J. NAPIER HIBBEN'S

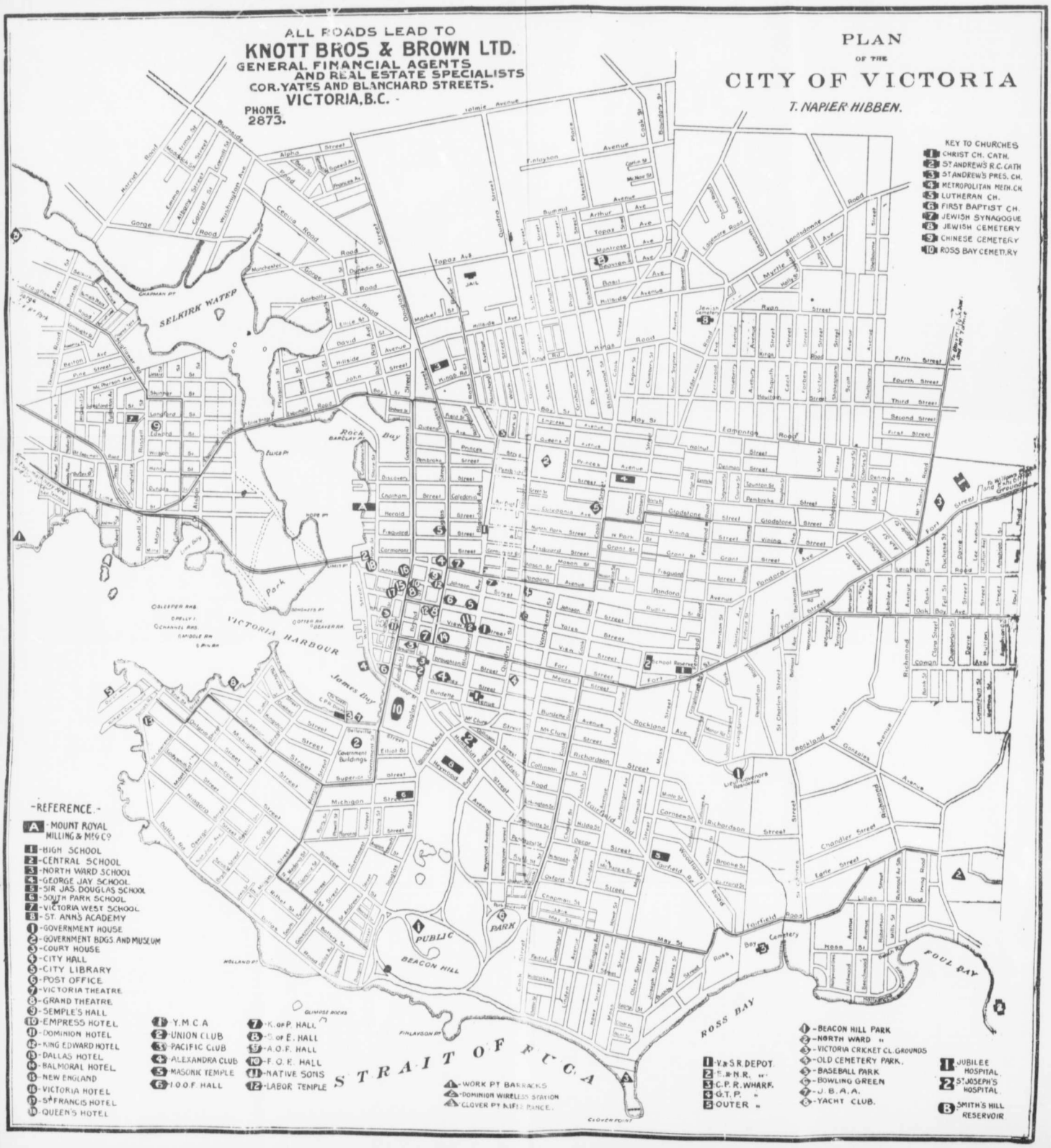
GUIDE TO THE CITIES OF VANCOUVER ISLAND

1912, 2ND

VICTORIA
Duncan
Crofton
Chemainus
Ladysmith
Nanaimo
Port Alberni

ROAD MAPS from Victoria to Campbell River

A


ALL ROADS LEAD TO
KNOTT BROS & BROWN LTD.
GENERAL FINANCIAL AGENTS
AND REAL ESTATE SPECIALISTS
COR. YATES AND BLANCHARD STREETS.
VICTORIA, B.C.
PHONE 2873.
PLAN
OF THE
CITY OF VICTORIA
T. NAPIER HIBBEN.
KEY TO CHURCHES
1 CHRIST CH. CATH.
2 ST ANDREW'S R.C. CATH
3 ST ANDREW'S PRES. CH.
4 METROPOLITAN METH. CH.
5 LUTHERAN CH.
6 FIRST BAPTIST CH.
7 JEWISH SYNAGOGUE
8 JEWISH CEMETERY
9 CHINESE CEMETERY
10 ROSS BAY CEMETERY
SELKIRK WATER
VICTORIA HARBOUR
ROCK BAY
JAMES BAY
BEACON HILL PARK
PUBLIC
ROSS BAY
FOUL BAY
STRAIT OF FUCA
-REFERENCE.-
A - MOUNT ROYAL MILLING & MFG CO
1 - HIGH SCHOOL
2 - CENTRAL SCHOOL
3 - NORTH WARD SCHOOL
4 - GEORGE JAY SCHOOL
5 - SIR JAS. DOUGLAS SCHOOL
6 - SOUTH PARK SCHOOL
7 - VICTORIA WEST SCHOOL
8 - ST. ANN'S ACADEMY
1 - GOVERNMENT HOUSE
2 - GOVERNMENT BDGS. AND MUSEUM
3 - COURT HOUSE
4 - CITY HALL
5 - CITY LIBRARY
6 - POST OFFICE
7 - VICTORIA THEATRE
8 - GRAND THEATRE
9 - SEMPLE'S HALL
10 - EMPRESS HOTEL
11 - DOMINION HOTEL
12 - KING EDWARD HOTEL
13 - DALLAS HOTEL
14 - BALMORAL HOTEL
15 - NEW ENGLAND
16 - VICTORIA HOTEL
17 - ST FRANCIS HOTEL
18 - QUEEN'S HOTEL
1 - Y.M.C.A.
2 - UNION CLUB
3 - PACIFIC CLUB
4 - ALEXANDRA CLUB
5 - MASONIC TEMPLE
6 - I.O.O.F. HALL
7 - K. OF P. HALL
8 - S. OF E. HALL
9 - A.O.F. HALL
10 - F.O.E. HALL
11 - NATIVE SONS
12 - LABOR TEMPLE
A - WORK PT BARRACKS
B - DOMINION WIRELESS STATION
C - CLOVER PT RIFLE RANGE.
1 - V. & S.R. DEPOT
2 - S. & N.R. "
3 - C.P.R. WHARF.
4 - G.T.P. "
5 - OUTER "
1 - BEACON HILL PARK
2 - NORTH WARD "
3 - VICTORIA CRICKET CL. GROUNDS
4 - OLD CEMETERY PARK.
5 - BASEBALL PARK
6 - BOWLING GREEN
7 - J.B.A.A.
8 - YACHT CLUB.
1 JUBILEE HOSPITAL
2 ST JOSEPH'S HOSPITAL
3 SMITH'S HILL RESERVOIR

ESQUIMALT AND NANAIMO RAILWAY

North Bound

Miles from Victoria.	STATIONS.	Daily.	Daily.	Monday. Wed. Friday.
0	Victoria	9.00	15.30	
1	Russell's	9.05	15.35	
4	Esquimalt (f)	9.12	15.43	
6	Parson's Bridge (f)	9.17	15.48	
8	Colwood	9.22	15.55	
11	Goldstream (f)	9.28	16.02	
17	17 Mile Post (f)	9.50	16.21	
20	Malahat (f)	10.00	16.30	
22	Fitzgerald's (f)	10.06	16.35	
27	Strathcona	10.15	16.46	
28	Koenig's	10.19	16.50	
32	Cobble Hill	10.30	17.05	
35	Hillbank (f)	10.37	17.12	
36	Cowichan	10.42	17.16	
39	Koksilah	10.48	17.22	
40	Duncan	10.55	17.30	
43	Somenos	11.07	17.37	
45	Tyee (f)	11.11	17.41	
47	Mount Sicker (f)	11.15	17.45	
47	Westholme	11.17	17.47	
52	Chemainus	11.32	18.00	

Miles from Victoria.	STATIONS.	Daily.	Daily.	Monday. Wed. Friday.
56	Blainey's (f)	11.43	18.12	
59	Ladysmith	11.57	18.25	
62	Brenton's (f)	12.04	18.35	
65	Cassidy's (f)	12.11	18.43	
68	South Wellington	12.18	18.49	
70	Stark's Crossing (f)	12.23	18.55	
73	Nanaimo	12.33	18.10	
75	Northfield (f)	12.43	19.18	
78	Wellington	12.50	19.25	13.15
92	Craig's (f)			14.00
96	McBride Junction			14.20
100	Coomb's			14.35
108	Cameron Lake			15.00
118	Arrowsmith (f)			15.30
127	Bainbridge (f)			16.00
132	Alberni (f)			16.18
134	Port Alberni			16.25

(f) Flag Stations.

ESQUIMALT AND NANAIMO RAILWAY
South Bound

Miles from Victoria.	STATIONS.	Daily.	Daily.	Monday. Wed. Friday.
0	Port Alberni			11.00
2	Alberni (f)			11.06
7	Bainbridge (f)			11.25
16	Arrowsmith (f)			11.55
26	Cameron Lake			12.30
34	Coomb's			12.55
38	McBride Junction			13.10
87	Nanoose Bay			13.45
42	Craig's (f)			13.20
47	Nanoose Bay			13.30
56	Wellington	8 00	14.30	14.00
59	Northfield (f)	8.05	14.35	
61	Nanaimo	8.15	14.45	
64	Stark's Crossing (f)	8.23	14.53	
66	South Wellington	8.28	14.58	
69	Cassidy's (f)	8.34	15.05	
72	Brenton's (f)	8.42	15.12	
75	Ladysmith (arr.)	8.50	15.22	
75	Ladysmith (leave)	9.00	15.32	
78	Blainey's (f)	9.09	15.42	
82	Chemainus	9.23	15.56	
87	Westholme	9.35	16.08	
87	Mount Sicker (f)	9.37	16.10	
89	Tyee (f)	9.41	16.14	
91	Somenos	9.45	16.18	

Miles from Victoria.	STATIONS.	Daily.	Daily.
94	Duncan	10.00	16.33
95	Koksilah	10.04	16.37
98	Cowichan	10.12	16.44
99	Hillbank (f)	10.17	16.48
102	Cobble Hill	10.30	17.05
106	Koenigs	10.40	17.15
107	Strathcona (f)	10.43	17.19
112	Fitzgerald's (f)	10.54	17.30
114	Malahat (f)	11.00	17.35
117	17 Mile Post (f)	11.10	17.47
123	Goldstream (f)	11.32	18.05
126	Colwood	11.39	18.11
128	Parson's Bridge (f)	11.45	18.16
130	Esquimalt (f)	11.50	18.20
133	Russell's	11.58	18.28
134	Victoria	12.05	18.35

(f) Flag Stations.

C. P. R. STEAMSHIP TIME-TABLE

Vancouver-Victoria-Seattle (Double Triangular Route) and Vancouver-Victoria Route

Leave Vancouver:

10 a.m., ar. Victoria 2.30 p.m daily except Tuesday.

10 a.m., ar. Seattle (via Victoria), 9.30 p.m., daily except Tuesday.

10 a.m., ar. Seattle 8 p.m., Tuesday only.

1 p.m., ar. Victoria 6.00 p.m. daily.

11.00 p.m., ar. Seattle 8 a.m. daily.

12.00 midnight (Saturday only), ar. Victoria 7.00 a.m. (Sunday only).

Leave Victoria:

2.15 p.m., ar. Vancouver 6.45 p.m. daily except Sunday.

4.30 p.m., ar. Seattle 9.30 p.m. daily.

11.45 p.m., ar. Vancouver 7 a.m. daily.

1.00 a.m., ar. Vancouver 7 a.m. (Tuesday only).

Leave Seattle

9.00 a.m., ar. Victoria 1.15 p.m. daily.

9.00 a.m., ar. Vancouver (via Victoria), 6.45 p.m., daily except Sunday.

9.00 a.m., ar. Vancouver 6.00 p.m. Sunday only.

11.30 p.m., ar. Vancouver 8.30 a.m. daily.

Direct Regular Service from **Vancouver** to **Prince Rupert** and

Stewart, by Royal Mail Passenger Steamer:

"CAMOSUN"

Sailing from Vancouver every Tuesday, at 9 p.m., for Alert Bay, Hardy Bay, Swanson Bay, Warke Island, Claxton, Prince Rupert, Port Simpson, Stewart;

Returning, leaves Prince Rupert every Saturday at 10 a.m., arriving at Vancouver Monday morning.

The above Steamer is fitted with wireless telegraphy.

Royal Mail Twin-screw Passenger Steamer:

"VENTURE"

Leaves Victoria every Wednesday, 12 p.m.
Leaves Vancouver every Thursday, 9 p.m.
for Campbell River, Alert Bay, Hardy Bay, Shushartie Bay, Smith's Inlet and Rivers Inlet Canneries:

Wadhams, Kildala, Good Hope, Brunswick, Strathcona, Rivers Inlet, Beaver, Namu, Bella Coola, Ocean Falls, Bella Bella connecting with

T. S. S. 'CHELOHSIN"

Sunday evenings, at Bella Bella, for all ports north of that point.

Royal Mail Twin-Screw Passenger Steamer:

"CHELOHSIN"

Leaves Vancouver every Saturday, 9 p.m., for Rock Bay, Bella Bella, Warke Island, Swanson Bay, Lowe Inlet, and Skeena River Canneries: Claxton, Carlisle, British American, Frizzells, Port Essington, Cassiar, Balmoral, North Pacific, Dominion, Inverness, Oceanic;
Prince Rupert, Port Simpson:
Naas River Canneries: Arrandale, Port Nelson, Mill Bay, Naas Harbor; and Goose Bay:

Returning, leaves Prince Rupert 11 p.m. every Wednesday night, calling at
Balmoral, Inverness, Port Essington, Claxton, Warke Island, Swanson Bay, Bella Bella,
arriving at Vancouver Friday night.

ALASKA ROUTE

Port of Call—Vancouver, Alert Bay, Swanson Bay, Prince Rupert, Port Simpson, Ketchikan, Juneau.

Northbound

Leave Victoria 11 p.m.:—
April 18, 28.
May 9, 19, 31.
June 7, 14, 21, 28.

Arrive Skagway:—
April 23.
May 3, 14, 24.
June 5, 12, 19, 26.
July 3.

Southbound

Leave Skagway 7.00 p.m.:—
April 23.
May 3, 14, 24.
June 5, 12, 19, 26.
July 3.

Arrive Victoria:—
April 27.
May 7, 18, 28.
June 9, 16, 23, 30.
July 7.

Vancouver-Hardy Bay Logging Camp Route
Rivers Inlet Canneries and Ocean Falls

Ports of Call:

Victoria
Ladysmith
Vancouver
Marble Bay
Blubber Bay
Powell River
Lund
Campbell River
Quathiaski Cove
Menzies Bay
Rock Bay
McKinnons
Camp Point
Mosher's (Boat Harbor)
Alert Bay
Sointula
Suquash
Fort Rupert
Hardy Bay
Wadhams
Strathcona
Good Hope
Beaver
Rivers Inlet Hospital
Brunswick
Kildalah
Rivers Inlet Cannery
Namu
Ocean Falls

GULF ISLANDS ROUTE

Monday—Leave Victoria (7.00 a.m.), Sidney Island, Sidney, Pier Island, Fulford Harbor, Beaver Point, Cuicheon Cove, Ganges Harbor, Port Wash. (Pender Island), Mayne Island, Galiano Island, Vancouver.

Tuesday—Leave Vancouver (7.00 a.m.), Galiano Island, Mayne Island, Hope Bay (Pender Island), Port Wash (Pender Island), Ganges Harbor, Cuicheon Cove, Beaver Point, Fulford Harbor, Sidney Island, Victoria.

Wednesday—Leave Victoria (7.00 a.m.), Sidney Island, Sidney, Hill Island (Boat Landing), Moresby Island (Boat Landing), Fulford Harbor, Beaver Point, Cuicheon Cove, Ganges Harbor, Mayne Island, Hope Bay (Pender Island), Saturna Island (Tidal Landing), South Pender, Victoria.

Thursday—Leave Victoria (7.00 a.m.), Sidney Island, Sidney, Pier Island, Fulford Harbor, Beaver Point, Cuicheon Cove, Ganges Harbor, Port Wash. (Pender Island), Mayne Island, Galiano Harbor, Retreat Cove (Boat Landing), Fernwood, Gabriola, Nanaimo.

Friday—Leave Nanaimo (7.00 a.m.), Gabriola, Thetis Island, Kuper Island, Chemainus, Vesuvius Bay, Crofton, Maple Bay, Burgoyne Bay, Musgraves, Cowichan, Sidney Island, Victoria.

Saturday—Leave Victoria (7.00 a.m.), S. Pender, Saturna Island (Tidal Landing), Hope Bay (Pender Island), Mayne Island, Ganges Harbor, Cuicheon Cove, Beaver Point, Moresby Island (Boat Landing), Hill Island (Boat Landing), Sidney, Sidney Island, Victoria.

VICTORIA-VANCOUVER-NANAIMO-UNION-COMOX ROUTE

Tuesday—Leave Victoria, 10.00 a.m.; arrive Vancouver 7.00 a.m.; leave Vancouver 9.00 a.m.; arrive Nanaimo, 12.00 noon; leave Nanaimo 1.00 p.m.; Hornby Island, Denman Island; Union Bay, 6.00 p.m.; arrive Comox 8.00 p.m.

Wednesday—Leave Vancouver 7.00 p.m.; ar. Nanaimo 10.00 p.m.; leave Nanaimo 3.00 a.m. Thursday; Hornby Island, Denman Island, Union Bay, 9.30 a.m. Thursday; arrive Comox 12 noon Thursday.

Wednesday—Leave Comox 7.00 a.m.; Union Bay 8.00 a.m.; Denman Island, Hornby Island, arrive Nanaimo 12.45 noon; leave Nanaimo 1.00 p.m.; arrive Vancouver 4.00 p.m.

Friday—Leave Vancouver 7.00 p.m.; arrive Nanaimo 10.00 p.m.; leave Nanaimo 2.00 a.m. Saturday; Hornby Island, Denman Island, Union Bay 6.15 a.m. Saturday; arrive Comox 8.00 a.m. Saturday.

Friday—Leave Comox 7.00 a.m.; Union Bay 8.00 a.m.; Denman Island; Hornby Island; arrive Nanaimo 12.45 noon; leave Nanaimo 1.00 p.m.; arrive Vancouver 4.00 p.m.

Saturday—Leave Comox 11.0 0a.m.; Union Bay, 12.00 noon; Denman Island; Hornby Island; arrive Nanaimo, 4.30 p.m.; leave Nanaimo, 5.00 p.m.; arrive Vancouver, 8.00 p.m.; leave Vancouver, 12.00 midnight; arrive Victoria 7.00 a.m. Sunday

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REGISTRATION AND LICENSING OF MOTORS

Every motor hereafter brought into the Province of British Columbia, except a motor brought into the Province temporarily for touring purposes for any period not exceeding thirty days, shall, within fourteen days after it is brought into the Province and before it is used or operated upon or along any highway, be registered with the Superintendent of Provincial Police pursuant to the provisions of this Act:

(1) Every motor hereafter brought into the Province of British Columbia for temporary use for touring purposes for any period not exceeding thirty days shall, by the owner or the person in possession thereof, before it is used or operated upon or along any highway, be registered with the Superintendent of Provincial Police by delivering to such Superintendent or to any chief constable of Provincial Police, or Provincial police constable, a notice in the form following:

FORM TO BE FILLED UP:

"Motor-Traffic Regulation Act, 1911" (Section 8)

Notice of Entry of Foreign Motor

To the Superintendent of Provincial Police, Victoria, B. C.:

You are hereby notified that the motor-car herein described has been brought into the Province of British Columbia at..... ..... from ..... for temporary use for touring purposes, and will be taken back to ..... within thirty days from the date hereof.

Particulars of Motor:

Made by .....
Maker's Number .....
Owned by .....
Address .....
Number affixed to motor .....
Name of chauffeur .....
Brought into British Columbia by .....
Dated .....

.....

(Signature in full.)

POPULATION

Greater Victoria today is the same size (about 50,000) that Seattle was in 1897.

Attendance at Schools

High School—Boys 171; girls, 123.
Boys' Central—486 boys.
Girls' Central—420 girls.
N. Ward—287 boys; 244 girls.
South Park—156 boys; 154 girls.
Geo. Jay—162 boys; 149 girls.
V. West—151 boys; 150 girls.
Moss Street School—130 boys; 85 girls.
Kingston Street—159 boys; 128 girls.
Spring Ridge—94 boys; 91 girls.
Rock Bay—34 boys; 32 girls.
Fisguard (Chinese)—33 boys; 3 girls.
Total—3,442 pupils.

RULE OF THE ROAD AT SEA

Two Steamships Meeting

When all three lights I see ahead,
I port my helm and show my RED.

Two Steamships Passing

GREEN to GREEN, or RED to RED,
Perfect safety—Go ahead.

Two Steamships Crossing

(Note)—This is the position of the greatest danger; there is nothing for it but good look out, caution and judgment.

If to my starboard RED appear,
It is my duty to keep clear;
To act as judgment says is proper:
To PORT—Back—or Stop her!

But if upon my PORT is seen
A steamer's starboard light of GREEN,
For me there's naught to do but see
That GREEN to Port keeps clear for me.

Overtaking Steamship

The overtaking vessel shall keep clear of the overtaken one.

The word "steam vessel" shall include any vessel propelled by machinery.

Rules Concerning Lights to be Carried from Sunset to Sunrise

Article 7:

1. Steam vessels of less than 40 tons shall carry:

(a) In the forepart of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light of such a character as to be visible at a distance of at least two miles.

(b) Green and red side-lights constructed and fixed as prescribed in Article 2 (b) and (c), viz.: (b) "On the starboard side a green light, so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles." (c) "On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles"; and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

2. Small steamboats, such as are carried by sea-going vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the combined lantern.

3. Vessels under oars or sails, of less than 20 tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of tr to the other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

4. Rowing boats, whether under oars or sails, shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision.

Sound Signals for Vessels in Sight of One Another

Art. 28:

One short blast to mean: "I am directing my course to starboard.

Two short blasts to mean: "I am directing my course to port."

Three short blasts to mean: "My engines are going full speed astern."

Churches

Cathedral

Rector, the Dean of Columbia. Priest-Vicar, Rev. W. Barton, M. A.

Services: Holy Communion every Sunday at 8 a.m.; 1st Sunday after Matins; 3rd Sunday, 11 a.m. Choral; 4th Sunday, 6 a.m. Matins, litany and sermon, every Sunday, ex. 3rd, 11 a.m. Evensong, 7 p.m. Holy days: Holy Communion, 8 a.m.; matins, 10 a.m.; evensong, 5.15 p.m. Daily: Matins, 10 a.m.; evensong, 5.15 p.m., except in summer months.

St. John's, Douglas Street

Rector, Rev. P. Jenns; assistant, Rev. A. J. S. Ard.

Services: Holy Communion, 1st Sunday at 11 a.m.; 3rd Sunday at 8 a.m. Matins, 11 a.m.; evensong, 7 p.m. Children's service 4th Sunday at 2.30 p.m.

St. James, cor. Quebec and St. John Sts.

Rector, Rev. J. H. S. Sweet.

Services: Holy Communion, 8 a.m.; ex. 1st Sunday, 12 noon 1st Sunday; Matins, 11 a.m.; evensong, 7 p.m. Holy days: Matins and Holy Communion at 10 a.m. Fridays. evensong, 7.45 p.m.

St. Barnabas, cor. Cook St. & Caledonia Ave.

Rector, Rev. E. G. Miller.

Services: Holy Communion, 1st, 3rd and 5th Sundays, 8 and 11 a.m., 2nd and 4th Sundays, 8 a.m.; Matins and litany, 2nd and 4th Sundays at 11; evensong at 7 p.m. Daily: Matins, 8 a.m.; evensong, 7.30 p.m Thursdays and Holy Days: Holy Communion, 8 a.m.

Esquimalt

Rector, Rev. W. Baugh Allen.

Services: Holy Communion, every Sunday except 1st, 8 a.m.; 1st Sunday, 10.30 a.m.; Matins, 10 a.m.; evensong, 7 p.m. Daily: Matins, 9.30 a.m.; evensong, 6.30 p.m. Saints' days: Holy Communion, 9.30 a.m.

RULES OF THE ROAD ON LAND

1. Every person upon any sidewalk shall comply with the following rules of the road:
   (1) Always keep to the right hand side thereof.
   (2) On meeting any person keep to the right.
   (3) On overtaking and passing any person pass on the left of the person overtaken.
2. Every person leading, riding or driving any animal, or driving or propelling any vehicle other than a motor vehicle upon any street shall comply with the following Rule of the Road:
   (1) Always keep to the left hand side of such street.
   (2) On meeting a vehicle or person leading, riding or driving any animal, pass to the right of the vehicle or person overtaken.
3. No person shall stop any vehicle with the right hand side thereof nearest to the curb or sidewalk.
4. No person shall hinder or interfere with the traffic on or obstruct the free use of any sidewalk.
5. No person shall hinder or interfere with the traffic on or obstruct the free use of any street.

First Presbyterian Church, cor. of Blanchard and Pandora Streets

Rev. Dr. Campbell, Minister, residence 1185 Fort Street. Services at 11 a.m. and 7.30 p.m. Sunday school at 2.30. Young People's Guild Monday evening.

St. Andrew's Presbyterian Church, corner Douglas and Broughton Streets

Rev. W. L. Clay, B.A., Minister. Residence: 9 Linden Ave.

Services at 11 a.m. and 7.30 p.m. Sunday school at 2.30 p.m. Young People's Guild on Monday evening.

St. Paul's Presbyterian Church, Mary Street

Rev. D. MacRae, D.D., Minister. Residence, Dundas Street. Services at 11 a.m. and 7.30 p.m. Sunday scrool at 2.30. Young People's Society of Christian Endeavor after the Sunday evening service.

Victoria, B. C.

FOR the visitor to Victoria, who wishes to see the many beautiful and interesting points of the City and surrounding country, no better means can be employed than a trip over the lines of the B. C. Electric Railway Company, either by the Observation car or by regular passenger service. During the summer the Obserbation Car runs twice a day and takes about three hours, giving passengers the opportunity of visiting every point between Esquimalt and Oak Bay; and the Conductor gives racy notes upon all points passed.

Esquimalt is the key to Britain's naval strength upon the Pacific coast. A twenty minute run from the centre of the City through a beautiful residential section brings one to the site of the fortress and to the Dry Dock, where ocean vessels are repaired. Along the shores of the harbor are locatel ship yards, canneries, lime works and other industries. An immense dry dock will very shortly be constructed, which, when finished, will make Esquimalt one of the most important centres of industry in the West. The waters of Esquimalt Harbor run far inland and are separated

only by a very narrow neck of land from Portage Inlet on the Victoria Arm.

On the Southern Bank of the Victoria Arm is Gorge Park, owned by the B. C. Electric Railway Company, and maintained by them as a public park and pleasure grounds. The park derives its name from the narrow cleft in the rocks through which flow the salt waters from the open sea into the sinuous channel of the Victoria Arm. As the tide ebbs and falls, the waters rush through the Gorge at a terrific rate, causing that natural wonder —a reversible waterfall.

The park itself is the playground of Victoria, is open to the public without any charge, and during the summer months is daily thronged by thousands of pleasure seekers. The park has wisely been left very much in a state of nature. but tidy foopaths have been made through the splendid timber. Nestling among the green foliage is the Japanese Tea Garden, where the natives of the land of the chrysanthemum have established a beautiful spot, decorated wholly with the daintiness for which their race is famous, dwarf trees adorn the ground, bamboos, tea plants, wistaria, iris and many other beautiful shrubs flourish by the sides of miniature lakes and streams where waters ripple under quaint bridges. Tea and other refreshments can be enjoyed either in the Japanese houses or in the open air. Visitors to the park have every facility for bathing and boating, the land-locked waters

rendering such sports perfectly safe even for a novice. Within the park there is a bathing pavilion close by the picnic grounds laid out by the B. C. Electric Railway Co. Excellent orchestral and open air bioscope entertainments are provided gratuitously during every evening of the summer months; and music is also provided on Sunday afternoons. Many other open-air amusements are also to be found bordering on the picnic grounds; and the Gorge is rightly rated one of the premier attractions of the City.

Approaching the city from either Esquimalt or the Gorge the car passes over Point Ellice Bridge, the western end of which abuts upon the old Indian Reservation, known as the Songhees Reserve.

Closer to the centre of the City lies Chinatown, whose clean and well-paved streets are constantly thronged with bright groups of Chinese children.

The Douglas street car line runs from a point outside the northern limits of the city through the heart of the business section and out to the Outer Wharf, where ships congregate from the four quarters of the globe.

The Willows car line runs almost due West, passing on its way the Royal Jubilee Hospital, and having its terminus at the Exhibition Grounds, where Agricultural shows, horse races, and all manner of fairs are held from time to time.

Another line running westward passes through one of the finest residential districts of the City proper and thence to the sea coast in the separate municipality of Oak Bay, an ideal place of residence, whether it be for the millionaire who wishes a beautiful home, or the smaller home seeker who desires only a tiny cottage in beautiful surroundings. The place is unique in its beauty. It is necessary only to mount one of the small hills and take a bird's eye view to realize that the natural charms of Oak Bay will preserve it for ever as one of the finest residential districts on the Pacific coast. The lovely island studded bay, backed by the perfect cone of Mount Baker,

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forms a picture of surpassing beauty. The lovely climate for which the southern end of Vancouver Island is famous gives every encouragement to splendid landscape gardening. Most of the houses have several acres of ground laid out in velvet lawns and splendid flower gardens. A fine hotel is situated just at the car terminus; and the charms of Oak Bay are such that the hotel is full to overflowing during most of the year. Close at hand is the boat-house of the Oak Bay Boat Club, and the bay is bright with all manner of pleasure craft. There are splendid sandy beaches where children bask in the sun or paddle in the water, while their elders may quietly enjoy the beauty of the scene. Just at the terminus is Oak Bay Recreation Park, where all the games both of Canada and of the Old Country are played in their season.

This park is also the property of the B. C. Electric Railway Company. Salmon trolling or hand line fishing can be enjoyed in the bay in great perfection; and the whole district is building up with the utmost rapidity. Close at hand and lying along the waterfront is one of the most picturesque golf courses to be found the wide world over. The Golf Club has a large membership, and its members always succeed in taking a foremost place among the players of the whole Pacific Coast.

South-east of the City lies Foul Bay, a district opened up by the electric tramway only about three years ago, but already the centre of a large and rapidly growing population. The car line approaches the city from Foul Bay by way of Ross Bay cemetery and thence by Cook Street, one of the best residential streets lying close to the business centre of the City.

Either the Foul Bay car or the Beacon Hill car affords easy access to Beacon Hill park. The park extends to about 300 acres, and from the hill on every hand can be seen prospects of hill and dale, of sea and cliff, unexampled for splendor and beauty. Just beneath one's feet lies Clover Point, the point where Vancouver landed in 1792. In front stretches a magnificent panoramic view, the Strait of Juan de Fuca with the sun-tipped Olympic range as a background. Behind lies the City, and in the distance the Sooke Hills, Cedar Hill and Mount Baker. The park itself is very

UPLANDS

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AGENTS,
TIMES BLOCK, VICTORIA, B.C.

beautifully laid out, containing magnificent trees, flowering shrubs, touches of wild ground, zoological gardens, pretty lakes with abundance of gold fish, swans and all manner of waterfowl. Ample facility is also given for all manner of outdoor games.

The Very Mecca of Motor Car Enthusiasts

The roads through the Island, starting from Victoria, are almost numberless in extent and variety. The Ocean Beach drive, taking the sightseer to the docks along Dallas road, through the famous Beacon Hill Park, and along the beach to Oak Bay, and from there back to Victoria by way of Oak Bay Avenue and Rockland Avenue, is a run unequalled in North America. A view of the Olympic range across the Straits of Juan de Fuca, as seen from the crest of Beacon Hill Park, is one that, once seen, will never be forgotten. The blue vastness of the straits, dotted here and there by sails, or streaked with the smoke from passing smoke-stacks, backed by the towering steeps of snow-clad mountains, is a picture of which there is no double in the world. The Orchard drive is another incomparably beautiful drive, taking the traveler through a section of country that is fast being turned into splendid fruit farms. Here and there, the sea and glimpses of mountains add variety to the journey, while the golden blaze of Scotch broom, garlanding the hills, seem like so many wreaths of sunshine, clustering thickly in their yellow splendor. To Douglas Mountain and Cordova Bay is another splendid drive, as is also the famous run to Esqui-

malt, where the Navy Docks are located, and close by the fortifications of Fort Macauley. To North Saanich, Saanichton, and Sidney, is another splendid drive, taking the visitor through a magnificent stretch of agricultural country, with the sea close at hand. To Albert Head by way of the Gorge Road, Colwood, Happy Valley, and Metchosin, is another favorite run from Victoria, and here fruit farms and forests, ocean and valley, make a panorama of never-ending beauty.

The traveler coming from the United States can bring his own car across, provided it has been used by him in the States, without duty, and he will find himself most richly repaid by a trip around and through the Island. The scenery of Vancouver Island, in its sublimity and endless surprises cannot be equalled, much less excelled, anywhere.

No tourist should leave Victoria without an auto trip in and around the city. Those who are here only between boats will find they have ample time to make the Beach Drive, the most famous auto drive in the world. This is a trip that should not be missed by any visitor to Victoria.

(See road map at back of book).

SHAWNIGAN AND COBBLE HILL DISTRICT

Shawnigan Lake

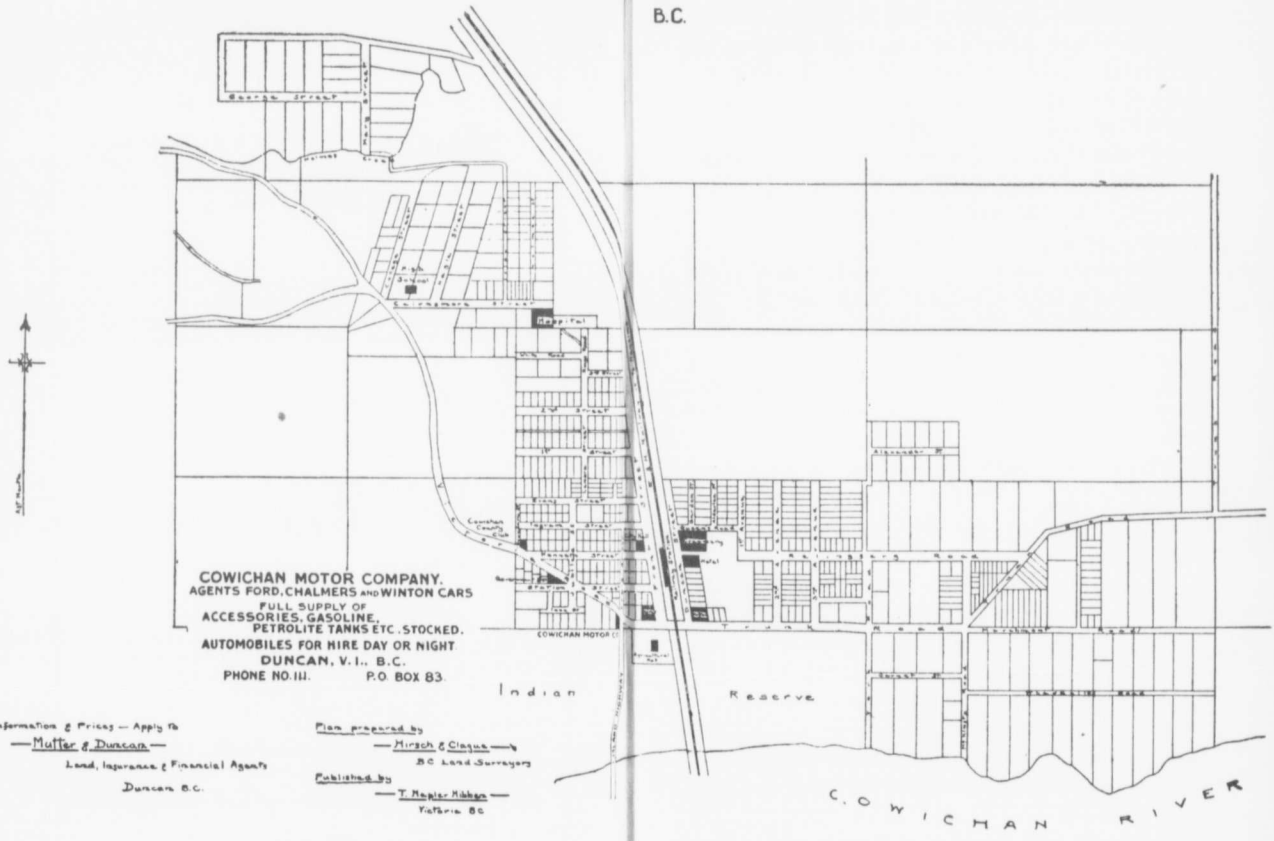
Shawnigan Lake is a fresh water lake, six miles in length and one mile wide. It is situated on the E. & N. Railway, twenty-eight miles from Victoria, B. C., and can be reached either by train or motor drive.

The road for motoring from Victoria to the Lake is ideal, and the distance is covered in about two hours. There are two hotels on the lake, viz., the Shawnigan Lake Hotel and the Strathcona Hotel, at either of which first class accommodation can be had.

Splendid trout fishing can be had in the lake, while the surrounding country abounds in grouse, pheasant, deer, quail, and bear. Salt water fishing is within twenty minutes' motoring to Mill Bay, and river fishing can be had in the Koksilah River, a distance of one hour's walk from the Lake.

The Shawnigan Lake Athletic Association is an association devoted to promoting regattas, amusements, etc., and adds greatly to the popularity and gaiety of the Lake.

PLAN
OF THE
CITY OF DUNCAN
VANCOUVER ISLAND.
B.C.



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DUNCAN

The pretty little town of Duncan, 40 miles from Victoria on the Esquimalt and Nanaimo Railway, is the business centre and distributing point for several neighboring mines and lumber camps. The town is delightfully situated on the Cowichan river (celebrated for its trout fishing), at the foot of Mount Prevost. It has several well stocked stores, a creamery, a sawmill, an agricultural hall surrounded by a pretty park, a public school, government office, two churches, three hotels, and all the necessary industrial establishments, such as harness making, blacksmithing, etc. The Cowichan Leader, a weekly paper, advocates the interests of the town and district. Duncans has a good waterworks system, and many of the farm houses in the district have water laid on from the numerous springs and creeks.

Standing on the southern edge of the lake country, Duncans is a headquarters for fishermen and hunters. Somenos Lake, one mile, and Quamichan Lake, two miles from the town, are favorite resorts for trout fishers, while Cowichan lake, 22 miles westward, is reached by stage coach at present, but will shortly be made much more accessible when the proposed branch of the Esquimalt and Nanaimo Railway from near Duncan to the lake is constructed. The railway will not only enable the traveller to visit this magnificent section with ease and comfort, but will form

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the connecting link between the sea and the enormous areas of valuable timber surrounding the lake, a branch being built from a few miles south of Duncan to Cowichan Bay at the mouth of the Cowichan river. At the lake will be found a good hotel and every accommodation for tourists and sportsmen. There is also another hotel much frequented by fishermen, situated a mile down the river from the outlet of the lake, where canoes and boats and guides can be obtained and many of the finest fishing pools reached with ease.

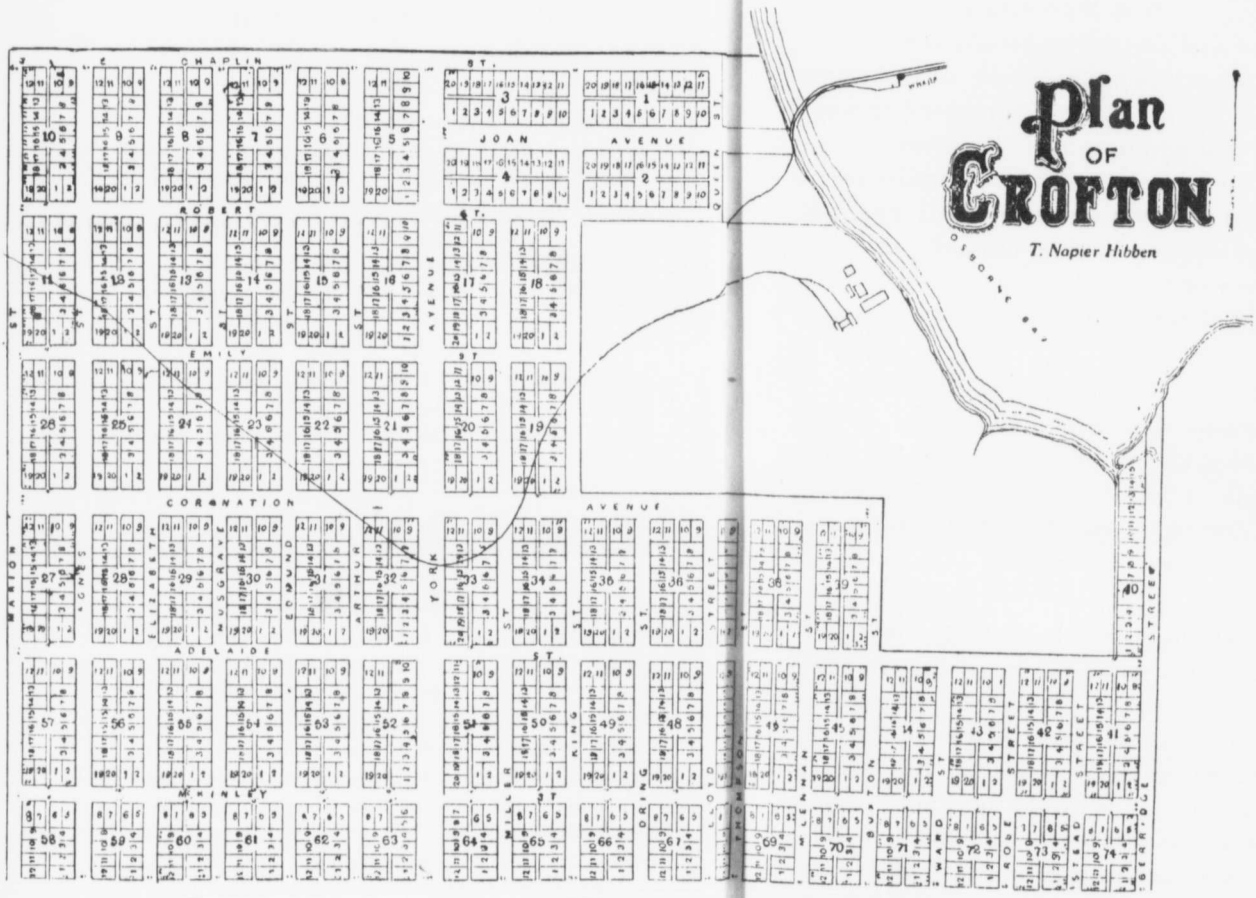
The surrounding woods and hills abound with large and small game; bear, panther, wolf and deer, grouse and pheasant, and the marshes and ponds swarm with ducks and geese. Maple Bay, three miles east, affords excellent sea fishing.

HUNTING AND FISHING

There are few, if any, countries of its extent that offer such a variety of attractions to the hunter and angler as Vancouver Island. Its game birds include blue and ruffed grouse, English pheasant, ptarmigan, snipe, plover, swan, Carolina and Virginia rail, quail, sandhill crane, pelican, and numerous varieties of ducks and geese.

Of beasts there are elk or wapiti, black tailed deer, black bear, wolf, wolverine, panther, lynx, racoon, beaver, fox, otter, mink, marten and other fur bearing animals.

The numerous lakes and streams swarm with gamey trout that run from a few ounces as high as eleven pounds, Dolly Varden and silver char, while in the Straits and the Pacific are found myriads of fish in endless variety, from the 300-lb. halibut to the tiny smelt. All the salmonidae afford good sport for trolling, and those generally known as trout, differing in size and color according to locality, but inhabiting both fresh and salt water, will rise to the fly and exercise the skill of the most expert angler. In deep-sea fishing the halibut, cod, sturgeon, skil and dog fish afford good sport, which may be varied by a shot at a sea otter, hair seal, porpoise, or even a sea lion if one goes far enough north.


Plan
OF
CROFTON
T. Napier Hibben
CHAPLIN ST.
JOAN AVENUE
ROBERT ST.
EMILY ST.
CORONATION AVENUE
ADELAIDE ST.
MCKINLEY ST.
ELIZABETH ST.
ARTHUR ST.
YORK ST.
KING ST.
LLOYD ST.
THOMPSON ST.
STEAD STREET
GERRARD STREET
MARION ST.
Osborne Bay

CROFTON, B. C.

Crofton is situated on Osborne Bay, one of, if not the best, protected harbors on the East Coast of Vancouver Island.

The Smelting Works owned by the "Brittannia Mining and Smelting Company, Limited," with a designed capacity for treating daily one thousand (1,000) tons of copper ore, are at Crofton, but have not been worked for several years owing to the low price of copper.

These works were constructed to treat the ores of Mt. Sicker, twelve miles distant, by railway. Mt. Sicker mines have produced copper, gold, and silver ores of a value of about Three Million Dollars ($3,000,000), but the mines have been closed down since the value of copper decreased.

The new branch of the Esquimalt and Nanaimo Railway to Cowichan Lake has its sea terminus at Crofton. In connection with this railway, which has been chiefly constructed with a view to shipping the timber wealth from the interior of Vancouver Island to Crofton, a saw-mill of the most modern type is to be erected shortly at that town.

Brick and pottery clay of the best quality

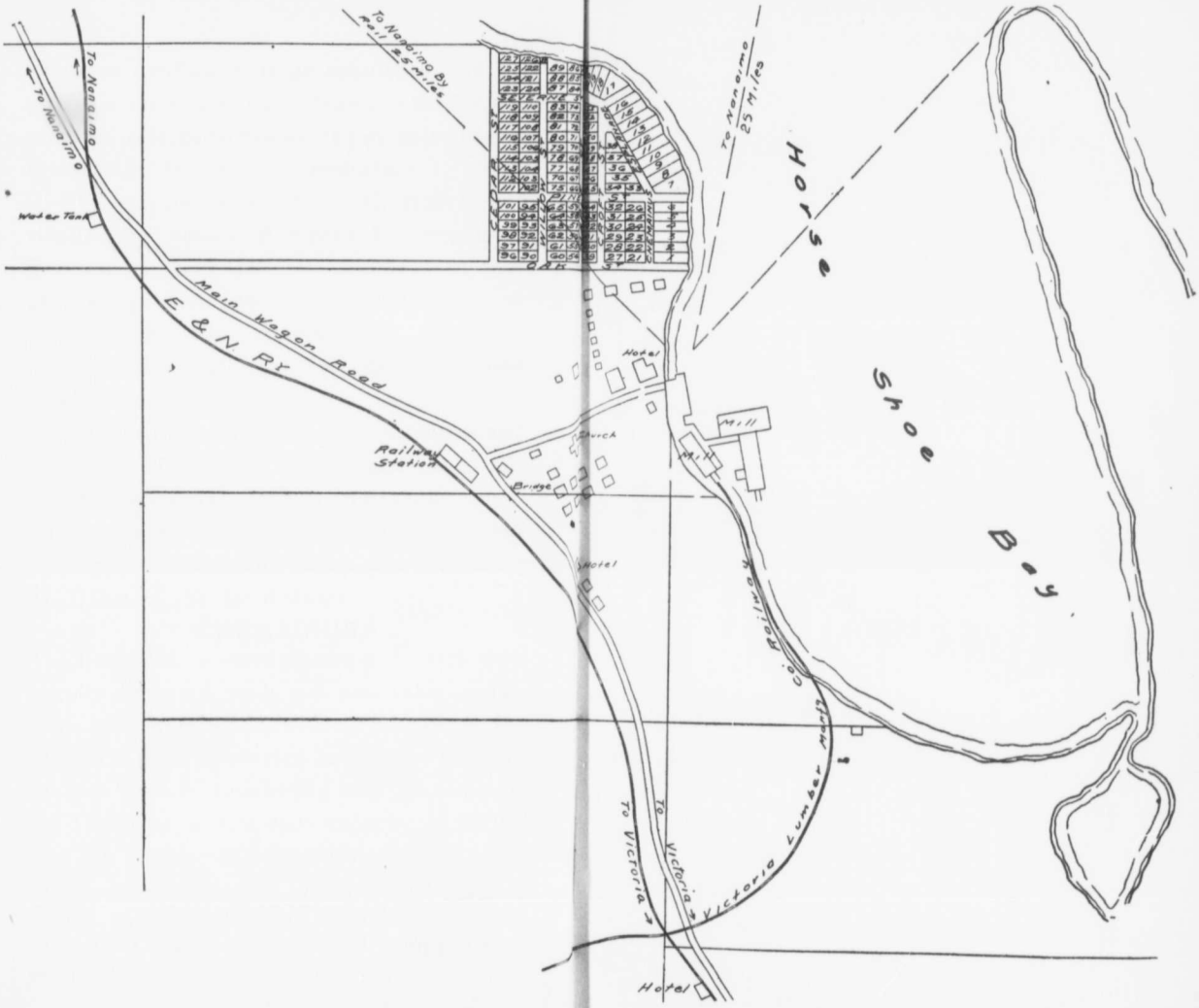
exists at Crofton in large quantities, and no point on the Coast is so advantageous for the erection of large works for the manufacture of bricks, tiles and pottery products.

The immediate vicinity of Crofton is unrivalled for homes of retired business men. The soil is good, and the climate such that grapes, figs, etc., grow out of doors close to Crofton. Splendid salmon, trout, etc., fishing and shooting exist in the immediate neighborhood.

Crotton has two hotels, several stores and a number of dwelling houses, and the townsite has a natural slope to the water, enabling the residents to view the magnificent scenery of the adjacent waters with the famed M. Baker in the far distance.

CHEMAINUS

Chemainus, a good farming district very heavily timbered, with soil and other conditions almost identical with Cowichan, is the seat of a great lumbering industry. The mill of the Victoria Lumbering and Manufacturing Company, with a daily capacity of 500,000 feet of lumber, is situated here, and, with the company's logging railway and lumber camps, gives employment to a large number of men. Chemainus has a well equipped hospital.


To Nanaimo By Rail 26 Miles
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To Nanaimo
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Main Wagon Road
E & N Ry
Cedar St
Oak St
Hotel
Church
Railway Station
Bridge
Hotel
Mill
Mill
Horse Shoe Bay
Victoria Lumber Co Ltd
To Victoria
To Victoria
Hotel

T. NAFER HIBBEN'S MAP OF

LADYSMITH

OYSTER HARBOUR

LADYSMITH

The shipping port for the Extension coal mines is a growing town, seven miles north of Chemainus and 59 miles from Victoria. It has a good harbor and commodious docks. At this point the Canadian Pacific Railway maintains a ferry service to and from Vancouver, transferring trains of freight cars loaded with goods for Victoria and other places on the Island, and carrying Island products to continental points. Ladysmith has a large public school, several churches, good hotels and stores, and several industries, among which are the Tyee Copper Company's smelter, the Ladysmith Lumber Company's sawmill, and an iron foundry. It is the centre of the "Newcastle" district, and the home of the miners who work in the Extension mines, eight miles west.

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PLAN
CITY OF NANAIMO
AND SUBURBS.
1912

NANAIMO

Called the Coal City, is also the centre of a coal mining district and headquarters of the Western Fuel Company. It is 73 miles from Victoria, with which it has a daily train service over the Esquimalt and Nanaimo Railway, and 38 miles from Vancouver, to which city the Canadian Pacific Railway runs daily steamers. It also has steamboat connection with Comox and Sidney. The city is one of the oldest on the Island, the coal mines having been operated since 1850, and is well equipped with all public conveniences, schools, churches, mercantile and industrial establishments. When the mines are in full operation the number of men employed is large, the monthly pay-roll aggregating over $100,000. There is much good land in the Nanaimo district, and wherever it has been cleared and cultivated the returns are very satisfactory. The farms in the district do not begin to supply the city's wants, so that there are good openings for fruit, poultry, dairy and mixed farms.

WALLACE ST. METHODIST CHURCH

Corner of Wallace and Franklyn Streets. Public worship at 11 a.m. and 7 p.m. every Sunday.

Rev. S. J. Thompson, Pastor.

ST. PETER'S CATHOLIC CHURCH

Walllace Street

Rev. Wm. L. Heynen, Parish Priest.

Services at 10.30 a.m. and 7 p.m. Sunday School at 3 p.m.

HALIBURTON STREET METHODIST CHURCH

Corner of Haliburton and Needham Streets

Services at 11 a.m. and 7 p.m.

Rev. J. W. Hedley, M.A., Pastor.

ST. ANDREWS' PRESBYTERIAN CHURCH

Corner of Wesley and Fitzwilliam Streets

Services at 11 a.m. and 7 p.m.

Rev. J. R. Robertson, B.A., Pastor.

FIRST BAPTIST CHURCH

Corner of Albert and Prideaux Streets

Rev. J. H. Howe, Pastor.

Services at 11 a.m. and 7 p.m.

ST. ANN'S ACADEMY

A Boarding School for Girls with a Day School for Boys and Girls and Orphanage Annex Conducted by the Sisters of St. Ann

Nanaimo, B. C.

Tributary to Nanaimo are Mountain, Cedar, Oyster, Bright, Cranberry, Douglas, Wellington, Nanoose and Cameron Districts. Mountain is broken, with considerable good land in the Millstream valley, and the uplands furnish excellent grazing, with large and small timber of good quality. Cedar and Cranberry Districts very much resemble Cowichan and possess large areas of good farming land. North of these districts the character of the soil changes, inclining to be sandy and gravelly, in patches, but around Qualicum it again reverts to a rich loam of the best quality. A good deal of land is under cultivation in the country lying between Nanaimo and Comox, but much of the best of it.

PORT ALBERNI

Port Alberni is 134 miles by rail and 135 miles by road from Victoria, and 55 miles due west of Nanaimo, and is the most important point on the west coast of Vancouver Island. Situated on Stamp Harbor, at the head of the Alberni Canal, it is the west coast terminus of the E. & N. Railway.

It is the natural milling centre for all that timber area included in the Alberni District, some 250,000 acres of the finest standing timber in the province, and the distributing and shipping point for the products grown and raised in the Alberni Valley, which comprises about 60,000 acres of good farm land.

Port Alberni has many advantages as a through shipping port for mails and fast freight to and from the Orient, and the day is not far distant when wheat from the prairie provinces and coal from Comox and other coal fields on Vancouver Island will be shipped through Port Alberni. The fishing industry is another of the many assets of that town. This industry, although still in its infancy, will prove to be an important factor in the building up of the town.

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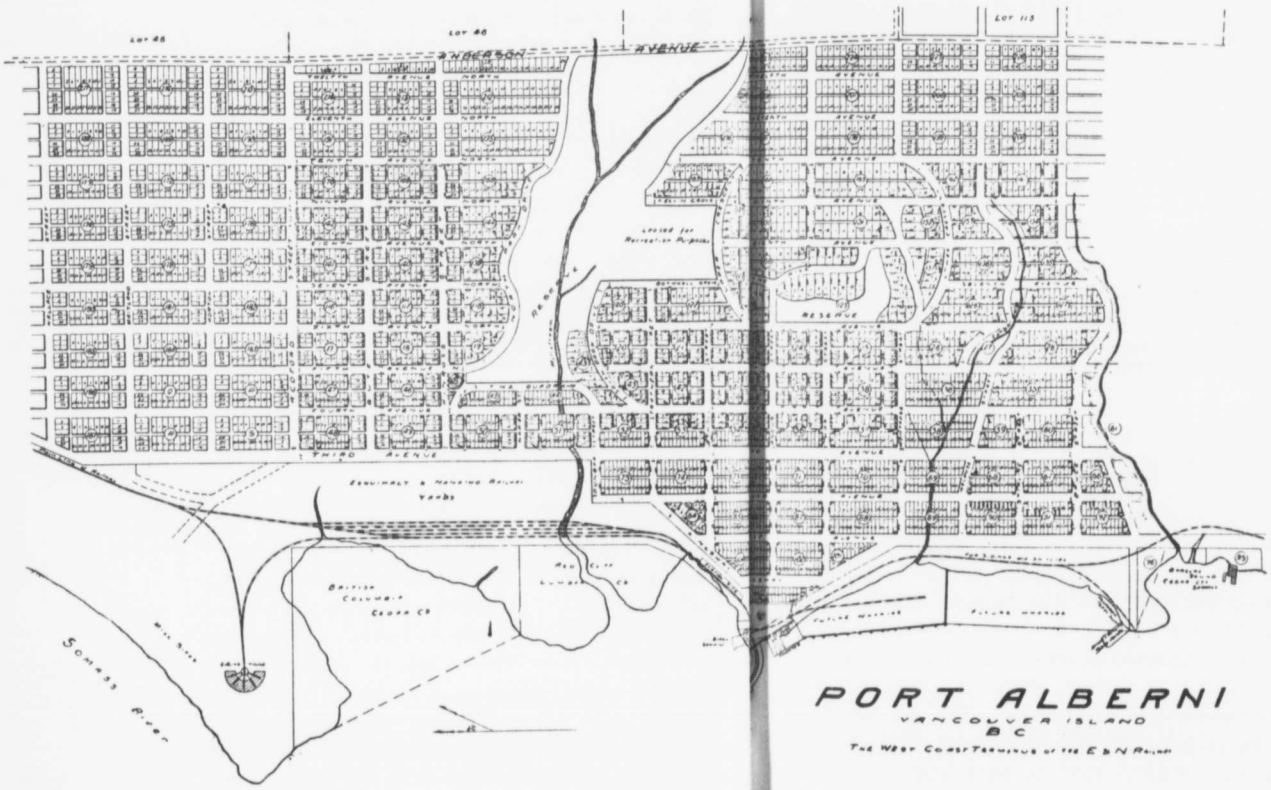

PORT ALBERNI

VANCOUVER ISLAND
B.C.

The West Coast Terminus of the E & N Railway

Apart from the advantages Port Alberni offers as a commercial and shipping centre, the tourist and motorist are attracted by its scenery, its game and its good roads.

The motor road from Nanaimo to Port Alberni is one of the best, if not the best, on Vancouver Island. Leaving Nanaimo, the road passes through Wellington and follows the shore of Nanoose Bay. From there to Parksville good time can be made, for the road is excellent; then it winds through valleys and short hills until Cameron Lake is reached, which for its clear water and the beauty of its scenery cannot be surpassed. The C. P. R. Chalet recently built at the east end of the lake offers splendid accommodation to the sportsman who wishes to spend a few days fishing and hunting there. That portion of the road following the south shore of the lake, and which afterwards passes through a park-like area of fine giant firs is certainly the most picturesque part of the trip. A mile of steep grade and the Summit is reached, some 1,200 feet, Mount Arrowsmith being plainly seen to the south-east. An easy down grade towards the Alberni Valley and the road passes through Alberni, sometimes called Old Alberni, a quiet little spot on the bank of the Somas River, and heading due south follows the Somas River for a mile and ends at Port Alberni, the Pacific Terminus of the Canadian National Highway.

From there splendid roads enable the tour-

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ist to reach the following points of interest: The River Drive, Sproat Lake (the Lucerne of Vancouver Island), Great Central Lake, Sproat Falls, Stamp Falls, and by boat or launch down the canal to Barkley Sound.

Very shortly when the roads under construction and projected roads are completed one will be able to reach Buttles Lake and Strathcona Park at the foot of Crown Mountain and Wreck Bay and Long Beach will also be reached from Port Alberni.

A splendid seam of semi-anthracite coal has recently been discovered in Port Alberni and a prospect tunnel has been drifted in for about 500 feet. Expert estimate gives the extent of the deposit of this valuable steam coal as eight square miles.

This district has many charms for the sportsman. Wild geese and ducks frequent the lakes, blue and willow grouse are plentiful, black bear and black-tailed deer abound within a few hours' drive of the town, and cohoe, spring salmon and speckled trout delight the fisherman.

Good hotel accomodation can be had at Port Alberni, which adds comfort to pleasure.

COMOX

Extending from the northern boundary of Nanaimo lies Comox district, considered one of the best agricultural and dairying sections of Vancouver Island. Sixty miles long, with an average width of seven miles, between the sea and the mountains, is a bench of undulating land adapted to cultivation. Parts of it are heavily timbered, and there are many marshes and beaver meadows easy of reclamation. Several valleys cut through from the mountains to the sea, and these are specially fertile. All of this bench land will produce crops. Where it is too light for growing cereals or roots it will give large returns in hay and alfalfa. The growth is marvellous, a bit of burnt land sowed with grass seed will become a tangled mass of vegetation within a year. Cattle and hogs fatten on the native grasses and vetches in a wonderfully short time. Butter making and poultry raising are carried on as adjuncts to the regular farm work, but so far has not been engaged in systematically. A good local market for everything produced is afforded by the Union coal mines, with headquarters at Cumberland. These mines employ between 800 and 1,000 men, who, with their families, are good customers of the neighboring farmers, paying liberal prices for everything they consume. Grain is raised in considerable quantity, but only for feeding stock. Oats yield well and sell for 1½ cents per pound.

Butter averages 25 cents per pound, beef 7½ cents to 10 cents by the carcass. Cows are worth $50 to $70 each. Lambs $5 to $6, ewes usually breed twins. Hogs bring 8 to 9 cents live weight. Eggs sell from 25 to 60 cents per dozen. Apples, pears, plums, prunes, cherries and small fruits are cultivated to a limited extent and all produced is of excellent quality.

Much of the wooded land in Comox district is easily cleared, being chiefly alder, and the swamps are not difficult to drain. The swamp bottoms are remarkably fertile, producing splendid crops of grain and vegetables.

Communication is had with Comox by wagon road from Wellington (the present terminus of the Esquimalt and Nanaimo Railway), and by steamers running to Nanaimo, Victoria and way ports. A short line of railway connects Cumberland with Union Wharf, the shipping point of the Union Coal Mines.

The NEWS Print

Memonandum

COMOX DISTRICT
NELSON DISTRICT
NEWCASTLE DISTRICT
ALBERNI DISTRICT
NANOOSE DISTRICT
DUNSMUIR DISTRICT
COWICHAN
LAKE DISTRICT
MALAHAT DISTRICT
STRAIT OF GEORGIA
VALDES ISLAND
CORTES ISLAND
TEXADA ISLAND
LASQUETI ISLAND
SALT SPRING
SAN JUAN ISLAND
VICTORIA
INTERNATIONAL BOUNDARY
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VICTORIA, B.C.-CANADA
ROAD MAP
OF
VANCOUVER ISLAND, BRITISH COLUMBIA
1912
COMPILED BY
T. NAPIER HIBBEN
STATIONERY & OFFICE SUPPLIES, COMMISSION AGENT
LAW CHAMBERS — VICTORIA, B.C.