURCH—The congregation of this church was organized in July, 1888, and immediately afterwards the handsome structure now occupied was commenced. It was dedicated on the 29th day of September by the Rev. E. Rolson. It is a neat and very attractive edifice, of Gothic style of architecture with sittings for 300 people.

MOUNT PLEASANT CHURCH—The rapid growth of that part of the city lying south of False Creek has made it necessary to build for the accommodation of the people in that district. This church is situated on the corner of Westminster and 9th Avenue, and is an ornament to the place. It has a

seating capacity of 200, and cost about \$2,500.

BAPTIST.

HAMILTON STREET CHURCH—The Baptist church of Vancouver was organized March 16th, 1886. The organization took place in a rented hall, and early in May, 1887, a building on Westminster Avenue was opened for service. Soon the building became too small and the present structure on the corner of Hamilton and Duasmiur streets was built. It was completed and dedicated September 15th, 1889, and cost about \$12,500. It has a seating capacity of 800 people.

CONGREGATIONAL.

GEORGIA STREET CHURCH—This church was organized on the 19th of January, 1888. Services were held and conducted up to the 1st of December, 1889, in Wilson Hall, Abbott street. On March 5th, 1889, the corner stone of a new church was laid on the corner of Richard and Georgia streets. The building was pushed forward with great vim and vigor, and there now stands completed as fine a church as any in the city. Its total cost with fittings was \$17,000; it has sittings for 600 people.

Y. M. C. A.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION was organized here in October, 1886, in Keefer's Hall. It was decided to erect a frame building, work on which was commenced December 15th, 1887, and on October 15th, 1887, at a cost of \$2000, it was completed and opened. The building soon grew to be too small to carry on the work required, and a fine new edifice is now nearing completion, which will cost in the neighborhood of \$37,000.

CLIMATE OF VANCOUVER.

It is generally conceded that British Columbia has a climate superior to that of any other part of the Dominion, and it might also be said, that of any part of the United States, possessing, however, in a modified way, the general characteristics of the Pacific coast. It is essentially mild and free from extremes of heat or cold, and comparing it with the Pacific slope generally, though a humid atmosphere, it has not the rainfall of western Oregon, nor the dryness and heat of the California plains, nor the variable climate which daily prevails in San Francisco. The wet season in winter, though disagreeable to strangers, is preferable to cold winds, snow and ice, while the summers are perfectly delightful. The climate of Vancouver City, is the finest in British Columbia, and renders it a most desirable place of residence. Vancouver enjoys peculiar advantages in the matter of climate. The summers are most agreeable—warm days and refreshing nights, with a stimulating atmosphere—winters with little snow, and usually bright and pleasant; occasional falls of the thermometer to and below freezing point, but as certain recovery to mildness by the Chinook or Pacific winds. As a rule flowers bloom in the gardens of Vancouver throughout the year. Fruits of all kinds, indigenous to the temperate climates, ripen in the open air and amongst them, some that are in England, brought to perfection only under glass. It is this climate, combined with the delightful situation of Vancouver, that makes it such a pleasant abiding place.

A RICH MINERAL COUNTRY.

UNTOLD WEALTH CONCEALED IN THE ROCKS AND EARTH.

\$50,000,000 in Gold, the Product of the Cariboo Placer Mines—Rich Gold and Silver Quartz Found in Many Sections—The Base Metals.

It is the universal belief that British Columbia will one day rank amongst the richest mineral countries of the world. Her large deposits of the precious and useful minerals, embrace gold, silver, copper, iron, coal, lead, cinnabar, platinum, antimony, bismuth, plumbago, limestone, marble, slate, salt, some of which have been systematically and profitably mined for years; while others are still waiting the development of which they are capable.

GOLD MINING.

began on the Fraser river about 1856; the first great "rush" to the Province taking place in 1858, while the extensive and lucrative goldfields of Cariboo, some 350 miles north of the Canadian Pacific Railway, were not discovered until 1860. Some idea of the enormous returns of the best days in this district may be formed when it is stated that, amongst other highly productive claims, the Aurora Co. yielded 500 oz. daily; Wake Up Jack Co., 175 oz. daily; Cameron Co., 150 to 400 oz. daily; Rabey Co., from 300 to 400 oz. daily. The actual output of the claims of this famous gold mining region from 1861 to 1882 is estimated at a sum amounting to \$50,000,000.

The Omineca mines, further north than Cariboo, have likewise added to the gold product, but the amount of travel necessary to reach the locality, and the consequent high price of supplies, have kept back their development. Rich diggings were discovered in the Cassiar region at the extreme northwest of the Province, about 1877, which, being more easily accessible than Omineca, have been worked with good results.

In the southeastern end of the Mainland are the Similkameen and Kootenay centers, where some exceedingly rich quartz ledges have been located. But gold is traced almost everywhere in the country from the Rocky Mountains to the west coast of Vancouver Island and in the Olympian ranges to Alaska; so that it is a common saying that the color of gold is found on any of the native streams; and considering that only a comparatively small portion of the 350,000 square miles, which are subservient to the Vancouver smelter, has been explored, it is quite impossible to estimate what store of precious metals may be lying ready for development.

SILVER MINING.

The argentiferous ores which have been discovered of late, and croppings of which have been assayed with satisfactory results, prove beyond a doubt, that when proper depth is attained, gold and silver quartz mining will promptly come to the front. It is well known too that the great silver belt, which runs northwest through Mexico into Colorado, Wyoming, Nevada, and Idaho, extends right through our Province. Argentiferous ores, yielding high assays, have

been found in the Eureka mines, near Hopo, in Nicola Valley, Cherry Creek, Queen mine, Star and Ebenezer near Yale and at Illecillewaet, and reports have been received to the effect that rich deposits have been found at Omineca, Kootenay, Upper Columbia, Similkameen and at Burrard Inlet. These prospects give every promise of development into rich silver mines in the near future.

IRON ORE

exists in large quantities in various parts of British Columbia; at Sooke, on Vancouver Island; at the northwest coast of Queen Charlotte's Sound, on Rivers Inlet, and at Seathorpe Channel, Millbank Sound, but the best most available for working is situated at Texada Island, in the Gulf of Georgia, about 40 miles by water from Vancouver, where a perfect mountain of this important metal is located with great masses of rich magnetic iron ore, within limestone walls, assaying 68 1/10 of iron, and having a low percentage of phosphorus and other impurities.

COPPER

has been found in a number of places, viz: at Yale, at Copper Creek, and other creeks near Kamloops Lake and on Texada Island. The most promising ledge, however, lies on Howe Sound near Vancouver.

COAL MINING.

Coal mining is an industry which, of late years, has undergone a wonderful development. Coal has been found in places over a wide area of both Mainland and the islands. At Nanaimo, on Vancouver Island, and its immediate vicinity, is found the best quality of bituminous coal on the coast.

The Wellington collieries are a few miles from Nanaimo on Departure Bay, and about a mile distant are the East and South Wellington mines. At Comox, further north, the coal beds cover an area which is estimated at 300 square miles.

The quality of coal varies in the different localities from the common lignite to anthracite, the latter being on Queen Charlotte Island, and the only vein of anthracite yet discovered on the Pacific coast, while there is a vast deposit of semi-anthracite in the Crow's Nest Co's. mines, in the Rocky Mountains, in the Kootenay district. Large fields of lignite exist in New Westminster district, in the Nicola Valley and along the North Thompson and Skeena rivers, and a very fine bituminous coal has been discovered near Kamloops, as well as within the city limits of Vancouver, on Burrard Inlet.

The first coal was taken out by the Hudson's Bay Company, at a place called Suquamish, near Fort Rupert, at the head of Vancouver Island, in 1836; but the whole output between that date and 1852 is estimated at only 10,000 tons. Coal mining was begun in Nanaimo in 1852, and between that date and 1859, 25,398 tons were taken out. In 1859 the mines were worked for only two months, producing 1,989 tons, but in 1860 the output went up to 14,249. A steady and rapid increase took place during the succeeding years, with a slight set back in 1866, till in 1869 a total of 44,005 tons was reached. In 1871 the Wellington mines were opened, and the product shot up to 81,547 tons in that year. Then followed a period of increase up to the present with a little depression in returns

in 1883. The output since 1886 has been as follows:

1887	413,350 tons	1889	578,870 tons
1888	480,300 tons	1890	658,140 tons

Were it not for the difficulty at Wellington between the mine owners and the miners the output for 1890, it is estimated, would have reached a total of 750,000 tons. The output for this year in all probability will approximate close upon 800,000 tons. The coal mining industry is the leading export trade of the Province. A fleet of colliers is engaged in the trade of carrying the "black diamonds" from Nanaimo, Wellington and the Union mines, in Comox, to San Francisco, which city alone would consume all the coal produced in British Columbia, as the British article is a better one than any yet discovered in the United States on the Pacific coast.

VANCOUVER GAS CO.

The history of gas light in Vancouver dates from the foundation of the Vancouver Gas Co. It was incorporated in 1886 and the present officers are G. L. Milne, M. D., M. P. P., president, C. D. Rand, secretary-treasurer and Walter Thomas, manager. The company has a capital of \$500,000, the plant representing an investment of upwards of \$25,000. The works are located on Keeler street, occupying an area of 325,122 feet, and has a capacity of 100,000 cubic feet per day. All the latest patents under which it has been possible to cheapen the production of gas have been utilized by the company, and since its inception it has kept abreast of the times. The gas manufactured is acknowledged to be the best and clearest, made from coal, and is supplied to residences and business houses at the rate of \$2.50 per thousand feet. Mains have been laid through the settled portions of the city, new improvements added, until to-day the works compare favorably with any in the country. The affairs of the company are under able and efficient management, and as the city continues to grow, the works will be improved and enlarged to meet the increasing demand, and consumers will be supplied with gas for heating or illuminating purposes, at the very lowest possible prices. The company give employment to twelve men in the works and the laying and extending of gas mains. The office of the company is in the Wilson Block corner of Cordova and Abbott streets.

ELECTRIC RAILWAY & LIGHT CO.

Vancouver is a modern city in every respect, and especially so in regard to the lighting of her streets and street car service. Incorporated as it was in the electric age, when electricity and electrical appliances had attained practical efficiency, every advantage was taken to give the city the best and most modern service in use, and as a consequence Vancouver is one of the best lighted cities on the Pacific coast, and as regards street car service one of the best equipped. The Vancouver Electric Railway and Light Company, Limited, was organized November 15th, 1889, under the laws of the Province, with an authorized capital of \$500,000, of which \$162,000, has been subscribed and fully paid up. It bought the track, plant and franchises of the Vancouver Railway Company, and the Vancouver Electric Illuminating Company, thus consolidating the three companies,

which was confirmed and authorized by a special act of the Provincial Legislature, passed March 5th, 1890. A new power house was erected on False Creek and Barnard street, and is pronounced by experts and others familiar with the business, to be the best equipped on the North Pacific coast. The machinery is all of the latest and most improved types and includes three large boilers, four engines of 100 horse power each, two railway generators, three arc light dynamos, two incandescent dynamos, and exciters with all their appliances in the way of switch boards and innumerable instruments for the control and management of electricity. It has six electric railway and one construction car and is now operating over three and one half miles of electric railway track and expects to extend it about five miles the coming summer.

The company has now in operation 135 arc lights with 30 miles of arc light wires and 25 miles of incandescent wires, with over 1200 lamps. The plant is a model one in every respect, the total cost being nearly \$350,000. The officers of the company are H. E. McKee, president; Thos. Dunn, vice-president; H. T. Ceperley, secretary and treasurer; F. L. Dame, superintendent and Ernest Brown, business manager. The principal office is at 323 Hastings street.

Wages.

Wages in British Columbia are regulated mainly by unions, which are strong numerically and in point of organization. The supply of labor is usually equal to the demand. As a rule here, as elsewhere, the applicants for clerkships and soft situations are in excess of the vacancies, though, generally speaking, few persons have any reason to be idle. The schedule of wages for labor is about as follows, the nine-hour system being generally in vogue:

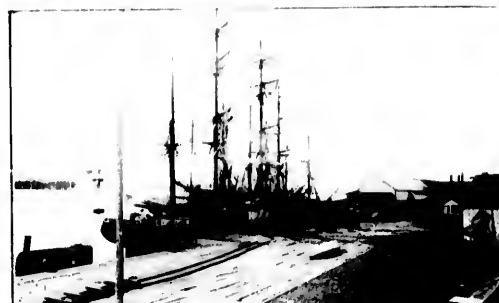
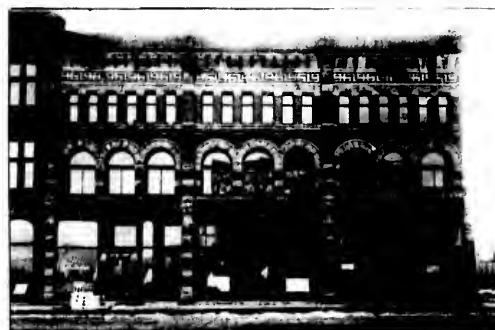
Stonecutters, stonemasons and bricklayers	\$1 to \$5
Their laborers	\$1.75 to \$2 per day
Plasterers	\$1 to \$1.50 "
Carpenters and joiners	\$2.50 to \$3.75 "
Ship carpenters and cutters	\$5 to \$5 "
Calend makers and upholsterers	\$3 to \$4 "
Painters	\$4.00 to \$5 "
Shoemakers	\$2 to \$3 "
Railors	\$1.00 to \$1 "
Tailorers	\$1.00 to \$1.50 "
Bakers, with board and lodging	\$5 per month
Barbers cutters	\$5 to \$10 per month
Slaughtering	\$7.50 per month
Cigar makers	\$2.50 to \$4 per day
Boys as strippers, etc.	\$2.50 to 45 cents per week
Printers	45 to 50 cents per 1000 ems
Wagon makers	\$5.00 to \$1 per day
Tinsmiths, plumbers and gasfitters	\$3.50 to \$1 per day
Machinists, moulders, pattern makers and blacksmiths	\$3.50 to \$4 per day
Longshoremen	.40 cents per hour
Female domestic servants	\$10 to \$25 per month
Milkmen	\$1.50 to \$2 per day
Farm hands	\$25 to \$50 per month and board

VANCOUVER POST OFFICE.

The following comparison of figures shows a remarkable growth in the business of the city.

Stamp sales 1887	\$ 4,240.20
" " 1888	11,729.46
" " 1889	15,919.1
" " 1890	18,000.00
Money orders issued 1888	\$114,703.09
" " 1889	140,000.0
" " " 1890	130,600.0
Money orders paid 1888	\$5,702.7
" " 1889	66,460.7
" " " 1890	108,000.0
Registered Letters mailed 1889	12,911
" " 1890	15,000
Registered Letters received 1889	\$10,011
" " 1890	16,100

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* 55,702.7
66,460.7
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Photographs by Parley Cross

VAN DYKE MANUFACTURING AND TRADING CO.
HASTINGS MILL.
INNER-TOWNLEY BLOCK.
LEAHY & KYLE'S MILL.

VANCOUVER FOUNDRY AND MACHINE WORKS
MOODYVILLE MILLS
LELAND BLOCK Shannon & McLachlan,
WILSON BLOCK Reid Bros.

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VANCOUVER'S LUMBER TRADE.

ELEVEN SAW MILLS WITH A CUTTING CAPACITY OF 210,000,000 FEET.

Actual Capital Invested \$1,750,000—Actual Cash Output \$1,000,000—Number of Men Employed 1000—Where It is Marketed.

This interest is, and is likely to be, for some time to come, the most important and chief manufacturing industry of Vancouver. British Columbia is rich in timber and in this respect no other province in Canada, no country in Europe, and no state in North America, can compare with it. The finest growth is on the coast and in the Gold and Selkirk ranges. Millions of millions of feet of lumber, locked up for centuries past, have now become available for commerce. The Canadian Pacific Railway passes through a part of this and crosses streams that will bring untold quantities to the mills and railway stations. The species of trees found in British Columbia are as follows: Douglas fir, western hemlock, Engelmann's spruce, Menzies' spruce, great silver fir, balsam spruce, white pine, giant cedar, yellow cypress, western larch, maple, aspen poplar, mountain ash and others. Of these probably the best and most in demand is the Douglas fir. It is straight though coarse grain, exceedingly tough, rigid and bears great transverse strain. For lumber of all sizes and planks it is in great demand. Few woods equal it for frames, bridges, ties and strong work generally, and for shipbuilding. Its length, straightness and strength specially fit it for masts and spars. Masts specially ordered have been shipped, 130 feet long and 42 inches in diameter octagonally hewn. It grows to an enormous height, frequently from 250 to 300 feet and often exceeds 5 feet in diameter. The lumber sawn at the local mills is shipped to all parts of the world and is greatly in demand. The capacity of the mills is being yearly increased, the older machinery being replaced by that of more modern construction, and it is safe to say that there are no finer equipped saw mills anywhere the world over than in the City of Vancouver.

The cutting capacity of the mills has been raised to 210,000,000 feet per annum and the actual capital invested represents \$1,750,000. For the year, the actual cash value of the output was in round numbers \$1,000,000 and the output in feet about one half the capacity viz: 100,000,000 feet. Thirty million feet, or \$350,000 worth of lumber was exported by sea alone. The number of men employed by the various mills located here is 1000. Besides lumber, rough and dressed, shingles, lath, sash, doors, etc., are manufactured here to a very large extent. All the different establishments are conducted in a very thorough and efficient manner and are daily increasing and extending their already immense trade.

B. C. MILLS, TIMBER AND TRADING COMPANY, Limited.

This company has its headquarters in this city, and embraces the Hastings Saw Mill, the Royal City Mills of Vancouver and also the Royal City Planing Mills and the Dominion Mills of New Westminster. The company

possesses very extensive lumber lands of the very choicest in British Columbia and at two of the mills the manufacture of sash, doors and all kinds of interior finishing work is largely carried on. The Hastings Saw Mill, in this city, has been completely remodeled and renewed since coming into the possession of the company and is now one of the most complete on the coast. Steam power is furnished by 18 boilers, and 6 engines are employed to drive the machinery in the various departments. The sawing is done by two sets of double circulars, the carriers being driven by two sets of twin engines; two large Pacific coast gang edgers, one gang and also a small V saw, for cutting up and utilizing timber ends, etc., complete with edger and planer. A large quantity of t. g. flooring is manufactured by means of two planers, and the slab from the lumber is converted into pickets and laths by means of two machines for that purpose. Steam power is used for conveyors and rollers, so that manual labor is reduced to a minimum. When in full operation the mill will turn out from 160,000 to 200,000 feet of lumber in ten hours work. Electric light is supplied from a dynamo on the premises, so that when necessary the output can be doubled by working a double crew and running at night. The product of the mill has a high reputation abroad, its exports going in large quantities to Chili, Peru, Australia, China, Cape Colony, the United Kingdom and the United States. About 150 men are employed at the mill and about an equal number in the camps, the wages paid amounting to \$12,000 per month. In connection with the mill the company conducts a store which is completely stocked with everything from "a needle to an anchor," and supplies the requirements of the mill and camps besides doing quite a large local trade. About 80 animals, horses, mules and oxen are employed in the logging camps, and in one of the camps a regular locomotive is utilized for transporting the logs to the water. The company also owns two tugs, which are used for the towing of logs and vessels to the mill. The officers of the company are John Hendry, president; and Mr. H. Alexander, secretary.

Mr. R. H. Alexander was born in Edinburgh, Scotland, in 1844. He came to Canada when 12 years of age and located in Toronto finishing his education in the Upper Canada College and at the Toronto University. In 1862 he left Toronto and came overland to British Columbia, spending the intervening time, in New Westminster, the Cariboo mines and Victoria, until 1870, when he came to the Hastings Mill. He has been superintendent and manager of the mill since 1886, and much of its success is due to his able management.

THE ROYAL CITY MILLS

This large and extensive mill has a capacity of 45,000 feet of lumber, 45,000 lath and 30,000 shingles per day of ten hours. The saw mill machinery consists of 4 boilers, 2 engines, 2 rotary gang saws, 4 cutoff saws, 3 planers, 1 lath mill and botter, 1 rip saw and 2 shaving exhaust fans. The planing mill has 40 machines and is the best equipped in the Province. Everything required in house or ship building is manufactured. One hundred hands are given employment, the pay roll amounting to \$6000 per month. The mill was located here in 1886, and since its establish-

ment has done a most successful business. Mr. R. C. Ferguson, the manager, is a native of New Brunswick, and was born, January 3rd, 1859. He has been connected with the company since 1879, first at New Westminster, coming to Vancouver in the fall of 1885, since which time he has been located here. He is an energetic as well as a popular manager, and is held in high esteem by his fellow citizens.

MOODYVILLE SAW MILL CO., (L'd)

This large and important manufacturing concern was the first mill established on Burrard Inlet, the original mill being erected near the present site in 1861 by Hicks & Cooper. This mill, which was of course a small affair, was conducted by them until 1866, when it was replaced by a steam saw mill erected by the firm of Moody & Deitz, and equipped with the best machinery obtainable at that period. In 1868 the mill was destroyed by fire, but immediately replaced by a still larger one and with improved machinery added, and on January 1st, 1879, the company was incorporated under its present name, The Moodyville Saw Mill Co., Limited. The mill is one of the largest and best equipped in the Province. It has a daily capacity of 125,000 feet of lumber per day of 10 hours. The mill property embraces three district lots, viz: No. 272, 273 and 274, and has a water frontage on Burrard Inlet of two miles. This immense frontage, with its other numerous advantages, gives it a capacity of loading seven or eight ships of the largest tonnage at one time. The plant consists of the saw mill with all of the very latest and best machinery known to the trade, mill store, machine shops, blacksmith shop, and hotel. It gives employment to 100 hands about the mill, whilst over three hundred souls depend on the mill for support.

Besides the plant at Moodyville they have five logging camps, extending from 10 to 150 miles along the coast. These camps give employment to 150 men and necessary oxen and mule teams, for the transportation of the lumber as well as requiring the services of a steamer, the Eta White. R. P. Rithet, of Victoria, is president of the company, and J. H. Ramsdell, manager for Welch & Co., San Francisco; R. P. Rithet & Co., Victoria and R. D. Welch & Co., Liverpool, Agents. Their trade extends all over the world, their lumber being shipped to Australia, China, South America, the United States, Germany and England. Mr. J. H. Ramsdell, the general manager, was borne in Maine, August, 1844, and came to the coast in 1862, locating in Port Gamble, Puget Sound, engaging in the lumber business. In 1882 he came to Moodyville to accept the position as foreman of the mill, remaining as such until 1890, when he was appointed general manager, which position he now so ably fills.

COMMERCIAL SAW MILLS.

Situated on the south side of False Creek, with a water frontage of 1200 feet and covering an area of six acres, is the immense establishment conducted by James Leamy and Geo. F. Kyle, and known as the Commercial Saw Mills. This mill was established here in the summer of 1886 and is equipped with the latest and most modern machinery for the conduct of the business. In addition to the saw mill plant the company also operate an extensive ship-yard,

having adequate facilities for the building of scows, tugs, and schooners of all sizes up to 1000 tons. The mill has a capacity of 50,000 feet of lumber per day, and gives employment to upwards of 50 hands. They are manufacturers of rough and dressed lumber, a specialty being made of lumber for ship building purposes, their facilities in this special line being unexcelled by any mill in this district. The firm have large tracts of timber lands up the coast, north and west, stocked with some of the finest timber in the country, their numerous logging camps giving employment to a large force of loggers and teams. Besides being heavy manufacturers of rough and dressed lumber they handle doors, windows, mouldings, shingles and laths, supplying the local trade with everything in building material. In addition to the heavy local trade large shipments are made to all points in British Columbia including Victoria, Eastern Canada and the States, their business showing a large increase over former years. Numerous improvements and additions have been made to the mill since its establishment on False Creek, in 1886, and to-day stands the equal of any mill in the Province. Mr. J. G. Woods, the manager, came to Vancouver, in January, 1886, and has been connected with the mill from the start. To his able and energetic management, and thorough knowledge of the lumber trade, much of the success of the business is due.

H. R. MORSE.

The large and extensive saw mill of H. R. Morse, is located at the foot of Granville street, on False Creek, and is one of the most complete in the Province. The mill is under the able management of H. R. Morse, jr., and A. G. Bogges, both of whom are natives of Alpena, Michigan. H. R. Morse, jr., had been engaged in the lumber business in that city for 10 years with his father, who owns a large mill at that place. Mr. A. G. Bogges, previous to coming to Vancouver, was engaged in the lumber shipping and commission business, at Alpena, Mich., and along the shores of Lakes Huron, Michigan and Superior, employing a staff of twenty shipping clerks and was doing the heaviest business on the lakes. On his arrival here, becoming impressed with the greater facilities of this country over Michigan, as a lumber manufacturing district, he induced Mr. Morse to come here and together they purchased the plant of Fader Bros., which they improved and enlarged to its present size. The plant has a capacity of 100,000 feet of lumber per day and employs 150 men. It is equipped with all new and modern machinery, including two large circular saws, one 60 inch double and one 50 inch single, one gang edger, a lath mill, shingle mill with a capacity of 40,000 per day, wood machinery and trimming saws, planer, flooring machine, sticker and full complement of cut-off, rip saws and sash, door and blind machinery. They own large tracts of timber lands on the Gulf and west coast, operating four logging camps which put in about 60,000 feet of logs per day. They have now four large scows and are building a steam tug for the purpose of towing the lumber from their mill to the yards at Victoria and Mission City. Their trade is very large, and constantly increasing, lumber being shipped by them to Chili, Australia, and other foreign points, and besides do a very large local business. In connection with the extensive

concern operated by them in this city they have branch lumber yards at Victoria and Mission City.

THE VANCOUVER SAW MILL.

This mill, which is situated in the east end of the city, on the shores of Burrard Inlet, and adjoins the Sugar Refinery, is owned by Messrs. H. V. Edmunds and J. A. Webster. The mill has a capacity of 125,000 feet of lumber per day, and is fully equipped with all the modern appliances necessary for its successful operation. It possesses excellent water frontage to facilitate the loading of ships, and is in every respect one of the leading saw mills in the Province. Employment is given to a very large number of men; their timber lands contain some of the finest timber available in this part of the country, and the firm's logging camps present a busy scene. Their business is principally a foreign one, having shipped last year to Australia one of the largest and finest cargoes of lumber leaving this port. The two members of the firm are pioneers of British Columbia and are highly respected and influential. Their interests, individually and collectively, represent a very large amount of invested capital in Vancouver's various enterprises, and few men have done more for this city's advancement. They have taken a leading part in the building of railways, being among the principals in the construction of the tramway between here and New Westminster, and are also stockholders in the Electric Light and Railway Company of this city. They own large shares of stock in our two leading foundries, and are among the largest shareholders in the Vancouver Manufacturing and Trading Company, and are identified with numerous other undertakings. In the development of our mineral resources they have aided very materially, and their slate mine, on Jarvis Inlet, which is now in full operation, and the first operated in the Province, has proven a complete success. The quality of the slate for roofing and all other purposes is quite equal to the best Welsh slate and is so pronounced by exports from Wales. They are already in receipt of large orders. Mr. Edmunds is one of the largest property owners in Vancouver.

GEO. CASSADY & CO.

This firm established here just three years ago by the present manager and part owner, Mr. Geo. Cassady, has been very successful since its inception. Starting out with a very complete outfit of machinery, part of which Mr. Cassady brought with him from New Brunswick, where he had been engaged in a similar business for ten years before he left, they have steadily gone forward adding to their machinery and building improvements, until they now stand second to none in British Columbia, in their equipment and ability to manufacture the articles they advertise, viz: doors, sashes, mouldings, shingles, dressed lumber, turnings, etc. They employ on an average about 30 to 40 men, principally first-class mechanics, disbursing for wages about \$20,000 per annum. While fully recognizing the importance of foreign trade connections, the steady growing local demand upon their resources, has practically prevented them from making very much effort to secure it. Nevertheless last year's operations show an export of about \$2000 to the Northwest, Manitoba and the United States, which they are in

hopes this year to greatly increase. To enable them to handle their shingle business successfully by saving freight, they added last year a hot air fan blast dry kiln, which will reduce the weight of shingles per thousand from 230 pounds to 160. A separate engine drives this fan, and is quite a curiosity, having no slide valves nor eccentric. By their knowledge of the business and the attention given it they enjoy a very justly merited reputation for doing first-class work in the manufacture of doors and mouldings. These deserve special mention being thoroughly kiln dried and carefully put together. Their goods are always in demand, in fact wherever introduced command the highest prices and never fail to give satisfaction. As an evidence of Canadian industry, it would be worth the time of machinery fanciers to make a call at their factory and see the engine which supplies the power. It is the latest improved type, automatic cut off and nickle plated, manufactured by Goldie & McCulloch, Galt, Ont.

VANCOUVER MANUFACTURING AND TRADING CO., (L'd).

Among the prominent and successful manufacturing enterprises of this city is the Vancouver Manufacturing and Trading Company, which has been organized about twelve months and during the short time it has been in operation has done a profitable and increasing trade. The business comprises saw and planing mills, sash, door, blind and furniture factory, store and office fittings, tubs, pails, barrels, boxes and general woodworking. The factory is located at the foot of Granville street, on False Creek, and is most admirably situated for manufacturing purposes, having sidings from the C.P.R. track facilitating the receiving of raw material and the shipping of the manufactured product. The factory is thoroughly equipped with the very latest and best innovations of machinery. A large force of skilled mechanics is given employment in various departments of the business. The goods manufactured by the company are in great demand and meet with a ready sale all over the Province. A large stock of their manufactured articles is carried in their warehouses. All orders are filled promptly and correctly. The company has a capital stock of \$100,000 and the officers are: J. A. Webster, president, A. St. G. Hamersley, vice-president; H. V. Edmunds, R. G. Tatlow, D. Cartmel and E. H. Heaps, directors. Mr. Heaps, the manager of the company, has had a thorough experience in the business and to his energetic and able management much of the success of the company is due. This is an institution which is certain to expand with the growth of the Province and yet will be one of Vancouver's leading industries.

BUSE'S MILL.

This mill is situated on the Inlet, adjoining the city line on the east side. It has a capacity of from 50,000 to 60,000 feet of lumber per day; a specialty being made of cedar, spruce and factory lumber. It is equipped with all the newest and best appliances, and has the latest machinery for all kinds of moulding and planing work in addition to a first-class shingle machine. Employment is given to an average of thirty-five men. Mr. E. Buse, the proprietor, is one of our representative and progressive

increase. To shingle business, they added a dry kiln, which shingles per thousand. A separate business quite a curious nor eccentric business and they buy a very justly doing first-class of doors and special mention and carefully are always in introduced commodity and never fail to evidence of Canada worth the time make a call at engine which supplies the latest improved nickel plated, & McCulloch,

MANUFACTURING CO., (L'd).

and successful of this city is the and Trading organized about the short time it done a profitable business com- mills, sash, door, store and office boxes and gen- factory is located street, on False ably situated for having sidings facilitating the re- d the shipping of . The factory is the very latest machinery. A large s given employ- ts of the business. by the company meet with a ready e. A large stock icles is carried in orders are filled The company has and the officers sident. A St. G. H. V. Edmunds, and E. H. Heaps, ne manager of the ugh experience in energetic and able e success of the is an institution t with the growth ill be one of Van-

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H. B. I. 1901

J. P. 1901

Vancouver, B. C. Light & Power House.

W. H. BROS., W. A. 1901.

VANCOUVER SAW MILL.

R. C. A. CITY PLANING MILL.

B. C. S. O. A. R. E. N. E. R. Y.

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citizens and is identified with many of the movements for the city's welfare. He has had years of experience in different parts of the world in his business, and when he came to Vancouver its many natural advantages so impressed him that he concluded to make it his future home. He at once recognized the superiority of our lumber and soon had his mill under way. He has been from time to time adding improvements until he has one of the leading and most complete lumber mills in the Province, and is certain to build up an extensive as well as profitable trade. He is a careful, yet enterprising gentleman, and deals uprightly by all with whom he comes in contact in a business way.

VANCOUVER'S POSSIBILITIES.

IT STANDS PRE-EMINENT AMONGST THE CITIES ON THE COAST.

Entire Absence of a Boom—The Conservative Policy Adopted by the C. P. R. Company—Values in Real Estate—Permanent Investments.

Vancouver stands pre-eminent among the cities on the Pacific coast. The opportunities it offers for profitable investments in real estate, its immediate prospect of becoming large, and prosperous, its natural position and unsurpassed harbor facilities, combined with the extremely low prices property can be purchased at, leave no room for doubt in the mind of any careful investor on this point. From the first the conservative policy adopted by the Canadian Pacific Railway and original owners of the townsite, in discouraging in every way everything tending to speculation, has prevented a boom and stopped inflation of prices. From the first, buyers finding that almost all property was sold on short terms, viz., one-third cash, the balance payable in six and twelve months, purchased no more than they knew they could pay for. Again building conditions being largely imposed helped to counteract any tendency towards the over-speculation that has been so detrimental to many other towns and cities throughout the world. No city has a healthier market. Its own citizens have built up its manufacturing and commerce without the aid of any large amount of outside capital, and the confidence and firmness holders of property display is one of the characteristics first noticed by a new comer or visitor. Nothing can speak stronger of the advantages Vancouver offers to investors than the remarkably low prices property can be bought for.

ON THE BEST RETAIL STREET

very desirable lots can be had for \$500 to \$550 per front foot, the depth of the lots varying from 120 to 132 feet to an alley. On the second best business street prices range from \$250 to \$500 per front foot, and on other streets which, with the growth of the city, will be desirable business locations, prices vary from \$100 to \$200 per front foot. Where buildings are already erected the cost of same is added.

RESIDENTIAL PROPERTY

close to the business centre of the town commands from \$30 to \$50 per foot, such property being used for houses renting from \$25 to \$35 per month. The choicest

residential property in the city is very limited. It is close to the depot, post office, opera house and other public buildings. Almost all the lots command a magnificent view of the harbor and English Bay. Each lot is 66 by 132 feet. Those on the best streets are worth from \$2,200 to \$3,500 and from \$1,200 to \$2,000, or an average of about \$18 per front foot, is the figure asked for choice locations on other streets. Lots adjacent to the manufactories, saw mills, foundries, sugar refinery and other industrial concerns, and used by the operatives of these industries, are worth from \$350 to \$800 per lot, \$500 being about the average price paid. (Going further from the centre of the city, lots can be bought for from \$125 to \$350 each, which with the completion of the extensions of the electric city railway prescribed by the charter, will be brought into easy distance and need for homes by those who now reside in the busy part of the town from necessity.

ACRE PROPERTY

adjoining the city limits, and near thereto, offers to-day a brilliant prospect to the investor, who is satisfied to wait and reap the result of the unquestioned growth the city will have. Prices range from \$250 to \$1,000 per acre.

THE PERMANENT INVESTOR

seeking improved paying property is struck with the advantages offered. While rents are comparatively low, the highest price for retail stores being about \$100 per month, the purchase price is sufficiently low to allow of a most liberal interest being paid on the investment. Taxes are light, being restricted by city charter. Assessments for improvements of the streets, sewers and such like, are levied *pro rata* on the assessed valuation of all property in the city.

REGISTRATION OF TITLES.

The simplicity of the Provincial laws, regarding the titles to property and registration of deeds, is an important feature. But one deed has to be examined, which is registered at a nominal fee, and a certificate of title issued by the district registrar. There are no abstracts of title to be examined, and the short time since the issuance of the original crown grants of the land to the owners prevents any possibility of litigation as to titles not being absolute and indefeasible.

INVESTIGATION COURTED.

Vancouver can proudly court investigation and comparison with any city, in the matter of prices for real estate. Apart from the important position it holds as the key of one of the richest countries in the world in minerals and national wealth, with shipping and railroad facilities second to none, its prospects for becoming one of the largest and most important cities on the coast are now recognized and acknowledged by all.

ASSESSMENT OF VANCOUVER.

For 1891, Ward 1	\$4,094,085
" " 2	2,541,306
" " 3	1,411,300
" " 4	2,500,500
" " 5	1,429,583
Total	\$11,977,370
Against, 1888	\$3,471,245
" 1889	6,604,308
" 1890	9,517,280

Rand Brothers.

Probably the best and most widely known firm in British Columbia is that of Rand Bros. real estate brokers, financial and insurance agents, of Vancouver. Every enterprise which has for its object the material advancement of Vancouver's welfare, and any undertaking tending towards bringing and pushing Vancouver to the front, has in Messrs. Rand Bros. earnest supporters and a valuable aide. The individual members are Mr. C. D. Rand and Mr. E. E. Rand. C. D. Rand, the senior member, was born in Canning, Nova Scotia, August 26th, 1858. Here he spent his early youth and received his primary education, and then entered Acadia College, Wolfville, N. S., graduating from there in 1879. Immediately after graduating he came west, arriving in British Columbia, September 14th, 1879. He first located at Victoria, but shortly after went to Salt Spring Island, where he taught school and then accepted a similar position at Victoria, and later at New Westminster. In 1882 finding the role of a pedagogue just a little too slow and desirous of a more lucrative pursuit he abandoned teaching and entered into real estate in New Westminster. The move has never been regretted, as to-day we find in him one of the most successful real estate and financial brokers in Canada, and known not only in Canada but also in England and the United States. He is one of Vancouver's most energetic and progressive citizens and is held in high esteem by the entire community. Mr. E. E. Rand, brother of C. D. Rand, and junior member of the firm, was born in Canning, N. S., November 21st, 1860. He received his early education in his native city, at Horton Academy, and finished his freshman year at Acadia College. In 1880 he left Nova Scotia and went to New York, where he was employed in the Erie R. R. offices, remaining there until 1883, when he left for British Columbia for the purpose of joining his brother in New Westminster, entering into partnership under the present firm name of Rand Bros. in 1884. The firm branched out with great vigor and early manifested that push and energy which has made it noted throughout Canada and Great Britain. A branch office was opened in Victoria, and also one in Vancouver, in December, 1885, being one of the first in this city. In 1887 the Victoria branch was closed, Mr. E. E. Rand going to London, Eng., for the purpose of establishing a branch in that city. He has been very successful in attracting the attention of English capitalists to Vancouver's resources and has interested numerous parties, who have invested extensively in property here. He returned to Vancouver in December, 1890, on a visit to the local office. Mr. C. D. Rand located permanently in this city in September, 1887, and has operated successfully in numerous large and extensive real estate transactions. The New Westminster branch is still maintained under the management of Mr. A. E. Rand, while the Granville street branch in this city is under the management of Mr. Edwin Rand, the respected father of the Rand brothers. The firm has the exclusive agency of several large properties here, have choice property for sale in all the various sections of the city and throughout the entire Province. A large force of efficient clerks are employed in the various departments of their immense business, and the very closest and scrutinizing

care is given to all landed interest placed in their hands by their large clientele.

Innes & Richards.

Vancouver has within her limits many real estate firms, but none are more prominent or occupy a higher financial position than that of Innes & Richards. The individual members, F. C. Innes and S. O. Richards, are men of high standing in the community, possessed of ample means, and interest themselves in every enterprise pertaining to the advancement of Vancouver's interests. Mr. F. C. Innes, the senior member of the firm is a native of Colaburg, Ontario. He came to Vancouver in 1881, when the site of the now prosperous city was a vast wilderness. He witnessed the commencement of the first operations to clear away the forest where now stands the City of Vancouver, and was the first man to engage in real estate here, operating alone until September, 1887, when he formed a partnership with Mr. Richards, which has continued with great success and kept pace with the growth of the city.

Mr. S. O. Richards is a native of Toronto and a son of the late Sir William B. Richards, the first Chief Justice of the Supreme Court of Canada. He was educated at Upper Canada College, and graduated from that institution in 1872. After graduating he entered the Bank of Montreal where he served for six years. After leaving the bank's employ he took his degree at law, at Toronto, but never practiced there, leaving almost immediately for British Columbia, arriving in Vancouver in May, 1886, and eighteen months later entered into partnership with Mr. Innes, forming the present firm. The firm are general real estate brokers, financial and insurance agents, conveyancers and Notaries Public. They own and control some of the most desirable property in the city for residence or business purposes, and also operate largely in outside property in neighboring points. They rent houses and take charge of and manage estates for non-residents, having numerous clients in England, Germany, France and the United States. In their insurance department they represent some of the strongest companies in the world, such as the Imperial Fire Insurance Co., of London, England; City of London Fire Insurance Co.; the Manchester Fire Assurance Co., of Manchester, England; Confederated Life Assurance Company of Canada and Eastern Assurance Company of Halifax, of which latter company they are general agents for the Mainland of British Columbia. They are agents for the Okanagan Land and Development Company, which owns the townsite of Vernon, located in Okanagan Valley, and the terminus of the Shuswap and Okanagan Railway. They are also agents for a large portion of the townsite of Nelson, the terminus of the Columbia and Kootenay Railway. Vernon lies in the centre of the wonderful Okanagan country, which for fertility and general agricultural advantages, is unsurpassed by any country on the continent. While the land is admirably and chiefly adapted for the growth of cereals, the range of products is as wide as any in the temperate zone. Vegetables grow to great perfection as well as fruits of all kinds. The townsite of Vernon is the centre and distributing point for the whole of the rich farming and grazing lands in and around the Okanagan Lake district. The Okanagan Land and Development Com-

pany, Limited, purchased the townsite of Vernon, which has been platted and is now on the market. They will erect a handsome hotel the coming spring costing \$25,000. This building will be 75x100 feet, three stories high, and finished in modern style. A large number of buildings are already erected the population now numbering 300. The Shuswap and Okanagan Railway, of which Vernon is the terminus is now under construction and will be completed and in operation to Vernon during summer of this year. All information regarding property in this desirable location will be furnished to intending or prospective investors by Innes & Richards, Hastings street, Vancouver, B. C.

Chas. T. Dunbar.

Located in the Lefevre block, corner of Hastings and Seymour streets, one of the best locations in the city, are the elegant offices of Mr. Charles T. Dunbar, one of the most enterprising business men of Vancouver. Mr. Dunbar was formerly connected with the National German American Bank, St. Paul, Minn., which position he left to act as general agent for the Union Land Company, of that city, one of the largest companies in the country. He has been successfully engaged in real estate for the past seven years in the various growing cities of the Northwest and has been the promoter of several large and successful enterprises, notably the St. Anthony Park, north of St. Paul, and the Burlington Heights Improvement Co. In 1888 Mr. Dunbar came to Vancouver and invested largely in real estate here. He owns and controls considerable property in the city and vicinity and makes a specialty of the West End. He owns one-third of district lot 185, which adjoins Stanley Park, and extends from Burrard street to the park limits. This is without doubt the finest portion of the city for residence property, demonstrated by the location there of the handsomest and most costly residences in Vancouver. Besides a general real estate business he does a large investment business for non-residents and will in the future do a general commission business, having exclusive control of all properties handled. Mr. Dunbar was one of the projectors of the new townsite of North Vancouver, and is a large stockholder in this important company. His business on account of his knowledge of the value of real estate and of his ability and integrity, has grown to large proportions. To-day he is one of the most successful real estate men in the city. He has the most abiding faith in the future of Vancouver as a great commercial, shipping, railway and manufacturing centre, and is one of our most active, enterprising and public spirited citizens.

Douglas & Co.

Vancouver owes much of its rapid progress and growth to the enterprise of its energetic real estate men, and in the foremost rank of these is the firm of Douglas & Co., composed of Charles S. Douglas and B. B. Johnston, Charles S. Douglas was born October 1st, 1852, in Wisconsin. He received his primary education in Beaver Dam, Wisconsin, and after leaving school entered the newspaper business. His first employment was on the Milwaukee *Sentinel*, and later on a paper in Duluth. Leaving Duluth he published *The Times* at Superior, Wis., until 1876, when he sold

out and purchased the *Day Book* at Fort William, Ontario, the Lake Superior terminus of the C. P. R., publishing the same until 1878, when he left for Emerson, Manitoba, and established *The International*, which he conducted successfully until 1880. Mr. Douglas was one of Emerson's most respected and influential citizens, fully identifying himself with every enterprise looking to the welfare of that city. He served as member of the School Board and Council, and in 1883 was elected to the Manitoba Legislature, his valuable services securing for him a reelection to that body in 1880. In 1887 he was elected Mayor of Emerson, and served with honor and distinction for two years. On retiring from office he sold out his interests in Emerson and came to British Columbia, locating in this city, and in December, 1889, opened up a real estate office in conjunction with Mr. Johnston.

Mr. B. B. Johnston is a native of Toronto, where he received his early education in the schools of his native city. After leaving school he entered the mercantile agency office and subsequently published *The Mercantile Agency* for the city and country. This he conducted successfully until 1881, when he removed to Emerson, Manitoba, and engaged in real estate. Here he was very successful in his operations and accumulated considerable wealth. He took a prominent part in the upbuilding of the gateway city, was a member of the council, serving one term and declining a re-nomination and was also Justice of the Peace for the Province of Manitoba up to the time of his departure for Vancouver, in 1889. Upon his arrival here he engaged in the real estate and commission business operating alone until December, when he formed the present partnership with Mr. Douglas. Mr. Johnston is a Notary Public for the Province of British Columbia. The firm soon forged to the front and are to-day amongst the heaviest dealers in real estate in Vancouver. They do a general real estate business, buy and sell property, rent houses and negotiate loans on real estate securities for residents and non-residents in England, Eastern Canada and the United States. The firm controls and has the exclusive sale of some of the most desirable property in the city and vicinity and controls the sale of several valuable additions and sub-divisions, notable among which are Sub-divisions 628 and 629 on Mount Pleasant, beautifully located, bounded on the east by Westminster Avenue and on the west by Ontario street. Although progressive they are alike conservative in their transactions, and all business placed with them receives prompt attention, and the most careful supervision is given to all negotiations and transactions of landed interests.

John Rounstall.

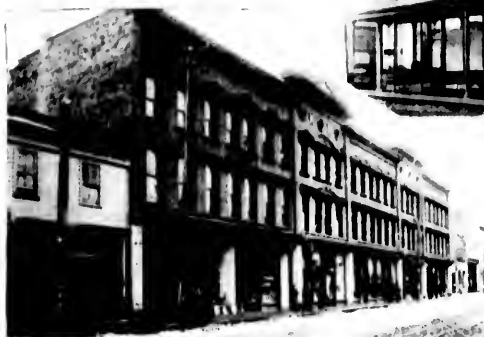
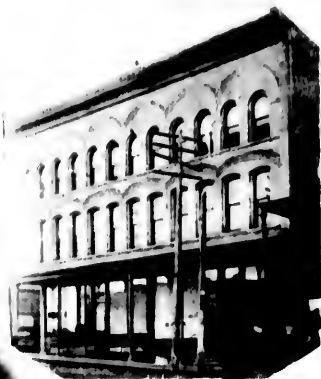
One of Vancouver's most active and enterprising citizens, is a native of Wolfville, Nova Scotia. He early in life engaged in mercantile pursuits, and after doing a large and successful trade in the shipping business in Kings County, N. S., sold out and left for London, Eng., where he opened a shipping office in Lendall street. Here he carried on a most successful and profitable trade and amassed quite a fortune, but owing to the failure of a large shipping and banking concern of Liverpool he was compelled to close his doors. He was now obliged to commence all over

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Photographs by Bailey Bros.

HOUSE BLOCK.

DEAN MILLER BLOCK,
THOMPSON DICK BLOCK - Vancouver L.T.S. & Co. - LEE & Richards,
SIR DONALD SMITH BLOCK - Whitham College.

MASONIC TEMPLE BLOCK - Springer, Mellon & Co.,
LEFFLER BLOCK - Chas. E. Dunbar,
SIMPSON'S BLOCK - Tongue & Co.

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again, and fully aware of the difficulty of retaining the confidence hitherto reposed in him as a shipping broker and banker by the large Nova Scotia, New Brunswick, New York, Boston, and other ship-owning cities, he concluded to return to Canada with his family, arriving in Halifax, N. S., in August, 1882, and finally settled with his family in Brandon, Manitoba. Here he engaged in the grain business successfully for nearly four years, and then came to Vancouver, arriving in 1886, and entered the real estate business. Mr. Rounsefell has grappled successfully in this line, and now ranks as one of the most successful in the city. He owns considerable real estate in the city and vicinity, his transactions being confined mostly to his own property. His offices, No. 415 Hastings street, are elegantly fitted up, most centrally located for the transaction of business and usually thronged with purchasers. Mr. Rounsefell is also interested largely in the Vancouver Ship-building, Sealing and Trading Company, of which he was the prime mover and promoter, and is Secretary and Treasurer of the Company. He is highly esteemed as a citizen, as is likewise every member of his family.

Shannon & McLachlan.

Amongst the most successful real estate firms in the city is that of Shannon & McLachlan, composed of William Shannon and Charles McLachlan. Mr. William Shannon, the senior member, is a native of County Sligo, Ireland, was born February 19th, 1841. In 1847 he came with his parents to Ontario, who settled in the township of Ops, County of Victoria, near the town of Lindsay. Here he spent his early youth, remaining until April 1862, when he left for California, arriving in the Golden State in May of that year. After travelling in different portions of the Golden State he left in the spring of the following year for the north, visiting Oregon and Washington, on his way to British Columbia, arriving at New Westminster June 1st, 1863. Most of that season was spent by Mr. Shannon in exploring the coast valleys, and in 1864 we find him in the interior still pursuing his explorations with a view to a thorough acquaintance with the different sections of that part of the Province. These explorations and subsequent ones have become of inestimable value. In 1865 he went to the Okanagan Valley, near the International boundary line, and there built a trading post, remaining for one year and was quite successful in his venture. Selling out in the spring of 1866 he left for the Big Bend mines, and formed one of the first party who entered the district in that year. Here he spent the most of two years, exploring that country from the Columbia river to the Rockies, devoting considerable money to his investigations in placer mining and prospecting. In 1868 Mr. Shannon started into stock-raising and farming with his brother, at Chilliwack, and was for a portion of this period also engaged in the freighting business from Yale to Cariboo. It was during this part of his career that he brought the first large freight wagon to Barkerville, then a hazardous undertaking. In 1873 he helped to form the first municipality on the Mainland, at Chilliwack, and served as a member of the first council. In 1886 he made an extensive exploration of the Chilcoten district and other cattle

raising valleys north thereof. With his past training and experience he secured a thorough acquaintance with the stock-raising business and is regarded as an excellent authority on all matters associated with this industry and the suitable districts for it in the Province. In 1887 he finally came to Vancouver, and foreseeing its great future, located here, engaging in the real estate business, joining in partnership with Mr. Charles McLachlan in September, 1888.

Mr. Charles McLachlan is a native of London, England, was born March 13th, 1857. He came to British Columbia in 1884, locating in Victoria. His first business connection was as cashier for Messrs. Findlay, Durham & Brodie, of that city, remaining with them for 18 months. He then started in business for himself in the lumber trade and other cognate branches. He was also interested in the chartering of sealing vessels, and in the shipping of seal-skins to London. In 1888, convinced that Vancouver was to become a great city, he left Victoria and came here. Soon after his arrival he entered into partnership with Mr. Shannon.

The firm are large dealers in real estate, timber lands and mining properties, and are regarded as one of the safest and most reliable firms in the Province in all their financial transactions. They also act as financial agents, in the negotiations of loans and are in addition general agents for the Union Assurance Society, of London, in this Province. They make a leading specialty of farm and timber lands of which they have a large quantity for sale in various parts of British Columbia. With their large practical knowledge in regard to this and other allied branches of business, the firm is in a position to give very valuable information to intending investors, and they solicit correspondence regarding any information relative to any lands in the Province. The firm are now issuing an interesting pamphlet on the resources of British Columbia, which is founded on their conjoint experience and study. It is an unvarnished exposition of the present condition, and future probabilities of the Province, and will well repay careful perusal by investors or settlers.

Major & Pearson.

The name of this firm is known throughout British Columbia. It was established in Vancouver in 1888, although having an office in New Westminster for several years previous. The individual members Charles G. Major, Thomas R. Pearson and H. P. McCraney, are all enterprising and representative citizens of this district, and are fully identified with every movement looking towards the advancement of Vancouver's interests. Mr. Major, the senior member of the firm, is one of the oldest residents of New Westminster, having resided there for over 32 years, and was also one of the original owners of real estate in this city, a great portion of which the firm handle. Mr. Pearson joined the firm in 1887, having been previously engaged in the book and stationery business in which he was quite successful. Mr. H. P. McCraney, the resident and managing partner in this city, came to Vancouver in 1885. He was engaged in contracting on Vancouver Island, and in this city with great success, retiring from that business in 1889. On January 1st, 1890, he

was admitted into partnership with Major & Pearson and has charge of the local business, the firm having also an office in New Westminster. Major & Pearson are general real estate dealers, fire and life insurance agents, and negotiate loans and investments for residents or non-residents on real estate securities. Their operations in real estate, of which part of their business they make a leading specialty, are very heavy, the firm probably buying and selling more of their own property than any other in the city. They also act as financial agents for non-residents collecting rents, managing and taking charge of estates, and also do a large renting business, having upon their books a fine list of residence and business property. Upon their books will be found at all times bargains in real estate both in city and acreage property as well as fine timber lands in various portions of the Province. Major & Pearson, with their excellent knowledge of realty values and ample capital are regarded as one of the most valuable and substantial firms in British Columbia, and withal one of the most successful.

Weeks, Kimmond & Co.

Among the representative and enterprising real estate firms of Vancouver, Weeks, Kimmond & Co. occupy a leading position. The individual members, W. S. Weeks and R. D. Kimmond, are possessed of all the requirements of the successful real estate dealer, experience, probity, affability and capital. W. S. Weeks is a native of Liverpool, England, and came to Vancouver in 1889. He engaged in real estate for himself, devoting his attention especially to farming lands, and became thoroughly acquainted with the lands in this and adjoining districts. R. D. Kimmond is a native of Scotland, and came to Vancouver in 1889 for the purpose of investing in property here and seeing great business possibilities opened up a real estate office operating alone until January, 1891, when he joined forces with Mr. Weeks, forming the present firm. They do a general real estate business, buying and selling property in the city and vicinity, rent houses, negotiate loans, and make investments for English capitalists. Weeks, Kimmond & Co. make a leading specialty of farm lands and acre property, of which they control a large amount, and have upon their books some of the best and most desirable farms to be found in the Fraser valley and Lulu Island. The Fraser valley is without exaggeration the finest agricultural region in British Columbia. The vast extent of farming lands in this district is exceedingly fruitful and capable of raising crops of every kind, both cereal and fruit, root and grain. During the past two years the increase of settlers has been great but there are a large number of very desirable farms still to be had. The firm will be pleased to enter into correspondence with parties desirous of locating or investing in this vicinity and all enquiries will receive prompt attention. They have the best farms in large or small tracts upon their books and will be pleased to show prospective investors over the property. Since the firm have been operating they have made a large number of very successful deals in large improved farms in this vicinity and are doing a most satisfactory business.

R. A. Anderson & Co.

This firm ranks among the first in their line in the city. Mr. Anderson came to Vancouver in 1888, from Victoria, where he was successfully engaged in business for five years. During his residence here through strict attention he has built up a very large and lucrative business. His firm are general dealers in real estate, and have residence and business property in all parts of the city, as well as acreage in large and small tracts, in various parts of British Columbia. They have upon their books a fine list of houses for rent and manage and take charge of estates for non-residents. They represent some of the best insurance companies, both fire, marine and life, do conveyancing and are Notaries Public. They are agents for the townsite of Port Kells, which is situated on the N. W. S. R. R., at the first point of contact with the Fraser river, ten miles above the city, being also the point of junction with the future Langley branch line. It consists of a slightly elevated plateau, gently sloping towards the Serpentine valley and the Fraser. Port Kells is the key to the great Serpentine valley, a large tract of arable land that extends in a southeasterly direction to the fertile Province of Semiahmoo Bay. It touches the municipalities of Surrey and Langley, the population of which, together with the contiguous districts of Chilliwack, Sumas and Maple Ridge, has increased so rapidly within the last few years that it is now between 10,000 and 15,000. At present Port Kells has daily communication by steamer with New Westminster, and all other important points on the Fraser. As the town grows it will certainly be connected by ferry with the C. P. R. The townsite has been subdivided and platted, the size of lots being 50x122 feet, the price ranging from \$50 upwards. Investors will find no better opportunity in British Columbia than in Port Kells property. Correspondence solicited. Reference, the Bank of British Columbia.

Deane & Searle.

This enterprising and pushing firm of real estate dealers was established in December, 1889, and is composed of E. B. Deane and H. L. Searle. Mr. E. B. Deane was born in Sydney, Australia, October 9th, 1858. He received his education in his native city, and resided there until he arrived at the age of sixteen, when he left for America, arriving in San Francisco in 1875. His first employment was in a stock broker's office, remaining in that business for five years. He was also during this time engaged in the printing business under the firm name of E. B. Deane & Co. In 1880 he came to British Columbia as book-keeper for Mr. A. G. Ferguson, who had a large contract upon the C. P. R. at Hope. Upon the completion of this contract he returned with him to San Francisco, and later came back to British Columbia, this time to Kamloops, remaining there until that contract was completed. Returning to San Francisco he devoted his time to his printing establishment, until 1889, when he finally came to Vancouver, having previously invested in real estate in 1887 and at that time fully intending to locate here. He opened a real estate office in connection with Mr. Searle, forming the present firm which has had quite a successful career.

H. L. Searle was born in San Juan, California, May 20th, 1860. He came with his parents to San Francisco when but three years old and was educated in that city at Urban Academy. Upon leaving school he entered the employ of the Greenwich Dock Warehouse Company, remaining with them for nine years. In 1887 he came north remaining in the State of Oregon for a short time and finally came to this city, in December, 1889, entering into partnership with Mr. Deane in the real estate business. The firm are general real estate agents, buying and selling real estate, negotiating loans on real estate, securities, renting houses and managing estates for non-resident property owners. They always carry on their books bargains in city and outside property and give prompt attention to all landed interests placed in their hands. Since engaging in business they have been very successful and are one of the most reliable firms in the city.

Clute & Chew.

The above firm composed of J. M. Clute and Henry Chew are general dealers in real estate, and conduct a general business transfer agency. They handle nothing but bargains and real estate, carrying on their books a large list of very desirable properties in the city and vicinity for business or residence purposes. They solicit life insurance only, representing the Sun Life Insurance Co., one of the best in the country. Parties in the city or from a distance desiring to buy or sell hotel, grocery or other business property, will find it to their advantage to call upon or correspond with Clute & Chew 130 Cordova street.

J. Powis & Co.

One of the oldest and most successful real estate firms in the city is that of J. Powis & Co., composed of J. Powis and J. M. Whitehead, who both came to Vancouver from Illinois in 1886. They are general real estate dealers, fire and life insurance agents and conveyancers. Besides their ordinary local business J. Powis & Co. act as agents for capitalists in London and Bristol and also for parties along the Sound and in the east. They make collections, negotiate loans, collect rents and take charge of estates for non-residents. They also do a large renting business and carry on their books a fine list of choice business and residence property in all parts of the city. A very large business is also done by them in subdividing acreage property of which they have handled some of the best and most profitable in this district. Having in their hands properties in all parts of the city for sale, they can offer intending purchasers bargains in both business lots and desirable residence locations as well as farming lands, suitable either for permanent investments or for speculative purposes. Their office, corner of Cordova and Cambie streets, is the most centrally located in the city and equipped with everything for the accommodation of their clientele in the way of maps and plats. Correspondents from a distance who may desire information about Vancouver, or the Province of British Columbia, can rely on receiving full and accurate replies to their enquiries from J. Powis & Co.

Vancouver Loan, Trust, Savings and Guarantee Co., Limited.**A Substantial and Influential Concern.**

This company is one of the largest institutions in British Columbia, and possesses facilities unequalled by any similar company in Canada. It was incorporated September 1st, 1890, and has an authorized capital of \$500,000, of which \$200,000 is subscribed. The officers of the company are James W. Horne, M.P.P., president; Robt. G. Tatlow, vice-president; and H. T. Ceperley, managing director, who, with the following gentlemen form the Board of Directors: F. C. Cotton, M.P.P., H. A. Jones, H. E. McKee and Geo. Turner. The company acts as trustee, executor, administrator, receiver, guardian, assignee and agent, and this relieves individuals or corporations from the necessity of providing securities for the administration of estates, or from any duties involving personal responsibility. It manages estates, undertakes the investment of funds on mortgages, collects and remits the rents or interest and acts as trustee for the holders of debentures and bonds. In its investment and loan department the company receives money on deposit for fixed periods at interest on favorable terms, and also issues debentures bearing interest payable semi-annually for fixed periods. These debentures are secured by the paid up capital of the company and as further security are a prior charge on the unpaid subscribed capital and on mortgages held by the company to the full amount of the debentures issued. In the savings department the company receives small sums of money bearing interest at the rate of 5 per annum for a period of not less than three months. In the land department it possesses unusual facilities and undertakes the purchase and sale of improved and unimproved real estate in Vancouver or in other parts of the Province. It has upon its books some of the most desirable residence and business property to be had in this vicinity. The company also collects rents for absentee owners and takes charge of estates and all agency business connected therewith. In the insurance department of the business the company represents ten of the leading Fire Insurance companies of Great Britain, the United States and Canada, viz: Phoenix Fire office of London; Liverpool and London and Globe; Scottish Union and National, of Edinburgh; Etna of Hartford; Hartford of Hartford; Insurance Company of North America, of Philadelphia; Phoenix of Brooklyn; Western Assurance Company and British America, of Toronto; and Royal Canadian, of Montreal. The company writes policies, adjusts claims and pays losses in its own office. Mr. H. T. Ceperley, the managing director of this company, came from Montana to this city in the fall of 1886, and at once engaged in the real estate and insurance business, which he conducted with great success until the fall of 1887 when he became associated with Mr. A. W. Ross, M.P., who was one of the pioneers of Vancouver. The firm of Ross & Ceperley at once became the leading real estate and insurance firm of the city and continued with great success until May, 1890, when Mr. Ceperley purchased Mr. Ross' interest in the business conducting it alone until September, 1890, when he formed the present concern. Mr. Ceperley is one of our most public spirited and enterprising

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E. B. DEANE.



H. L. SEALE.



C. GARDNER JOHNSON.



D. H. WILSON, M.D.



JAMES ORR.



J. M. McLAREN, L.D.S.

PHOTOGRAPHS BY J. D. HAY

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citizens and a prime mover in every enterprise to advance Vancouver's interests. He is possessed of all the qualifications of energy, honesty, probity, affability, promptness and indomitable perseverance that marks the successful business man, and has the esteem of every citizen. He is an extensive property owner in the city, the district and throughout the Province. Besides the position occupied by him in this company he is Secretary and Treasurer of the Electric Railway and Light Company; of the Gurney Cab and Delivery Company and the Vancouver Mining and Smelting Company. Mr. R. G. Tatlow the Vice-President, is one of the pioneers of Vancouver and a large property owner here. He is a trustee of the City Sinking Fund and one of the Park Commissioners.

Vancouver Improvement Company, Limited.

The Vancouver Improvement Company owns the greater portion of land lying in that section of the city between Westminster and Broadway avenues, comprising in all about 300 acres. It is eligibly located, on high ground, thickly settled and ranks among the most desirable and valuable property in Vancouver. Numerous manufacturing enterprises are located upon the property, in fact the largest and most important in the city, such as the British Columbia Sugar Refinery, San Juan Lime Company, the Hastings Saw Mill, the Vancouver City Foundry and Machine Works Company as well as numerous fine residences. The company is prepared and is at present engaged in erecting houses, on lots selected by purchasers, on the installment plan, the system of payment extending over a term of ten years. This system has proven a great success, not only here but in the populous cities in Eastern Canada and the States, and is looked upon as a boon by those desirous of owning homes and who, unless such an opportunity offered, never would possess one. Many residents of the city to-day owe their present prosperous condition to the opportunity thus given them by the system adopted by this company. The company was established in 1886 and since its organization has been a very prominent factor in the upbuilding of the city. The affairs of the company are conducted by the management in a liberal and likewise conservative spirit, the officers and directors being men of high standing and occupying positions of trust and responsibility in the community. The president is Mr. D. Oppenheimer, Mayor of Vancouver; Secretary and Treasurer, Mr. C. D. Rand, senior member of the well known firm of Rand Bros.

INLAND REVENUE.

Following are the Inland Revenue returns for the district of Vancouver City, since the division was first established to last July. They are given by months and the figures named indicate the growth which has taken place in the trade of this city in connection with that department of the public service:

July 1887	.....	\$ 2,370
July 1888	.....	5,082
July 1889	.....	928.46
July 1890	.....	1,178.71
July 1891	.....	1,800.12
July 1892	.....	1,626.18
July 1893	.....	3,966.61

AUCTION SALES.

WHAT HAS BEEN DONE BY AUCTION-ING REAL ESTATE.

Mr. A. M. Beattie's Success as a Wielder of the Hammer—The Pioneer in the Business—Successful Sales Conducted by Him.

Auction sales when conducted properly place the owner and purchaser upon equal ground and the property up for auction is generally sold for its true market value. Prices paid at auction sales for real estate are always fair criterions of the value of property in the immediate vicinity and often establish values. Sales as a rule attract the attention of investors and purchasers, the price paid being in most cases the fair value of the property sold. Parties placing their property in the hands of a reliable auctioneer also very often obtain a far better price, at times far in excess, than if sold at private sale, as competition between purchasers brings out the true value. This same rule holds good with regard to general merchandise, furniture and blooded stock or anything sold in this manner.

A. M. Beattie

The leading and most successful auctioneer of this city is a native of Dunfriesshire, Scotland, and the youngest son of Charles Beattie, Esq. He came, when quite a child, with his parents to Canada, who located in Melbourne, Quebec. Here his early youth was spent, and here also he received his education, attending St. Francis College, in Richmond, Quebec, under the principalship of J. H. Graham, LL.D. After leaving college he followed mercantile pursuits, first engaging in business in Richmond, the firm being known as Beattie & Alexander. In 1886 he sold out to his partner, and came to Vancouver, arriving here almost immediately after the great fire. Being impressed with the great possibilities of the locality, even then seeing its great future, he decided to remain here and establish himself in the real estate and auction business, making the latter part of the business a specialty. Mr. Beattie was successful from the start, and has built up the finest business in his line in the Province and amassed quite a competency. To Mr. Beattie belongs the honor of conducting the first real estate auction sale in Vancouver, which took place June 22, 1887, and although small compared to subsequent sales, amounted to nearly \$3000. Since that time he has conducted almost every important auction sale in this city, and has consummated the largest sale of real estate in British Columbia by any auctioneer. This was the auction sale of the Fairview addition for the Canadian Pacific Railway Company and realized \$120,000. He has large and handsomely fitted auction rooms in the Ferguson block, Hastings street, where real estate sales are held monthly. These sales attract considerable attention from real estate owners and purchasers, the results being considered a fair criterion of the value of real estate in this city and vicinity, not only by real estate agents in Vancouver, but are also quoted by financial and real estate journals in the east. Besides his specialty of real

estate auction sales, Mr. Beattie also auctions furniture, household goods, merchandise, and horses, cattle and blooded stock, and is also a Notary Public of British Columbia and appraiser. He not only does a large local business, but is also often called to conduct sales in different parts of the Province, where his success is as great as in this city, his sales always attracting great crowds of purchasers. He always has upon his books great bargains in city property for residence or business purposes, farms in various parts of the Province, and also does a large renting business. He has the exclusive handling of the Steveston townsite, which will be placed on the market in May. This will be an auction sale without reserve of 500 lots in the growing city of Steveston. These lots are all centrally located, free from stumps or trees and perfectly level. The sale is already attracting considerable attention and arrangements are being made for a large crowd. All sales conducted by Mr. Beattie, whether in his auction rooms or in private, are fair and his name attached to any sale is a sufficient guarantee that there is no by-bidding. Much of his success is due to his honesty, integrity and affability. As an auctioneer he stands second to none in Canada.

Customs Returns Talk.

The following figures will show the growth of the business done in Vancouver as indicated by the customs returns since this place was made a port of entry:—

January 1888—Imports, dutiable, \$5,910; free, \$1,669; total, \$7,579. The revenue amounted to \$2,123.29. There were no exports.

January, 1889—Imports, dutiable, \$26,099; free, \$9,496; revenue, \$8,231; exports, \$16,391.

January, 1890—Imports, dutiable, \$27,755; free, \$5,287; revenue, \$12,305; exports, \$17,490.

January, 1891—Imports, dutiable, \$38,439; free, \$14,217; revenue, \$24,853.10; exports, \$33,534.

October, 1890, shows the largest export, namely, \$104,953.

Bailey Bros.

This firm is the successor to Bailey & Neelands, established in 1888, and is composed of C. S. Bailey and W. Bailey.

They are dealers in stationery, books, periodicals, office supplies, artists' materials, pictures, picture frames, mouldings, and carry as complete a stock in these various lines as any house in the Province. A leading feature of the business is landscape photographing, of which department a specialty is made.

They have the finest and best assortment of views of British Columbia and also of scenes on the line of the Canadian Pacific Railway.

Mr. C. S. Bailey is a thorough artist in this class of work; the illustrations of scenes and buildings in the illustrated number are from photographs taken by him. A full and complete assortment of views of British Columbia and scenes on the Canadian Pacific Railway from Montreal to Vancouver are constantly kept in stock and they are without exception the finest and most complete published.

BENCH AND BAR.

DISPENSERS OF LAW AND PLEAD-
INGS AT THE BAR.

Hon. W. Norman Bole.

The subject of this sketch is the County Judge of this district. Judge Bole was born in Castlebar, Ireland, December 6th, 1818, and is descended from an old Surrey family, which emigrated to Ireland in 1520. He came to British Columbia in early days, and was the first lawyer that permanently settled on the mainland and was also in 1857 appointed the first Queen's Council. He was a J. P., and stipendiary magistrate for British Columbia. He was a director of the Royal Columbian Hospital, of which he was four years president. Was a Lieutenant in the Seymour Field Battery from 1879, to 1882, and was Major in the B. C. Brigade Garrison Artillery, V. M. He was first returned to the Legislative Assembly in 1886, took his seat as Judge of the County Court of New Westminster District, September 19th, 1887. He was one of the promoters of the New Westminster Southern Railway Co., and is very largely interested in the District and the Province generally, assisting always in everything tending to promote the general welfare of the country. Of over 600 cases disposed of last year, but three of the decisions were appealed, two of which were dismissed. He was married February 26th, 1881, to Florence Blanchard, daughter of J. Hanning Coulthard, J. P., of New Westminster. They have two sons.

A. St. George Hamersley.

One of the generally recognized learning lawyers of British Columbia is A. St. George Hamersley, who was called to the bar at Middle Temple, London, in 1874. He practiced his profession in England and subsequently in New Zealand, where he was in the enjoyment of a very large and lucrative business. During a trip to this country, in 1888, he was so favorably impressed with it that he concluded to remain, and selected Vancouver as his future home. Shortly afterwards he became associated with Messrs. Drake, Jackson and Helmecken, a leading Victoria firm of lawyers, and soon received that recognition which his talents deserved. He is the present City Solicitor of Vancouver, having been elected to that office in January, 1890. Mr. Hamersley is interested in and a director of the Vancouver Manufacturing Company, is chairman of the Union Steamship Company, and is identified with numerous other important local enterprises. He is an earnest supporter of every movement having for its object the advancement of the city.

J. J. Blake.

A man who stands in the front rank of the legal profession in British Columbia, is the subject of this brief sketch. Mr. J. J. Blake was born in Haldimand County, Ontario, in 1849, where his boyhood days were spent. He attended Middlesex College and Albert University, and later studied law at Osgoode Hall, Toronto. He successfully passed his examinations, subsequently practicing his profession in Toronto for three years, and in London for seven years, and in 1885, came to Vancouver, where he has ever since lived. He opened his office before the city was incorporated, having the honor of drawing up the articles of incorporation. He was the first City Solicitor, being elected in May, 1886, and

serving until some time in 1887. Later he was again appointed holding the office for about three years when he resigned. He was also Stipendiary Magistrate and Justice of the Peace for four years. In the early history of the city there were some exciting times, particularly at the time of the Chinese riots, when the city was in a state of turmoil. It was then Mr. Blake displayed his judicial learning, and his wise counsels offered to the workmen resulted to their benefit. In many instances he has done considerable for the city, and in fact has been identified and taken a leading part with everything of importance from the time of the city's incorporation to the present. He assisted in starting some of our present leading enterprises, and there was no movement started that did not receive his endorsement and support. His practice is an extensive one, and he is looked upon as the leading lawyer of our city. The present firm of Blake & Magee was formed June 1st, 1890. Mr. Blake was married in 1887, and has two children.

J. A. Russell.

One of the bright young legal minds of our city is the subject of this brief sketch. J. A. Russell was born in Newcastle, New Brunswick, September 17, 1866, where his boyhood days were spent. His early education was received at Newcastle and Fredericton, N. B., and he afterwards read law in the office of W. A. Park, M.P.P., for Northumberland County, and later in the office of Attorney General Blair, at Fredericton. He worked for and obtained the degree of LL.B., from Dalhousie University, Halifax, N.S., when but nineteen years of age. In October, 1887, in his twenty-first year, was called to the bar of New Brunswick. After his admission he travelled for five or six months, looking for a suitable location, and from such knowledge as he gained of the advantages of this country he soon decided upon Vancouver as his most desirable point. He arrived here in April, 1888, and at once entered into the practice of his profession. The following August he became associated with Messrs. Yates and Jay, one of the leading legal firms of Victoria, forming the present firm of Yates, Jay & Russell. Mr. Russell has had the handling of some very important cases; takes a leading position at the bar of this district. His practice is amongst the largest of that of any lawyer in the city, which bespeaks much for his ability. He is in every sense public spirited and assists in everything tending to the city's prosperity.

John Campbell.

One of the leading lawyers of Vancouver is Mr. John Campbell who was born at Woodville, Victoria County, Ontario, in 1860. His boyhood days were spent there attending the neighboring schools until he was 14 years of age, when he went to the Lindsay Grammar school, at Lindsay. He afterwards entered the Toronto Collegiate Institute, and from there matriculated into Toronto University, in the Law Department. After leaving college he pursued his studies with the late Adam Hudspeth, Q.C., and subsequently entered into a partnership at Lindsay with Mr. John A. Barron, Q.C., M.P., which continued for two years, when he left for British Columbia, arriving at New Westminster in May, 1889. The following July he became associated with Messrs. Corbould, McCall & Campbell, forming the present firm, and opened an office in

Vancouver, of which he has full charge, the other members of the firm residing at New Westminster. The firm ranks among the leading lawyers of British Columbia, and Mr. Campbell's ability and learning give him that enviable position in the front rank of the legal fraternity of which he may well feel proud. He has more corporation business in his charge than any other lawyer in the city, as well as enjoying a general lucrative practice. Everything for the city's interests receives his hearty support. He was married in June, 1888, to Miss Arthur, the daughter of the late Hugh Arthur, of Trenton, Ont., who in early days was well known in Cariboo. They have one child.

T. Thomson Black.

The subject of this brief sketch is a lawyer of considerable ability. Mr. T. Thomson Black was born in Scotland, March 26, 1817, and when one year of age was taken by his parents to Liverpool, Eng.—his home until coming to this country. There he received his education, and at the age of twenty one graduated from Queen's College. He served his articles with the legal firm of Davenport & Collier, and previous to leaving Liverpool was associated with Messrs. Bateson, Bright & Warr, eminent shipping and commercial lawyers, in which branch of the profession we venture to say there is no better versed lawyer in British Columbia than Mr. Black. The geographical position of Vancouver struck him so favorably that he concluded to visit it, and if satisfied with the city's future prospects settle permanently. He, however, arrived here at a most inopportune time, August, 1886, finding the city in ashes. That nevertheless did not deter him from locating, and six months later he received the appointment to fill the arduous duties of the combined offices of Police Magistrate, City Solicitor and Judge of the Small Debts Court, which occupied his time exclusively for the following sixteen months, when he resigned in order that the position might be segregated. He then commenced the practice of his profession in which he has ever since been engaged. He owns considerable property and is largely interested in the general development of the country, assisting in everything that tends to that direction. He is married and has three children—two sons and one daughter. His wife is the daughter of Capt. Sleight, of Queenstown and Liverpool.

E. A. Magee.

One of the bright young lawyers of Vancouver, is the subject of this brief sketch, and is the junior partner in the firm of Blake & Magee. Mr. Magee was born in Nova Scotia, where his boyhood days were spent. He attended Acadia College for four years and later Dalhousie University, at Halifax, from which institution he graduated in April, 1888. In September following he was admitted as a Barrister and Solicitor of Nova Scotia, when he looked about for a desirable location. Hearing of the advantages of Vancouver, he came here in December, 1888, and was so favorably impressed with the city's advantages that he concluded to remain and make it his future home. He accordingly opened an office, and one year later was admitted as a Barrister and Solicitor of British Columbia. He formed his present partnership with Mr. Blake, June 1st, 1890. Mr. Magee is a young man of considerable ability, and his practice is a very lucrative one.

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HON. W. NORMAN BOLE.



J. J. BLAWE.



J. A. RUSSELL.



JOHN CAMPBELL.



E. A. MAGEE.



T. THOMSON BLACK.



GEORGE E. BEETHAM.



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H. SPRINGER.



CAPT. H. A. MELTON.



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REPRESENTATIVE MEN OF VANCOUVER.

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TRADE AND COMMERCE.

VANCOUVER'S WHOLESALE AND GENERAL DEALERS.

showed. Enterprising. Far-Seeing Business Men Recognize the Importance of Vancouver as a Commercial and Trade Distributing Centre.

As a Commercial Metropolis.

Vancouver's location adapts it specially as a wholesale centre. Behind it lies the mainland of the Province of British Columbia and the great American continent, to all points of which there is now direct, and all-rail communication. To the west and north-west, across the Gulf of Georgia, is Vancouver Island, on which is situated the cities of Victoria and Nanaimo; the former being distant some 80 miles and the latter 30. To and from these centres of trade and commerce there is daily communication by swift and modern built steamships, enabling the wholesale dealer in Vancouver to supply his customers in the cities named the day the order is mailed, and at very moderate transportation rates. To all points along the west coast of the mainland, and the east coast of the Island, steamers depart at regular stated periods, enabling the merchants of Vancouver to reach all points of interest, the logging camps and rising villages, with their wares and merchandise, for trade purposes. Vancouver being a common terminal point for transcontinental transportation and freight rates, enjoys an advantage of \$4 per ton over the Island cities to all interior points. The shrewd, economical, merchant will not be slow to notice the immense prestige this gives Vancouver as against her rivals. With a daily train service to and from all points east and south, direct steamship communication with all points on Puget Sound, the Gulf of Georgia and the Northwest Coast, Oregon and California, Japan and China, and shortly to be established a direct line to Australia and New Zealand, Vancouver's advantages as a locality in which to establish industrial plants, mercantile and shipping houses, must become obvious to everyone. Here are located three of the strongest chartered banks in the Dominion, possessing an aggregate capital of about thirty millions of dollars, besides a number of private banking concerns of large means; thus assuring all classes of the community the ample banking facilities.

EXPORTS.

Following are the exports of the port of Vancouver for the year ending December 31st, 1890

The Forest	\$35,577.50
The Mines	22,492.00
The Fisheries	23,798.00
Animals and their products	16,219.00
Manufactures	7,457.00
Agriculture	3,133.00
Miscellaneous	145.00
Total	\$99,771.50

Following are amongst those who, recognizing in Vancouver all the requisites for a coming great commercial and trade distributing centre, have located here and already are transacting business on a scale which is as surprising as it is truly gratifying.

Oppenheimer Bros.

This firm--Vancouver's leading and most prominent wholesale house--is known not only in British Columbia, but also all along the Pacific coast and eastern points. They are among the oldest merchants of British Columbia, having been engaged in business in the Province as early as 1858, and have, for over thirty years, been recognized as amongst the most energetic and successful merchants of the Pacific coast. Previous to coming to Vancouver, they were established in Victoria in a similar business, and perceiving that Vancouver, from its location and the favorable position that it would occupy as a distributing centre for all the interior of the Province, as well as for the neighboring cities of Nanaimo and Westminster and the large coast and shipping trade, was bound to become a large city, they transferred their business here early in 1887, commencing business in the brick block of which a representation is given in the illustrated edition. Their business has continued to increase in volume and extent, and the territory supplied by the firm extends to the utmost limits of the Province, besides supplying the local city trade and surrounding points. They are wholesalers exclusively, and carry as large and complete a stock of fancy and staple groceries, cigars, tobaccos, teas and sundries, as can be found on the coast, buying their goods at first-hand, and in every case, where it is possible, importing their supplies direct from producers and manufacturers. In addition to a very long experience, being thoroughly familiar with the requirements of their customers, they are able to offer such terms as will induce customers to purchase from them. Another advantage in buying from them in preference to Victoria houses is the saving of freight from there, a saving at least amounting to \$4 per ton. In order to meet the requirements of their large trade, they will erect at an early date a warehouse which will give them ample room for the transaction of their already enormous business and the large stock of goods carried. This building will be one of the best in the city for business purposes and will be especially adapted for the requirements of their business. The individual members of the firm, David and Isaac Oppenheimer, are held in high esteem by the public, and are identified with every movement having for its object Vancouver's advancement. The senior member, Mr. David Oppenheimer, is at present Mayor of Vancouver, which office he holds for the fourth consecutive year.

Hudson's Bay Company.

This company is known from one end of the world to the other, through its historical relations with the Pacific Northwest, and its history would prove a very entertaining one. Our purpose, though, is not to undertake this voluminous task but to briefly mention the company's Vancouver business. The company has at present two stores on Cordova street and two on Granville street, in which is carried a complete stock of groceries, provisions, wines, spirits etc., as well as dry goods of every description of which they are direct importers. The company's new building, which will shortly be in course of construction, is to be situated on the corner of Georgia and Granville streets, and will be either three or four stories in height, occupying 100x50

feet of ground. It is to be most substantially built of stone, of a very imposing appearance, and no doubt will be one of the handsomest structures in the city. In addition to the line of goods they at present carry, will be added a number of others, among which may be mentioned everything in house furnishings, gentlemen's goods, a first-class dressmaking and millinery department, each to be under the charge of a competent person. The store is to be fitted up in a way that will surpass any business place in British Columbia, and in fact will be second to none in the Dominion. All the modern appliances and fittings to make the business complete will be introduced. Handsome elevators will be placed in the centre of the store, and a splendid cash railway system is to be operated. The company possesses the best facilities for purchasing from all the markets of the world, and will thus be enabled to keep on hand the very latest and best in all their lines. The business in Vancouver is under the able management of Mr. C. W. Robson, a gentleman who is thoroughly conversant with all its details as well as the demands of the company's trade.

Oriental Traders Co., (Ld).

The Oriental Trader's Company was incorporated in May, 1890. Its business is the exchange of products with the various oriental countries. Already it has established the very best of connections, the most remunerative of which at present are at Japan, China, Straits Settlements, Philippine Isles, Java and India. The goods it imports in the largest quantities are: raw sugars, (of which it lately made a sale to the B. C. Sugar Refinery of this city, amounting to \$200,000) coffers, teas, rice, brushes, floor matting, silks, spices, castor oil, manilla cigars, furs, tapinas, sago, straw braid, etc. It sells to the wholesale trade exclusively, and differs from most firms in a similar business in that it carries a sufficient stock of most all lines in its warehouses here to supply the wholesale demand of Western Canada. Flour, lumber and salmon will be its chief exports, for the handling of which arrangements have been completed with its oriental correspondents. It has a resident partner in the Philippine Isles who will shortly start from Manila for Vancouver, and en route call upon the company's correspondents, remaining with each sufficient time to make complete their already satisfactory arrangements. It has a representative traveling throughout Canada calling on the leading wholesale dealers and manufacturers in all the cities between Vancouver and Halifax. The capital stock of the company is now \$250,000, to which amount it was increased a few months since. Their trade is growing rapidly as a result of its ability, through a thorough established line of connections, to distance all competitors.

Vancouver Candy Company.

Among the new and important manufacturing establishments of Vancouver is the Vancouver Candy Company, established in 1890. It has proved a success from the start and supplies the trade of the city and surrounding points in the Province with all grades of candies and confections. The works are located on Keeler street, and are equipped with all the newest and necessary appliances for the successful conduct of the

business, enabling it to compete successfully with manufacturers in eastern cities. The goods are acknowledged to be superior to any in the Province. Its trade is constantly increasing in volume. The management of the company is in the hands of Mr. S. McHugh who has had a thoroughly practical experience in the business, and is familiar with its every detail.

Cope & Young.

This is the leading dry goods firm in the city. It occupies two stores in the Ferguson block, corner of Hastings and Richards streets, and carries a complete stock of all goods in its line. In addition to the largest assortment of dry goods in the city a department is devoted to carpets, curtains, etc., of a varied and extensive assortment. The millinery department is under the charge of a competent lady, and the latest novelties in this line are always carried. The jacket and mantle department is complete, and the stock includes German mantles in endless variety, cloth and lace jackets, lace boleros, etc. This store is in fact one of the largest in the Province and every facility is possessed for obtaining from the markets of the world everything that is new and novel. The members of the firm are among our most enterprising citizens; they are identified with many of our most important enterprises and take a leading part in all public movements.

H. McDowell & Co.

This firm is the leading drug house in Vancouver; was established by Mr. McDowell in June 1866. Mr. McDowell was born March 3rd, 1802, at Milton, Halton County, Ontario, and was educated in his native town. After graduating he taught school for two years and then entered the employ of Henry Watson, the father of his present junior partner, and the leading druggist of Milton. He remained with him for three years, and then left for Port Arthur, where he accepted a position with the drug firm of O'Brien & Co., of that city. Here he remained for two years and in 1856 immediately after this great fire came to Vancouver, and opened a drug store here in a little frame building. By close attention to business he gained the confidence of the people and as a consequence has built up the largest trade in the city. The little frame store in which he first ventured in business, has been superseded by the elegant quarters occupied by him, at No. 10 and 12, Dunn Block, fitted up with every convenience for the conduct of his growing business. On March 1st, of this year, he bought out the establishment of A. W. Draper, No. 416 Granville street, and took into partnership Mr. Harry H. Watson, the son of his preceptor. Mr. Watson is a graduate of the Ontario College of Pharmacy and a thorough practical chemist. The firm carry in both stores a full and complete stock of pure drugs and chemicals, proprietary medicines, pharmaceutical preparations and druggists' sundries. A specialty is made of their prescription department. None but the best and purest drugs are used in compounding and the public and medical profession place the utmost confidence in the faithful filling of all prescriptions left in their charge. They have a large sale of patent medicines and are proprietors and manufacturers of McDowell's Syrup of Lanes and Harkness, McDowell's Best Iron

and Wine, McDowell's Embrocation and McDowell's Extract of Sassa-parilla and Iodides. Besides a large city trade, considerable business is done by the firm in supplying that of surrounding cities in the Province.

McLennan & McFeely.

This is one of the most enterprising firms in the city, as well as being the leading in its line. They are wholesale and retail dealers in and carry a complete assorted stock of hardware, paints and oils, mantles, grates and tiling, gas fixtures and lamp goods, plumbers and tinners' supplies, stoves and house furnishings, and are manufacturers of galvanized iron cornices, hot air furnaces, etc. They also do plumbing and gas fitting. The building they occupy, at 122 Cordova street, is owned and was built by the firm and is two stories in height, each floor 25x132 feet. The first floor is used as the retail department, where is stocked, in endless variety, hardware, stoves, lamp goods, etc. White mantles, grates and house furnishing goods, occupy the second flat, in the rear of which is the workshop. The front of the store has lately been enlarged and magnificent plate glass put in, making it in appearance as attractive as any place of business in the city. The firm has a large amount of capital invested in the business, and gives constant employment to an average of seventeen men. Their trade is rapidly growing, and their enterprise and ability merit the standing they have in the front rank of British Columbia's business men. This firm is also established in Victoria doing a similar business.

Shelton & Co.

The leading furniture store in the city is that of Messrs. Shelton & Co., 518 and 520 Hastings street, where they occupy three floors, in addition to a large warehouse and workshop in the rear. They carry an extensive stock, consisting of bedroom sets, sideboards, extension sets, upholstered goods made on the premises, and in fact everything in the furniture line in addition to carpets, oil cloths, bolometers, pictures, picture frames, etc. They are agents for the American Rattan Co.'s baby carriages, the best in the market, and import Austrian bentwood chairs. Mr. H. T. Shelton, the manager, has had considerable experience in this line, being formerly of the firm of Bishop & Shelton at Winnipeg, where they did a large business.

T. T. Sich.

Mr. Thomas T. Sich, the leading tobacconist of this city, was born January 24th, 1858, in Chiswick, County Middlesex, England. He was educated at Brighton College, Sussex. After graduating he returned to London, where he engaged in the tea trade, doing quite a successful business for nine years, and afterwards for four years in the hop trade. In 1890 Mr. Sich left England and came to Vancouver for the purpose of engaging in hop culture, but on his arrival here became impressed with Vancouver as a business point and embraced an opportunity of purchasing his present business. When he first opened up, the business was a small affair which he has gradually increased to its present proportions, the leading and largest establishment of the kind in Vancouver. His stock embraces a full line of the finest quality of Havana cigars, smoking and

chewing tobaccos, pipes, in briar and meerschaums, and all smoker's materials. He carries in stock besides a full line of domestic cigars all sizes of Uppman's Partagas, Larana's, La Intimidad, La Corona and other well known American brands, in fact making a specialty of fine cigars. Mr. Sich has built up a fine trade in smoking tobaccos, his specialty being Sich's Own Mixture, which is a medium fragrant smoke. He also carries a heavy stock of W. D. and H. Wills' celebrated smoking tobaccos, and other well known favorite brands. In cigarettes, besides all the popular kinds he imports Melachrinos, Khelives and Papadopoulos, Egyptian and Turkish cigarettes. Mr. Sich imports his goods direct, receiving consignments by every steamer. Besides a fine local trade he does a large wholesale business. Sich's store, corner of Cambie and Cordova streets, is one of the most prominent in the city and a very popular resort for all lovers of the weed who appreciate his enterprise by giving him their exclusive patronage.

Springer, Mellon & Co.

This firm was recently formed, the members Mr. B. Springer and Capt. Mellon having combined their individual interests, making it one of the strongest firms in the city. Each is well adapted through experience and ability for a successfully carrying on the business. Mr. Springer is one of our pioneers and fully conversant with the requirements of the country. Capt. Mellon has been here some time, and is the only man in the marine insurance business who has never resisted a claim, which the Union S. S. Co. and other large companies here will affirm. Mr. Springer is Vice-Consul of Sweden and Norway and Capt. Mellon, Spanish Vice Consul, American Lloyd's agent and agent for the Board of American and Foreign Shipping. They are Notaries Public and commissioners, receive all kinds of merchandise on consignment, make liberal advances on the same and furnish free storage. Lands of every description are bought and sold, loans negotiated and investments made. They are agents for the North British and Mercantile Fire Insurance Co., of London and Edinburgh; the Guardian Fire Insurance Co., of London; the California Marine Insurance Co., of San Francisco; the Western Marine Assurance Co., of Toronto; the Underwriting and Agency Association of Lloyds, London; the Life and Accident Insurance Co., of North America, and the North German Lloyds, Guion and French trans-Atlantic steamship lines.

Palace Livery Stables.

This is the leading livery stable in the city and is situated at 101 Pender street. The building occupied is well adapted in every particular for the business, the livery stock of horses is by all odds the best in the Province and all their buggies and carriages are new and have some in appearance. Those desiring a good turnout are recommended to patronize this stable and by doing so will consult their own comfort and pleasure. Every facility is possessed for the boarding of horses. Messrs. Black & Wilkinson are the proprietors.

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J. W. HORNE, M.P.P.



R. P. COOK, C.E.



R. H. ALEXANDER



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C. D. RYAN



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DR. JAMES WILKINSON



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PHOTOGRAPHED BY J. D. HILL

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OUR BIOGRAPHICAL SKETCHES

A FEW OF VANCOUVER'S PROMINENT AND ENTERPRISING CITIZENS.

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

James W. Horne, M. P. P.

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

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

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

R. P. Cooke, C. E.

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

the Electric Street Railway, of which company he held the position of President during the building of the line. Mr. Cooke is a member of the Society of Civil Engineers, and has been appointed by the Provincial Government to the office of Vice-Chancellor of the proposed University of British Columbia. Mr. Cooke is President of St. Patrick's Society.

Thomas Dunn.

One of Vancouver's most prominent and influential citizens is the subject of this sketch. Mr. Thomas Dunn is a native of Edinburgh, Scotland; was born May 31st, 1853. He received his education at Newington Academy, graduating from that institution in 1869. After leaving school he entered the employ of Douglas & McDonald, hardware merchants in the Grassmarket, Edinburgh. Thus entering at an early age into the business with which he has ever since been successfully identified. He remained with Douglas & McDonald for six years, at the end of which time he travelled in England for two years, representing a hardware house. In 1876 Mr. Dunn left Scotland for Canada, locating in Toronto, where he was engaged in the hardware business for seven years. In 1883 he left Toronto and came west to Victoria, where he engaged in the hardware commission business for himself with success, for two years. Mr. Dunn closed out his business in Victoria and came to Vancouver in February, 1886, opening up a store on the corner of Spry and Powell streets. The memorable fire of Sunday, June 13th, 1886, which swept the young city out of existence, destroyed his entire stock. Nothing daunted, on the following morning he started the building of a new store on the site now occupied by the present building, and to Mr. Dunn belongs the honor of having erected the first store in Vancouver after the fire. His business prospered and grew in volume, the demands of his increasing trade necessitating a second store at No. 140 Cordova street. He carried on business in these two stores until December, 1889, when he built the magnificent block where the present immense establishment is now located. The establishment is excellently arranged for the conduct of the business, and the stock carried is the largest in the Province. Besides a full and complete line of shelf and heavy hardware, bar iron, steel and mill supplies, the firm are sole agents for British Columbia for the Canadian Rubber Company, Forsyth's Patent Boston Rubber Belting, Enreka and Paragon Hose, Goodhue's leather belting, Wiley & Russell's machinist's supplies and the Hamilton Powder Company's high explosives. The firm at present is composed of Thomas Dunn and P. T. Dunn, the firm name being T. Dunn & Co. They give employment to eight hands in the various departments of the business and are without exception the largest and heaviest dealers in hardware in British Columbia. Mr. T. Dunn has always had implicit faith in Vancouver and has interested himself and taken a prominent part in every enterprise tending for its object the city's advancement. He served in the first Council of the city in 1886, and was one of the framers of the city charter. He was president of the Vancouver Electric Light Co., and is now vice-president of the Vancouver Electric Railway and Light Co. Mr. Dunn is a promi-

nent member of the Board of Trade, and has served as vice president of that body. In 1881 he was married to Miss Isabella Miller, daughter of Hugh Miller, Esq., J.P., of Toronto. They have five children and reside on Georgia street, in one of the handsomest residences in Vancouver.

Jonathan Miller.

The subject of this brief sketch, Mr. Jonathan Miller, Postmaster of Vancouver, comes of U. E. Loyalist stock; was born September 5th, 1836, in Delaware, Middlesex County, Ontario. He received his education at Caradoc Academy, and after graduating entered into mercantile pursuits in his native village. At the age of 21 he was appointed a Justice of the Peace for Middlesex County, and served as such for five years. In 1862 he left Ontario, then called Canada west, and came to British Columbia, locating first in New Westminster. Here he was engaged in various pursuits, until the year 1866, when he entered the lumbering business on Burrard Inlet. He had two lumbering camps, situated on the shores of Burrard Inlet, operated two teams and gave employment to twenty men, cutting and hauling the logs for the Moodyville mill. He followed this business until 1869, when he disposed of his interests and bought a farm on the Fraser river. After about two years of close attention to farming, he decided to give it up and sold out in the spring of 1871. Returning to Burrard Inlet he was shortly afterwards appointed Constable, Government Collector and Agent for Burrard Inlet, his territory extending on both sides of the shore of Burrard Inlet from Port Moody to English Bay. In 1886 he resigned his position as Constable and Government Agent and was appointed Postmaster of the young City of Vancouver. Mr. Miller is one of the early pioneers, and one of the earliest property owners, having invested in real estate here as early as 1876. He has seen the fair City of Vancouver grow from a vast and almost impenetrable wilderness to the wonderful and progressive city of 1891, and was most instrumental in the framing of its charter, and prominently identified with its early history. He formed one of the committee who framed the charter for the incorporation of the city, and by the charter was appointed returning officer his name being the only one which appeared therein. He was also returning officer at the election of the first Mayor and Council of the city. Mr. Miller always had the utmost faith in Vancouver, and that it would become the greatest city in British Columbia. At the time the city was laid out and platted he invested largely in property, a great amount of which he still holds. In 1889 he, in conjunction with Mr. Thos. Dunn, erected the handsome building known as the Dunn-Miller block, which is one of the finest in the city. Besides this building he has erected numerous others and is one of the largest property holders here, most of his real estate being unimproved and of the choicest kind. Mr. Miller was married in 1857 to Miss Marguerite Springer, daughter of Col. Springer, of Delaware, and ten children have blessed their union. He is a very efficient officer as well as a popular citizen, attending to the duties of the office which he holds in a business-like and efficient manner, and has the esteem and confidence of the entire community. To his able management much

of the success of the office is due, and this fact is fully appreciated both by the Government, and the business men of the city. He is a prominent member of the A. O. U. W., and takes a leading part in everything looking to the welfare of Vancouver. He has had a very honorable career, and has established for himself a reputation for business sagacity and foresight that gives him great influence in the city.

B. Springer.

One of the early settlers of British Columbia, and a leading business man of Vancouver, is the subject of this brief sketch. Mr. B. Springer was born in Middlesex County, Ontario, February 2nd, 1841, where his boyhood days were spent and his education received. He came to this coast in 1862, and engaged in mining at Cariboo, where he remained until 1872, when he became connected with the Moodyville Saw Mill Company. In 1890 he resigned his position as manager of that company, and in September of the same year started in Vancouver his present general commission and insurance business, which is now conducted on an extensive scale. Mr. Springer owns considerable property and has erected a number of pretentious buildings in the city, among which is the Masonic Temple block and also the Leland block on Hastings street. He is an active member of the Board of Trade, and is a thoroughly public-spirited citizen. He is a man of rare business sagacity; of an energetic spirit, and withal, of unimpeachable integrity. Whatever is for the advancement of the city, and whatever will tend to its industrial development, finds in him an earnest promoter. In mining affairs particularly Mr. Springer has lent his time and money, probably more than any one else in the city, in the development and furthering of that interest. He has always had unbounded confidence in the future of the city, and was one of the very first to erect a brick building—the Leland block—which was either the first or second built in Vancouver.

Capt. H. A. Mellon.

The subject of this sketch is one of Vancouver's responsible and influential citizens. Capt. Mellon was born in Nottingham, Eng., in 1840, and was educated at Rev. Dr. Lang's Academy, Ipswich. Having early evinced a predilection for the life of a sailor, soon after leaving school he went to sea, serving his time principally in the Indian trade. He was a participant in some stirring events of the Indian mutiny and was an officer in the navy of the East India service. After the war he made a few voyages in sailing vessels when he joined the Allan line of steamers, and was for twenty years in the Allan and Dominion line, as an officer and master. In 1879 he quit sea-faring life and went to Manitoba. He was somewhat out of his element living inland, being so long at sea, and upon learning of the advantages of Vancouver as a seaport decided to come here, arriving in 1886, just after the fire, to make it his permanent home. He entered into the business of real estate and fire and marine insurance, in which he has ever since been successfully engaged. In marine insurance he is said to be the best posted man in the city, and does the largest business in that line. He is agent for some of the strongest companies, and is American Lloyd's agent.

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and is also official agent and surveyor for the record of American and foreign shipping for the whole Province. In addition to his extensive business in these lines he is Vice Consul for Spain for all the Province; Commissioner for Manitoba, a J. P. and Notary Public and nautical assessor; to all of which he gives that attention which each requires. Capt. Mellon, by his reliability, strict attention to business, and integrity, has established a deservedly high reputation, and though his interests are somewhat diversified, requiring most of his time and attention, he finds time for those social requirements which his public positions demand of him. Personally he is one of the most genial of men, and his many good qualities evoke the regard of his fellow citizens. He has interested himself in many of our enterprises, and aids in everything for the city's welfare. One of the events of his life of which he is proud is that previous to his retirement from the sea, the leading citizens of New Orleans, in recognition of his services to their port, presented him with a handsome jewel as a testimonial and unanimously elected him a member of the Cotton Exchange. He is married and has one child.

George E. Berteaux.

A representative citizen of Vancouver is Geo. E. Berteaux. He was born at Nicols County, Nova Scotia, May 10, 1844, where he received his education. In 1863 he removed to Woodstock, New Brunswick, taking a position in the Woodstock Charcoal Iron Works, remaining there for three years as accountant and cashier. He then went to St. John, N. B., entering the large wholesale commission and shipping house of Hall & Fairweather, with which firm he remained for about nine years. In the meantime he became largely interested in shipping, and in 1875 severed his connections with that firm. From that time he continued to own and manage shipping for himself and others in New Brunswick, until 1886 when he removed to the coast. He spent one year in San Francisco and then came to Vancouver, where he has since resided. Mr. Berteaux is the head of the firm of Berteaux & Co., grocers and provision merchants, is Vice-President of the Board of Trade and is identified more or less with many of the industrial enterprises of the city, and as being largely interested in real estate. Since his arrival here he has always taken an active and conspicuous part in all public questions affecting the interests of Vancouver, and is one of the live intelligent business men of the city.

J. C. McLagan

Is, by birth, a Scotsman, was born in Strathardle, Perthshire, in 1838, and received his early education in the parish school, Moutin. With his parents and their family he came to Canada in 1853, settling in Logan township, County of Perth, where his parents still reside. Is the eldest of eight of a family all of whom are living. Began his apprenticeship to the printing business in 1857 in the *Scutellion* office, Woodstock, where he remained until 1859, when he with his young wife removed to Clinton, remaining there till the winter of 1861, when he left for Quebec, having secured a position in the Government printing office. In May of that year he removed

to Guelph, where he was foreman of the *Advertiser*. In July, 1862, in company with Mr. James Innes (now M. P. for South Wellington) he bought the *Messenger*, which the new firm in a year or two succeeded in placing in the first rank of the weeklies in the then Canada, a position that journal still retains. The happy, pleasant and profitable connection between the firm of McLagan & Innes, terminated on the 1st July, 1869, by the withdrawal of its senior from the publishing business to enter into the manufacturing line, he having organized the firm of the Osborne Sewing Machine Company, which from the period named till the 1st of July, 1874, was one of the largest and most successful concerns of the kind in the country, giving employment to several hundreds of men and shipping its wares to all parts of the globe. Two of the firm, by the effluxion of time, withdrew, the other two carrying on the business. A few weeks after leaving the Sewing Machine Co. Mr. McLagan secured an interest in the business of the Wellington Oil Company, the concern being now owned by Col. Higginbotham, M. P., and the subject of this sketch. In a year or two he bought out the interest of the former in the Wellington Oil Company, the firm of Higginbotham & McLagan and that of J. C. McLagan & Co., all of which he controlled till January, 1881. The erratic condition of the oil market at this period resulted in Mr. McLagan sustaining heavy losses, compelling him to place his estate in the hands of a receiver to the benefit of his creditors. In March of that year he left for British Columbia. Previous to his departure from Guelph, the Mayor, on behalf of the citizens, presented him with an elaborate address, as did likewise the St. Andrew's Society, of which he was President. A well-filled purse of gold accompanied the address of the citizens, whilst Mrs. McLagan was presented with a magnificent silver set. For many years Mr. McLagan had served the city as Councillor and Alderman, each year occupying positions of chairman of important committees, the last being that of the finance. In that capacity he introduced many sweeping changes in the management of the city's affairs, which are still followed out. He built in Guelph some of the finest buildings the beautiful city of Guelph can justly boast of, as well as the Masonic Hall, Listowel. After spending some six months in British Columbia, a country with which he was highly pleased, he returned east, reaching Winnipeg in January, 1882, when the boom was at its height. In August of that year in company with other gentlemen he bought the *Star* newspaper, disposing of his interest in that concern in the spring following he attached himself to the *Free Press* office. In the fall of 1883, deeming a change of climate imperative for his health, and feeling assured British Columbia was destined to become a great country, he arrived in Victoria the first week of November, 1883. In 1884 a co-partnership was formed with Mr. Gordon Robertson in Victoria (now of this city) as real estate agents, which continued about a year. On the establishment of the *Victoria Times*, in 1884, at the urgent request of its leading shareholders, he assumed control of that journal and remained connected therewith until the first of July, 1888, when he disposed of his interests to Mr. (now Ald.) Henry J. Munn. In September following

he completed all arrangements for establishing *The World* in Vancouver, and on the 29th of that month this journal made its first appearance as a daily, followed on the 4th of October by the first issue of the *WEEKLY WORLD*. With all the vigor, knowledge and experience Mr. McLagan possessed he threw himself heartily into his work and the success which has attended his efforts here, is but in keeping with the energy he displayed in connection with all the enterprises he ever associated himself with, all of which, with one exception, are to-day flourishing concerns. He has the most abiding faith in Vancouver's future, as well as the vast possibilities there are in store for this Province.

Mr. McLagan was first married to Jeannie, eldest daughter of the late William Green, Woodstock. The issue of this marriage was six children, only one of whom, J. C. McLagan, jun., is living, that fell disease, diphtheria, having carried off four of his children—his then whole family—in nine days. Their beloved mother died in Guelph on the 9th October, 1882. On the 11th December, 1884, in Victoria, he married Sara Anne, eldest daughter of Mr. John Macdure, of Matsqui. Three children have blessed this union, of whom two are living.

Hon. Jay Ewing.

The subject of this brief sketch, our American Consul, is a gentleman who has enjoyed an honorable public career, and the learning, ability and integrity which he has displayed in the fulfillment of his present consular position, stamp him as an admirably equipped man of affairs. Mr. Ewing was born in Lancaster, Ohio, U. S., June 27th, 1850, where his boyhood days were spent. He was educated at the Notre Dame University of Indiana, from which institution he graduated with honors. He afterwards traveled extensively through the West Indies and South America, and upon his return founded at Columbus, Ohio, the *Columbus Herald*, (which is still published), editing and managing this paper for two years. He then made a tour through the western territories, California, Mexico, Central America and the west coast of South America. Subsequently he entered upon a long term of public life receiving the position of Assistant Librarian of Congress, which he filled for several years, and then was appointed Chief of Division of the Consular Bureau, Department of State, at Washington. Later he was sent to Saxony, Germany, as Consul. Returning to the United States he visited the Pacific Northwest and the site of the present City of Vancouver, then known as Granville. From here he went to San Diego, California, and engaged in the real estate business for a while, when he made a second tour of Mexico and the Rocky Mountain States, returning home to Ohio by way of Montana and the Great Lakes. His next objective point was New York City, where he entered into the real estate business. Receiving from the President the appointment to his present position he came to Vancouver and entered upon his duties January 1st, 1891. Mr. Ewing is personally one of the most genial and affable men, and has made a host of friends in our city. He is a nephew of the late Gen. Sherman and is a cousin of Secretary of State, Hon. James G. Blaine.

James Orr.

The subject of this sketch is one of our oldest and thoroughly representative citizens. James Orr was born in Lancashire, England, in 1832, and when about six years of age was brought to America, receiving his education in the United States and Eastern Canada, where he lived until coming to British Columbia in 1858. Upon his arrival he went to the mines, and for the subsequent eighteen or twenty years followed the vocation of a miner with varying degrees of success. In the spring of 1862 he became a member of the first mining board of British Columbia and in that year was elected to represent the constituency of the Crown colony from Cariboo district in the Legislative Council of British Columbia, and introduced the first bill that was passed by that body. In 1865 he made an exploration for the Crown colony Government of the country to the Rocky Mountains from the coast, and was the first to report the practicability of the transcontinental route by way of the North Thompson and Fraser valleys. In the fall of the same year he went to the Big Bend country, and wintered there; returning he went to Cariboo in the spring of 1867, where he remained until 1871, and then went to Peace River alone. For one winter he remained at Tatler lake and the other at the head waters of Peace River. He returned in 1873 to Victoria and was for several years engaged in the exploration survey of the Canadian Pacific Railway. Later he removed to New Westminster and resided there for some time. He was elected a representative from New Westminster district in 1883 and served in the Legislature of the Province until 1890. During his incumbency he was instrumental in obtaining the first charter for the City of Vancouver, and also the charter for the gas and electric light companies as well. Many important measures were placed in his hands, which he carried through the Assembly entailing a great amount of labor. Mr. Orr came to Vancouver about four years ago, and as well as owning considerable property, is interested in numerous important enterprises. He is still engaged in mining ventures, and has expended considerable money in their development. He has the city's interest at heart and by his progressiveness has aided materially in assisting its advancement.

Sam Brighouse.

The subject of this sketch, who is one of the city aldermen, was born in Lindley, Huddersfield, Yorkshire, England, January 13, 1836. His paternal ancestors held important offices within the gift of the crown and people. He left home on the famous Great Eastern, for New York, and from there started by steamer by way of Panama for San Francisco, and thence to British Columbia, arriving in New Westminster the latter part of June, 1862. After a short time spent in Cariboo he purchased 550 acres of land with his cousin, in conjunction with Mr. William Hailstone, on the shores of Burrard Inlet where the City of Vancouver now stands, and theirs was the first house erected on the Inlet. He subsequently purchased other property on the Fraser river and elsewhere. He followed farming and stock raising principally with success until 1881. Mr. Brighouse has done considerable toward the development

of the city. He was one of the active workers in obtaining the first charter. In 1887 he was elected by acclamation to represent Ward One in the city council, and was again elected at the last election. He was a heavy loser by the fire of 1886; but his energy and perseverance soon placed him again on a solid foundation. He is one of our most substantial and progressive citizens, and is prominent in every movement of the city's advancement.

R. Mackay Fripp.

The subject of this sketch, one of our leading architects, would, from his experience and ability, take a front place in his profession anywhere. Mr. R. Mackay Fripp was born in Gloucestershire, Eng., in 1857. At an early age he was articled to J. S. Dodd, an architect in Reading, Berkshire, for three years, at the expiration of which time he commenced study at the Kensington Art School and British Museum. He subsequently went into various offices, and finally with Sir Horace Jones, late architect for the City of London Corporation, and who was also president of the Royal Institute of Architects. Whilst with him Mr. Fripp was engaged in numerous public works for the City of London, both in course of erection or completed, amounting to several millions of pounds, among which may be mentioned, the Central Meat Market, Fruit and Vegetable Market, New Leadenhall Market, the new Fish Market and others. In 1880 he left his position and started for Australia, where he was engaged in various offices at Adelaide, Melbourne, and Sydney, gaining a colonial experience. In 1881 he moved to New Zealand and was on the Royal West Commission there for about a year, when he left for Auckland, New Zealand, entering the office of Alfred Smith, F.R.I., B.A., who built the Army and Navy Club in London, where he stood as one of the leading architects. He was temporarily living in New Zealand, for his health. Mr. Fripp was with him when he won the big competition for the New Zealand Insurance Co's. building which cost about \$300,000. A short time afterwards he left for England when Mr. Fripp succeeded to his practice, doing in one year as high as \$500,000 worth of work, and carried the business on until 1888, at which time the financial crisis occurred causing all building operations to cease. Mr. Fripp then left for the Pacific coast, and after visiting the different cities concluded to locate in Vancouver, upon his arrival here in April, 1888. He shortly afterwards opened an office and has since been in the enjoyment of a large practice. He has built the Ferguson block, Page block, Abbott block, Chamberlain block, Thomson block, Dougall block, Border hotel and numerous other buildings in addition to a great many residences. His thorough training in London and subsequent successful career in the antipodes may best prove his ability for undertaking the most extensive kind of work. He sees a bright future for Vancouver, and predicts the time at no distant day when our city will be adorned with massive half million dollar buildings. He is enterprising and liberal and assists in every movement for the city's good. He has just been proposed by three well known Fellows as a Fellow of the Royal Institute of British Architects.

N. S. Hoffer.

One of the leading architects of British Columbia is the subject of this sketch. N. S. Hoffer was born in Washington, D. C., Dec. 12, 1842, where he attended school, and graduated from Georgetown College at the age of 18, taking the degree of B. A. He subsequently taught in the same academy for two years, when he took the degree of A. M. He then left for California, and soon after his arrival obtained a position as teacher in the Jesuit College, of San Francisco, where he remained for about one year, devoting his leisure time to the study of civil engineering and architecture. Then, to gain a thorough practical knowledge of building, he served an apprenticeship of three years in the contracting business. He was awarded a government contract for surveying in the southern part of Utah, living in that territory for two years, and was there at the time of the execution of John D. Lee, the Mormon who was shot for the perpetration of brutal atrocities. He left there for Oregon, in 1878, and was that year married at Baker City to Miss Annie Olson. A year later he emigrated to the Puget Sound country, locating at Seattle. During the dull season of 1883 he went to Victoria to reside. His health, however, being poor, he was forced to leave there five months later for Nanaimo, where he lived until coming to Vancouver in 1886. Upon his arrival here the city was in an embryo state and, as there was nothing doing in his profession of architecture, he engaged extensively in contracting. Building was, however, soon to commence, and he had the honor of erecting the first brick structure in the city, since which he has put up twenty-six brick blocks and a great many residences. Most of the principal business buildings were constructed by him, and their solidity, appearance and thorough completeness in detail throughout, attest his ability as an architect. He has a handsome residence at the corner of Seymour and Georgia streets.

C. O. Wickenden.

Mr. C. Osborn Wickenden, one of the leading architects of this city, was born near Rochester, Kent, England, in 1851. After receiving his education he was articled to Mr. E. W. Stephens, of the firm of Peck & Stephens, architects, London and Maidstone. He served his term of articles and acted as assistant in London, when he took the position of chief assistant in a leading New York office. After the disastrous fire of 1876, which almost swept out of existence the City of St. John, N. B., he practiced there for some time, carrying out among other works the Acadia College, at Wolfville, N. S. Moving to Winnipeg in the spring of 1881 Mr. Wickenden built the depot warehouses, and various other stores for the Hudson's Bay Company, the office buildings for the Manitoba Mortgage Company, Apartment houses for Land Company, office building for the Western Canadian Loan Company, all of which had the most modern appliances in the way of steam heating, hydraulic elevators, etc. In addition to these he built the Winnipeg Court House, the Western Judicial District Court House and Jail, the Neepawa Court House, as well as the Provincial offices and Registry and Asylum for the Provincial Government of Manitoba. He continued to carry

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PHOTOGRAPHED BY J. D. HILL

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out their work until the Conservatives went out of power. He commenced practice in Vancouver in 1888, and has since done some of the best work in the city. His plans were chosen in the competition for the proposed Christ Church, a portion of the basement only being as yet erected. Among the numerous buildings he has erected here may be mentioned the Jones-Townley block, the Turner block, Ogle-Thomson building and Lefevre block. In the competition recently held for the Canadian Pacific Railway Company's proposed depot here the plans he submitted were placed first. Through a wide range of experience and successful work Mr. Wickenden's ability as an architect is beyond question of the highest order. He is recognised as one of Vancouver's most progressive citizens.

E. Cook.

The subject of this sketch has been identified with the building of most all our principal business structures, and is the leading contractor of Vancouver. Mr. E. Cook was born in Perth Co., Ontario, in 1854, where he lived, with the exception of three years spent at intervals in New York State, until about the age of twenty. He then went to Manitoba, where he was engaged for the six subsequent years in following his business as a contractor. Learning of the advantages of British Columbia, he left for this Province, arriving in 1884 and in the spring of 1886 came to the empyrion city of Vancouver. He foresaw the future of the city and concluded to make it his permanent home. He obtained some of the first contracts let and his thorough knowledge of the business soon became recognized, gaining for him some of the best work in the city. Combined with a thorough knowledge of construction he possesses sterling integrity and business acumen, attributes which have aided materially in giving him his present leading position. Evidence of the first-class character of his work is best illustrated in the buildings he has erected among which may be mentioned the Lefevre block, Wilson block, Delbrueck block, Page building, Abbott block, Douglass house, Whitham block, Robertson block and about thirty more of the principal buildings in the city. He is now engaged in the construction of the Robinson & Town hotel foundation. He is also building the Bank of British Columbia's new and elegant bank building. Mr. Cook assists in everything for the city's advancement, and is one of our most progressive citizens.

G. S. McConnell.

Mr. McConnell was born in Argenteuil County, Quebec, in 1856, where he attended school. When fifteen years of age he entered the employ of Green, Sons & Co., of Montreal, wholesale dealers in men's furnishings. He remained with this firm for seven years, when he received the appointment as Indian agent in charge of the Touchwood Hill district, Manitoba, in which service he remained for about six years. At the breaking out of the rebellion in the Northwest, in 1885, he was appointed one of the transport officers on Gen. Middleton's staff. He returned to Woodstock after the rebellion had been quelled, and was married to the eldest daughter of Wm. Muir, of that town. Mr. McConnell came to Vancouver in 1886, shortly after the fire, and has since been actively identified with the city's in-

terests. He built about thirty houses, including a couple of brick blocks, and has been interested in various enterprises. He served for two years in the City Council. He started his present business, as a wholesale importer of gents' furnishings, hats, caps, etc., about three months ago, and has already a very large trade. He owns and built the building he occupies, which is a three story brick, fronting on Cordova and Water streets.

D. H. Wilson, M. D.

The subject of this sketch as well as having an excellent reputation as a learned physician has figured conspicuously in an honored public life and is well known throughout different parts of the Dominion. Dr. David Henry Wilson was born in Hontley, not far from Ottawa, Oct. 2, 1835. His early education was received in the public school of his native place. At the age of 16 he entered Pakenham High School. When 18 years of age he was matriculated into Trinity and Toronto Universities and in 1878 graduated, taking the fellowship degree of Trinity Medical College and was medalist of that year. He then practised his profession for a short time near Ottawa until the rush to Manitoba in 1879, when he went to that province and located at Nelson, subsequently acquiring a large and lucrative practice in Southern Manitoba. He was the first qualified physician south of the Assiniboine and west of the Red River. He was appointed coroner for the province and was the first treasurer of the Dufferin Agricultural Association. On the resignation of the sitting member for North Dufferin he was first returned to the Legislature in August, 1881, and was re-elected at the general election of 1883. In 1882 he got the Conservative nomination for Selkirk in the Commons but declined. He was sworn in a member of the Executive Council and appointed Provincial Secretary April 30, 1884, and on this occasion was elected by acclamation. In September, 1886, he was appointed Minister of Public Works, and was again re-elected by acclamation for the same constituency at the general election of 1886, which office he continued to fill until the change of government in 1888, when he resigned. Shortly afterwards he removed to St. Paul, where he resided for a brief time. In May, 1889, he came to Vancouver, where he has since practiced. Dr. Wilson is a member of the College of Physicians and Surgeons of Ontario and Manitoba, and is a valuable acquisition to the profession of our city. He was married January 6, 1887, to Annie, the only daughter of Robert Armstrong, of Kinburn, Ont. They have one child.

J. M. McLaren, L.D.S.

The leading dentist of Vancouver is Dr. J. M. McLaren, who was born in Halton County, Ontario, in 1862. When he was about four years of age his parents removed to Strathroy, and when 15 years old removed with them to London Ont., where his father permanently settled in the practice of dentistry. Soon afterwards young McLaren traveled in the interest of a dental supply house for three years, when he resigned his position to enter his father's office in the study of dentistry. He subsequently entered the Royal College of Dental Surgeons, at Toronto, from which in-

stitution he graduated in March, 1884. Returning then to London he entered into partnership with his father, and a year later sold out his interest, going to Aylmer, Ont., where he practiced for three years. His health failing him he was forced to sell his practice there, and removed to Toronto, where he resided for about eight months. Hearing of the wonderful progress of Vancouver, and its climatic advantages, he decided upon a trip to this country. After a visit to Victoria and New Westminster, in April, 1889, he settled in Vancouver, and commenced the practice of his profession. His business has grown until he now has a practice second to none in British Columbia. He was largely interested in the organization of the British Columbia Dental Association of which he is a prominent member, and aids in every movement for the city's advancement.

C. Gardiner Johnson.

One of the popular young men of Vancouver is Mr. C. Gardiner Johnson, who came to this city in October, 1884, when it was known then as the village of Granville, and has been here ever since. Mr. Johnson is a native of Scotland, having been born in Dunblane, Perthshire, on the 8th of February, 1857; is the son of Robert Johnson, who was prominent at that time in India Civil Service work. Mr. Johnson went to school at Leamington, Warwickshire, England, and later at St. Andrews, in Fifeshire, Scotland. Having early evinced a liking for the sea, as soon as leaving school he became an apprentice on board the *Lake Leaman*, and from that time until November, 1880, followed that calling, the last five years in the service of the Australian Steam Navigation Co., whose steamers plied on the Australian coast. Whilst at home, in Scotland, where he went to join a new ship being built there, everybody was talking of Manitoba and its advantages. This decided Mr. Johnson and he concluded to quit sea-faring life to try his chances in the far west. Accordingly he at once started for Canada, and upon his arrival in Manitoba engaged in farming. He soon, however, found this calling not to his liking, and upon going to Portage la Prairie received the appointment as deputy sheriff of the Central Judicial District of Manitoba. While there he was married to Miss Minnie Boulthée. When a change of government took place he left his position and came to the coast, locating here. He first did a general commission agency business and was afterwards appointed the first deputy registrar of the County Court in Vancouver, which position he subsequently resigned to go into business for himself. Mr. Johnson is agent of the C. P. N. Co.; secretary of the Pilot board; C. P. R. customs broker; notary public, and is agent for a number of important articles. He is thoroughly identified with Vancouver, entering heart and soul into everything that tends to the city's good, and has a host of friends which his many good qualities have made for him.

A. H. B. Macgowan.

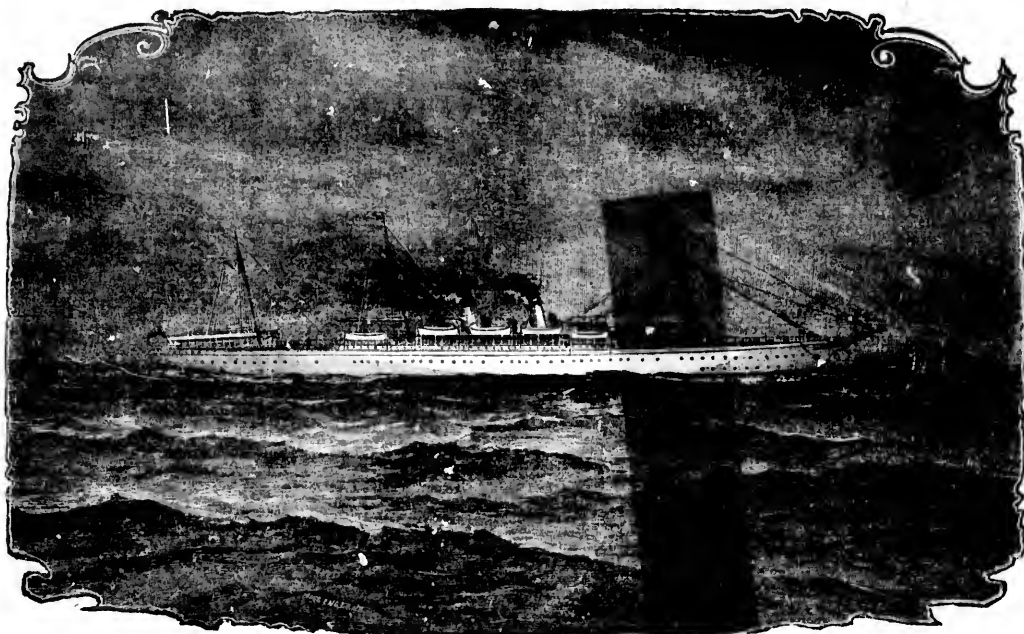
the efficient Secretary of the Vancouver Board of Trade, is a native of Prince Edwards Island; was born April 14th, 1850. He received his education in his native city. After leaving school, was Clerk of the Commissioner's Court, and later chief clerk of Queen's County Court of Prince Edwards Island. He was also secretary of the Charlottetown Board of Trade, and was for sometime engaged in mercantile pursuits. In February, 1888, he left there and came to British Columbia, arriving in Vancouver March 15th of that year. He at once established a commission agency here, representing, among others, the Converse Cordage Co., since known as the Consumers' Cordage Co., which he still represents. On April 3rd, 1888, two weeks after locating

here, he was appointed Secretary of the Board of Trade. His indefatigable efforts in Vancouver's interests have brought our fair city into considerable prominence. He was elected a member of the School Board in August, 1889, and still holds that position. He is Secretary of the Vancouver Fisheries Co. and Burrard Inlet Sealing and Trading Co. In 1874 he was married to Miss Frances M. Hayden, and five sons have blessed their union.

J. D. Hall.

The photographs of the representative men of Vancouver which appear in the illustrated number were the artistic work of Mr. J. D. Hall, who is the most skilled artist in this city. He is a native of Londonderry, Ireland, but came to Ontario, when but fifteen years of age, in 1870, and

has resided in the Dominion ever since. He was for over eleven years in the employ of Wm. Notman, of Ottawa, whose fame as a photographer is known the world over. It was during his long engagement with Mr. Notman that Mr. Hall obtained the thorough knowledge of his art, which stamps him to-day as one of the most skillful photographers in the Province. In 1887 he came to Vancouver and established the Vancouver Photo Co., which is the leading gallery in the city, and has the patronage of the *élite* of not only Vancouver but other cities and towns throughout the Province. Besides his skill as an artist, Mr. Hall is an enthusiastic admirer of athletics and sports of all kinds, and since the organization of the Vancouver Lacrosse Club, has been one of its most enthusiastic supporters. He is one of the committee of management.



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