

O. J. McKinney

DECEMBER, 1885.

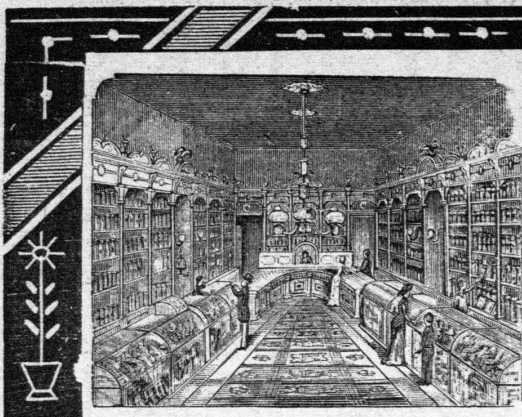
West Shore

ESTABLISHED 1875

AN ILLUSTRATED JOURNAL
OF GENERAL INFORMATION
DEVOTED TO THE
DEVELOPMENT OF
THE GREAT WEST

L. SAMUEL, PUBLISHER, PORTLAND, OREGON.

Entered for transmission through the mails at second class rates.



Interior view of W. M. Wisdom's Drug Establishment.

W. M. WISDOM

Druggist & Apothecary,

—AND DEALER IN—

Fine Perfumery, Toilet Soaps and Fancy Goods.

A full line of Squibb's Preparations for Physicians' Prescriptions kept on hand.
Manufacturer of fine Flavoring Extracts, Medicated Wines, Elixirs, &c.

Corner First and Stark Streets, Portland, Oregon.

MITCHELL & LEWIS CO.,

(LIMITED.)

MANUFACTURERS AND DEALERS IN

"MITCHELL" Farm and Spring Wagons, Delivery and Express Wagons, Open and Top Buggies, Phaetons, Barouches, Buckboards, Surreys, Racine Road Carts, Sleighs, Cutters and Runner Attachments for Buggies.

GENERAL AGENTS FOR

Canton Clipper Plows, Harrows, Cultivators, Rose Disc Harrows, Canton Tricycle Plow, &c.

Special attention is called to the large and varied assortment of Buggies, &c., adapted to special and livery use, including the easiest riding spring Surrey in the world, the "Tictionius."

Address

Mitchell & Lewis Co. (Limited),

192 and 194 Front St., Portland, Oregon.

Call and see our stock. Catalogue free. Correspondence solicited.



LEADING DRY GOODS HOUSE.

SHOPPING BY MAIL

Is a practice which has proven satisfactory for years, both East and West. It brings the largest and best assortment to the most distant out-of-town residents, and gives them the same advantages as those residing in the city; it saves money, is easy and practicable.

We feel amply rewarded by the success of our last season's Illustrated Catalogue. Our second Catalogue you will find a great improvement over our first and former issue, and correspondingly of greater service in preparing orders. It contains nearly twice as many pages, over two hundred additional illustrations, several new departments, and is complete in every detail.

OUR STOCK is acknowledged to be the most complete on the Coast, and our extensive trade enables us to add continually, and keep it fresh and attractive.

OUR PRICES, quality considered, are never higher, and in most cases are lower than those of all other dealers.

The size of our business can be taken as a sure indication that we present solid advantages to purchasers.

OUR NEW CATALOGUE

Is now ready for distribution, and will be mailed FREE OF CHARGE to any address upon application.

Corner First and Washington Sts.,
PORTLAND, OREGON.

S. S. Lipman
& Co.



THE WEST SHORE.

VANCOUVER, ON COAL HARBOR

THE TERMINUS OF THE CANADIAN PACIFIC RAILWAY.

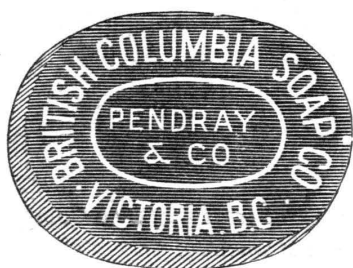
Parties desirous of investing in Vancouver (Coal Harbor) should apply to the undersigned who are agents for all the principal property holders in the Terminal City of Vancouver.

Full particulars on application to

ROBERTSON & CO., Real Estate Brokers,

Second door South of Post Office,

Government Street, VICTORIA, B. C.



MANUFACTURERS OF ALL KINDS OF
Laundry & Toilet Soaps, Sal Soda and ated hampion Washing Powders.

IMPORTERS OF AND DEALERS IN
Soda Ash, Caustic Soda and Rosin.

R. T. WILLIAMS,

PUBLISHER

British Columbia Hotel Register,
Bookbinder and Paper Ruler,
RUBBER STAMP MANUFACTORY.

ALSO PUBLISHER OF THE
BRITISH COLUMBIA DIRECTORY,
1885, Price \$1.50,
GOVERNMENT AND BROAD STREETS,
VICTORIA, B. C.

"The British Columbia Directory is a volume extending far beyond the limits of an ordinary Directory."—
Liverpool Daily Post, England.

"The best Directory in the Dominion."—Toronto
Mail.

"It is a valuable compilation."—West Shore.

An EXCELLENT MEDIUM for ADVERTISERS.
The work contains new and useful information
about the Province.

THE GOLDEN RULE CLOTHING STORE,

YATES STREET,

VICTORIA, B. C.,

—IS THE—

LEADING



CLOTHING STORE of the PROVINCE.

LARGE STOCK, NEW GOODS, LOW PRICES.

W. J. JEFFREE.

FELL & CO.,

Grocers, Coffee and Spice Merchants,
WINES AND LIQUORS.

THE OLDEST GROCERY ESTABLISHMENT IN THE CITY.

VICTORIA, B. C.



THE WEST SHORE.

H. C. BEETON, London,
General Agent for British Columbia in Great Britain.

J. H. TURNER, Victoria.

TURNER, BEETON & CO.,

VICTORIA, B. C.

H. C. BEETON & CO.,

33 FINSBURY CIRCUS, LONDON,

Commission Merchants and Importers.

AGENTS FOR

Guardian Fire Assurance Company of London; North British and Mercantile Fire Insurance Company of London;
Commercial Insurance Company (Marine) San Francisco.

Inverness, Metlakahtlah and Balmoral Salmon Canneries, Skeena River; Wannuck Salmon Cannery
(Clipper Brand), Rivers Inlet.

Gold Medal at Antwerp Exhibition, 1885, for Canned Salmon.

Silver Medal at the Fisheries Exhibition at London, 1883, for Canned Salmon.

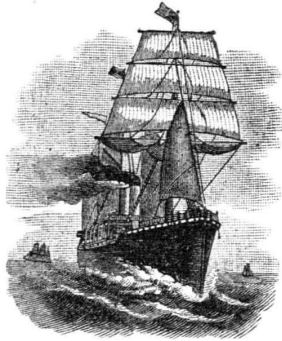
Boutelleau & Co.....	Barbezieux, France	Brandy.
C. Preller & Co.	Bordeaux, France.....	Claret.
Cockburn, Smithes & Co.....	Oporto, Portugal.....	Port Wine.
Williams, Engelbach & Co.....	London.....	Sherry.
M. B. Foster & Sons.....	London.....	Bottled Ale and Stout.
Fredericksburg Brewing Co.....	San José.....	Lager Beer.
W. Jameson & Co.....	Dublin.....	Whiskey.
H. Walker & Sons.....	Walkerville.....	Canadian Whiskey.
L. Rose & Co.....	London.....	Lime Juice Beverages.
H. Rawlins & Son.....	London.....	Ginger Ale.
W. Corry & Co.....	Belfast.....	Ginger Ale.
Goodall, Backhouse & Co.....	Leeds	Fancy Groceries.
J. S. Fry & Co.....	Bristol	Cocoa and Chocolate.
J. & T. Bell.....	Montreal	Boots and Shoes.
Dunbar McMasters.....	Gilford, Ireland.....	Salmon Twine.
George Wostenholme & Sons.....	Sheffield	Cutlery.
Doulton & Co.....	Lambeth.....	Drain Pipes and Pottery.
John Hall & Sons.....	London.....	Powder.

Wholesale Dealers in General Dry Goods.

ALSO AGENTS FOR

PEOPLE'S STEAM NAVIGATION COMPANY OF VICTORIA.

E. B. MARVIN, Ship Chandler.



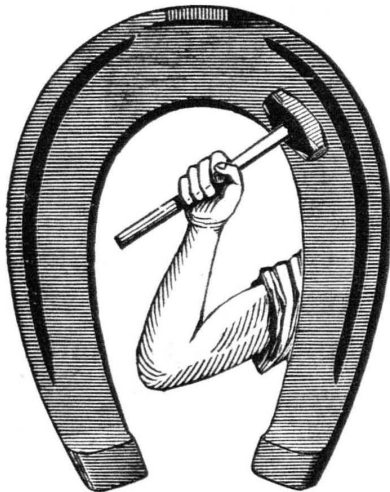
Importer and Dealer in all kinds of

SHIP AND STEAMBOAT STORES,
PAINTS, OILS, ETC.

WHARF STREET, VICTORIA, B. C.

MECHANICS' STORE

CLOTHING, FURNISHING GOODS,
TRUNKS, VALISES, &c.



Country orders, whether large or small, receive prompt and careful attention. Goods sent to all parts C. O. D., or on receipt of post office order, thereby giving customers in the country equal advantages with residents in this city.

W. G. CAMERON,

Proprietor Mechanics' Store,
48 JOHNSON STREET, VICTORIA, B. C.

BRITISH COLUMBIA REAL ESTATE

RAND BROS.,
BROKERS.

OFFICES:
VICTORIA, NEW WESTMINSTER
—AND—
COAL HARBOR.

Victoria, B. C.

London, 61 St. Mary Axe

FINDLAY, DURHAM & BRODIE,
Commission Merchants
—AND—
IMPORTERS.

AGENTS FOR

The Northern Fire Assurance Company of London and Aberdeen, the British and Foreign Marine Insurance Company of Liverpool, the Royal Mail Steam Packet Company of London, Fraser River Fishery, Naas River Fishery.

Sole Agents in British Columbia for

Cameron and Saunders' Bass' Ale, Moline & Co.'s Guinness' Dublin Stout, Stone & Son's Guinness' Stout and Bass' Ale, Bisquit Dubouche & Co.'s Brandy, Dunville & Co.'s Irish Whisky, D. P. McDonald's Long John (Scotch) Whisky, A. Usher & Co.'s Scotch Whisky, J. J. Ronaldson & Son's Port and Sherry, Krug & Co.'s Champagne, Slee Slee & Co.'s Vinegar, Batty & Co.'s Oilmen's Stores, Noble & Hoare's Varnishes, R. Tucker & Sons' Twines.

Welch, Rithet & Co.,

VICTORIA, B. C.,

Commission Merchants

— AND —

Ship & Insurance Agents.

Agents for Pacific Coast Steamship Company's Steamers carrying Her Majesty's Mails between San Francisco and Victoria.

— ALSO —

Agents for the Imperial Fire Insurance Company of London, Maritime (Marine) Insurance Company, New Zealand (Marine) Insurance Company, Moodyville Saw Mill Company of Burrard Inlet.

Liberal advances made on consignments of Salmon, Wool, Lumber, Hides and other Produce shipped to our correspondents in England, Australia, China and elsewhere. Special attention given to the purchase and shipment of Lumber Cargoes and Spars. Indents for Merchandise executed on favorable terms.

Represented by WELCH & CO., San Francisco,

R. D. WELCH & CO., 4 and 6 Tower Chamber, Liverpool.

THE WEST SHORE.

I. NICHOLLES.

C. E. RENOUF.

BURNS AND COMPANY,

VICTORIA, B. C.,
CORNER BROAD & YATES STREETS.

Sole Agents

—IN—

British Columbia

—FOR—

Walerous Engine Works
Brantford.

A. Harris Son & Co.,
Brantford.

J. O. Wisner Son & Co.,
Brantford.

Cockshult Plow Com-
pany, Brantford.



Sole Agents

—IN—

British Columbia

—FOR—

Copp Bros., Hamilton.

Workman & Ward, Lon-
don.

Meaford Building and
Manufacturing Co.

Fleury Estate, Aurora.

Importers, Wholesale and Retail Dealers in
Builders' and Furnishing Hardware,
Bar Iron, Steel, Etc.,
Farming Implements and Machinery,
Mining, Saw Mill & Flour Mill Machinery
OF ALL DESCRIPTIONS.

The Famous Snowball Wagons. Blacksmiths' Supplies.

We have constantly on hand a full supply of Twine Binders, Self-Rake Reapers, Front Cut Mowers, Rear Cut Mowers, Self-Dumping Horse Rakes, Seed Drills, Cultivators, Barrows, Churns of all kinds, Farmers' Stores, Mohawk, Clipper, Solid Comfort, Challenge, Sulky, Sulky Gang, Breaking and Garden Plows, Iron Drag, Spring Tooth and Disk Harrows, Fanning and Chopping Mills, Straw Cutters, Pulpers, Slicers, Feed Boilers. A complete stock of repairs for the above always on hand.

SEND FOR PRICES, CUTS AND CATALOGUES.

BURNS & CO., Victoria, B. C.

P. O. Box 86.

THE WEST SHORE.

HUDSON'S BAY COMPANY,

VICTORIA, B. C.,

DEALERS IN

GENERAL MERCHANDISE,

WHOLESALE AND RETAIL.

Highest Prices Paid for Furs

OF ALL KINDS.

THE WEST SHORE.

EDGAR MARVIN.

EDWARD G. TILTON.

Marvin & Tilton,
HARDWARE,
AGRICULTURAL IMPLEMENTS,
METALS.

Wharf St., opp. C. P. Navigation Co.'s Landing,

VICTORIA, B. C.

THE WEST SHORE.

E. G. PRIOR,
Direct Importer of Iron, Steel, Hardware and Agricultural Machinery, &c.
SOLE AGENT FOR THE CHATHAM WAGON.

CAUSES:

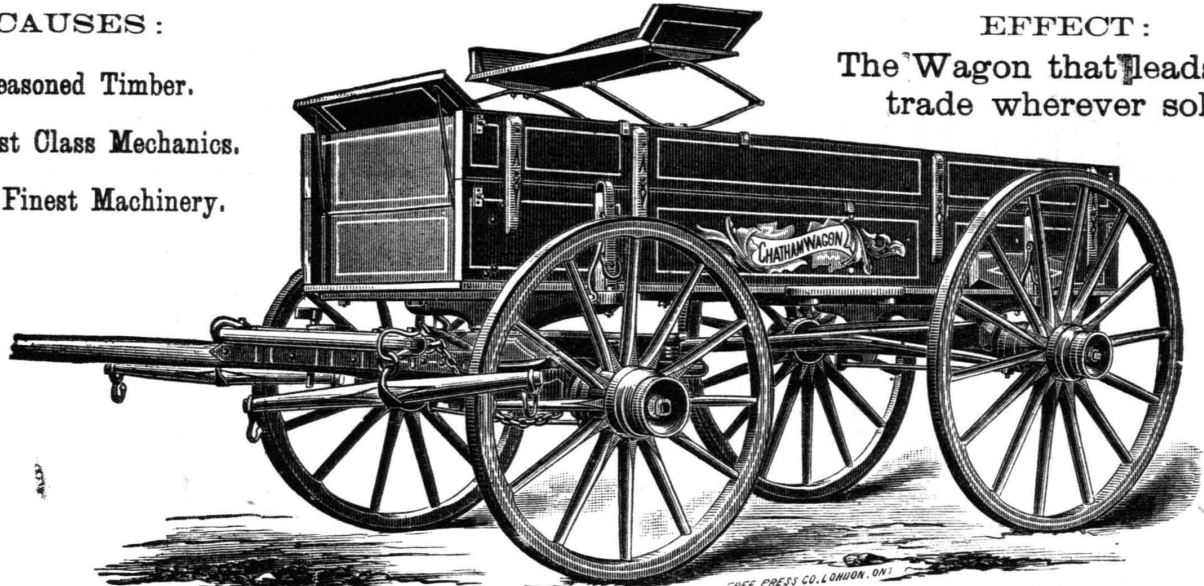
Best Seasoned Timber.

First Class Mechanics.

Finest Machinery.

EFFECT:

The Wagon that leads the
trade wherever sold.



The strongest and easiest running Wagon made. Adopted by the Dominion Government as the Standard Wagon.

Sole Agent for Frost & Wood's, Smith's Fall Reapers, Buckeye Mowers, Steel and Iron Plows, Chatham Manufacturing Company's Patent Climax Truss Rod Axle Wagon, J. Russell & Co.'s "Brown's" Patent Hay Loader, Noxon Bros.' Drill and Broadcast Seeders, S. L. Allen & Co.'s Planet Jr. Garden Drills, Watson Manufacturing Company's "Deering" Twine Binders, Watson's Self-dump Sulky Rakes, &c. A most complete stock of Builders' Hardware always on hand. SEND FOR CATALOGUES.

ST. NICHOLAS BUILDING, GOVERNMENT ST., VICTORIA, B. C.

ESTABLISHED 1858.

ROCK BAY SAW MILL,
VICTORIA, B. C.,
William P. Sayward, Proprietor,
MANUFACTURER AND DEALER IN
ISLAND LUMBER & SPARS.

ORDERS CUT AT SHORT NOTICE.

ALSO IMPORTER AND DEALER IN
Doors, Windows and all kinds of Dressed Lumber, Etc.

THE WEST SHORE.

THE VANCOUVER
COAL MINING AND LAND COMPANY,
(LIMITED,)

MINE AND SHIP THE WELL KNOWN

Nanaimo Steam, Gas and House Coal,
AND ALSO THEIR

South Field and New Pit Coals,

The Quality of which is UNSURPASSED, IF NOT UNEQUALLED,
by that of any Coal produced on the Pacific Coast.

NANAIMO COAL IS USED BY THE FOLLOWING COMPANIES :

Pacific Mail Steamship Company, Occidental and Oriental Steamship Company, San
Francisco Gaslight Company, Pacific Coast Steamship Company, Oregon
Improvement Company, California Sugar Refinery, Pacific Steam
Whaling Company, Victoria Gas Company (Limited), &c.

The Company have every facility, extensive and commodious Wharves, and can accommodate
all classes of Steam and Sailing Vessels.

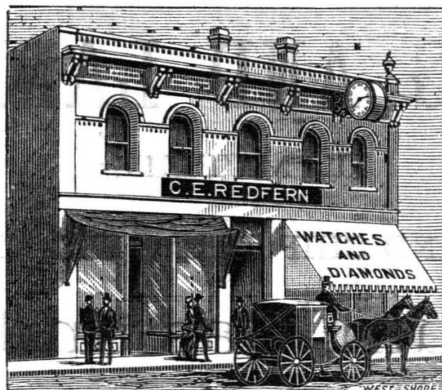
OFFICES: NANAIMO, B. C.,
and No. 202 Sansome Street, San Francisco, Cal.
AGENT, JOHN ROSENFELD, ESQ.

THE WEST SHORE.

C. E. REDFERN,

WATCHES,
JEWELLERY,
CLOCKS,
SPECTACLES,
SILVERWARE,
ELECTRO-PLATE.

GOVERNMENT STREET,



Jewellery Made to Order.

Chronometers Rated by Transit
Observations.

VICTORIA, B. C.

A. B. GRAY & CO.,
Importers and Commission Agents,
Dry Goods and General Merchants,
WHOLESALE.

Wharf Street, Victoria, B. C.

AGENTS FOR

The British Empire Mutual Life Assurance Company, of London, England.
Huston, Fisher & Co., Clothing Manufacturers, Montreal.
George T. Slater, Boots and Shoes (wholesale), Montreal.
The "New Home" Sewing Machine Company.
Charles Raymond Sewing Machine Manufactory, Guelph, Ont.
Chapman & Co., Prize Medal Pianofortes, London, England.
Wylie & Lochhead, Wall Paper Manufacturers, Glasgow.
J. & R. Tennent's Ales & Stout, Well Park Brewery, Glasgow.
Slater Rodger & Co.'s Thistle Blend Whisky, Glasgow.
Mitchell & Co. (Limited), Irish Whisky, Belfast.
W. A. Ross & Co., Ginger Ales, Belfast.
George Simmonds & Co., "Nabob" American Bourbon Whisky.
M. A. Wolff, Frankfort-on-the-Main, Champaignes.

IMPORTERS OF

Brandies, Wines and other Liquors in best brands.

INDENTS for all classes of goods executed on favorable terms by large and experienced buyers; manufacturers' latest Export Price List on view at our office.

CASH ADVANCES made on goods consigned to our London correspondents.

JOHN WEILER,
FELL'S BLOCK, FORT STREET,
VICTORIA, B. C.,
Manufacturer of Furniture,
Importer, Wholesale and Retail Dealer in
Crockery, Glassware, Cutlery, Carpets, Wall Paper & House Furnishing Goods
OF EVERY DESCRIPTION.

Sole Agent for the improved Marsh Electric Lamp, the best Lamp made.
Agent for Mann Bros. Dowell Woodenware; cannot fall to pieces.
Agent for the Patent Roll-up Bushnell Spring Bed, universally acknowledged to be the best Spring Bed made.
1½ per cent. interest per month will be charged after 30 days' standing.
Silver taken at bank rates P. O. Box 278



GOVERNMENT STREET, VICTORIA, B. C.,

HAS A FINE ASSORTMENT OF

Rare Vases, China Tea Sets, Glassware, Parlor
Ornaments, Toys, Shells and Curios,
JUST SUCH GOODS AS VISITORS FROM ABROAD DELIGHT IN EXAMINING.

THOMAS CARRINGTON, Proprietor.

Callers are made welcome.

H. F. HEISTERMAN.

G. W. HAYNES.

H. F. Heisterman & Co.,
REAL ESTATE, INSURANCE & GENERAL AGENTS,
Government Street, Sehl's Block, Victoria, B. C.

Properties in all parts of Island or Mainland for sale. Money loaned on Real Estate at reasonable rates
District Agents for the Phoenix Fire Insurance Company of Brooklyn; also Fireman's Fund (Marine) of
San Francisco.

THE WEST SHORE.

Bank of British Columbia

Incorporated by Royal Charter, 1862.

CAPITAL, - - - \$2,500,000
WITH POWER TO INCREASE.

DIRECTORS.

Robert Gillespie, Esq., London Director Bank of Montreal, Chairman;
James Anderson, Esq., Messrs. Anderson, Anderson & Co.; Eden Colville, Esq.,
Deputy Governor Hudson's Bay Company; H. D. Harrison, Esq., Messrs. Falk-
ner, Bell & Co., San Francisco; Sir John Rose, Bart., K. C. M. G., Chairman
London and Westminster Bank.

London Office—No. 28 Cornhill, London. Branches at San Francisco, Cal.;
Portland, Or.; Victoria, B. C.; New Westminster, B. C.

AGENTS AND CORRESPONDENTS.

In Canada—The Bank of Montreal and branches.

United States—Agents Bank of Montreal, 59 Wall street, New York; Bank of
Montreal, Chicago.

United Kingdom—Bank of British Columbia, 28 Cornhill, London; National
Provincial Bank of England, North and South Wales Bank, British Linen
Company's Bank, Bank of Ireland.

India, China, Japan, Australia and New Zealand—Chartered Bank of India,
Australia and China, English, Scottish and Australian Chartered Bank,
Bank of Australasia, Commercial Banking Company of Sydney.

Mexico and South America—London Bank of Mexico and South America.

Telegraphic transfers and remittances to and from all
places can be made through this bank at current rates.

Collections carefully attended to and every descrip-
tion of banking business transacted.

LANGLEY & CO.,

WHOLESALE AND RETAIL

Chemists & Druggists.

ESTABLISHED IN 1858.

Sole Agents in British Columbia for

The J. C. Ayer Company, Lowell, Mass.

Davis & Laurence Company, Montreal.

H. H. Warner & Co., Rochester.

California Fig Syrup Company.

Grimault & Co., Paris.

Milburn & Co., Toronto.

D. Jayne & Son, Philadelphia.

A FULL ASSORTMENT OF

Perfumery, Toilet Articles, Paints, Oils and Window Glass
ALWAYS ON HAND.

We beg to convey our best thanks to our old corre-
spondents for their continued confidence, and to assure
our more recent ones that our best efforts will be exerted
to promote their interests.

LANGLEY & CO.

GARESCHE, GREEN & CO.,

BANKERS,

Government St., Victoria, B. C.

Interest paid on time deposits. Gold dust and United
States currency purchased at highest market rates.

Sight Drafts and Telegraphic Transfers on San Fran-
cisco, New York and Canada.

Exchange on London available in all parts of Europe,
England, Ireland and Scotland.

Letters of Credit issued on the principal cities of the
United States, Canada and Europe.

AGENTS FOR WELLS, FARGO & CO.

ESTABLISHED 1862.

DRUGS, CHEMICALS.

THOMAS SHOTBOLT,

Dispensing and Family Chemist,
JOHNSON ST., VICTORIA, B. C.

Toilet Soaps, Perfumery, Shoulder Braces, Trusses, Sponges, Tooth
and Hair Brushes, Combs, and all kinds of Druggists'

Sundries usually kept in a first class drug store.

SPECIALTIES: Balsam of Anise Seed, Concentrated Essence of Ginger,
Compound Syrup of Sarsaparilla, Nerve and Bone Liniment, Strengthening
Anti-Bilious Pills, Worm Powders, Hair Restorer, Dr. Caldwell's "Improved
Tooth Powder," Toothache Drops, Osborn Boquet Perfume, English Horse
Liniment and Condition Powders for horses and cattle.

Also Agent for Thomas' Electric Oil, Northrup & Lyman's Emulsion of Cod
Liver Oil with the Hypophosphites of Lime and Soda, and the celebrated
Canadian Pain Destroyer.

SCOTCH HOUSE. ESTABLISHED 1862.

A. McLEAN & CO.,

General Outfitters

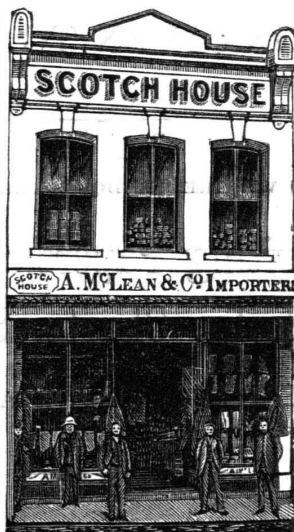
—AND—

IMPORTERS OF

Gentlemen's and Boys' Clothing,

FORT STREET,

VICTORIA, B. C.



GLOVES, SHIRTS, UMBRELLAS, &c.

THE WEST SHORE.

J. B. Ferguson & Co.,

WHOLESALE AND RETAIL

Booksellers, Stationers, Etc.,

Third Door South of the Post Office,

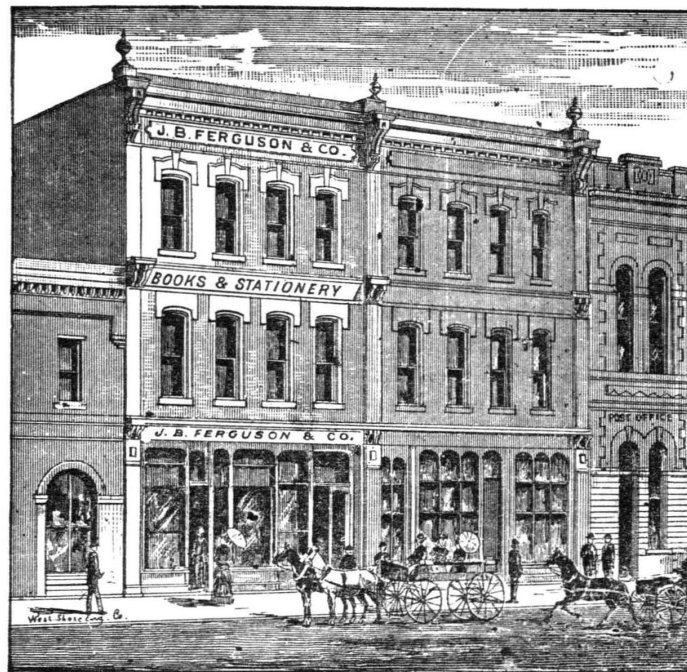
GOVERNMENT STREET, VICTORIA, B. C.

We publish "The Souvenir Album," a gem of elegance, 75 cents.

Illustrated British Columbia. Full of accurate news of the Province, and illustrated with 24 full page engravings, 25 cents.

View of Victoria and Vicinity. A large plate engraving, 20x30; the original sketch cost over \$100. Securely packed by mail, \$1.00.

Any of the above mailed free to any address on receipt of price.



Books on this country of recent production mailed upon receipt of price.

Agents for all magazines, papers and publications published on the Coast. Mailed free to any address on receipt of price.

Look out for the coming series of Souvenir Albums. Local scenes by local artists.

Seaweed Souvenirs for sale.

SPECIAL ATTENTION GIVEN TO THE JOBBING & OFFICE TRADE.

WE ARE HEADQUARTERS FOR EVERYTHING IN

Wrapping Papers, Writing Papers, Paper Bags, Blank Books, Account Books, Charts, School Supplies,

EVERYTHING KEPT BY A FIRST CLASS BOOK AND STATIONERY HOUSE.

J. B. FERGUSON & CO.,

Drawer 23.

VICTORIA, B. C.

THE WEST SHORE.

FARMERS AND MECHANICS' STORE, 200, 202 and 204 First St. and 6 Taylor St. ONE PRICE TO ALL.

We respectfully announce to the public that we opened the Fall Season on Monday, September 7, and in so doing we added another Department to our immense establishment, No. 204, a

BOOT AND SHOE DEPARTMENT,

Which is connected with our other departments through an arch. The extraordinary good values which we have given are well known by all who have made purchases of us in the above line. We now occupy a space which will be devoted exclusively to our Boot and Shoe trade, 25 feet front by 75 feet deep, and fitted up in a manner consistent to this Department, making it the most convenient and comfortably arranged Boot and Shoe Store in the city of Portland. We shall carry in this Department goods suitable for rich and poor, and only such goods as we can safely recommend, manufactured by white labor, from the very best manufactories of Boston, Philadelphia, Lynn and New York. Our prices will be marked in plain figures, and we shall not deviate from this rule. We therefore ask the public not to make us any less offer than the prices marked.

DRY AND FANCY GOODS DEPARTMENT.

The immense volume of business transacted in this Department during the depression was not only advantageous to the public, but was also very gratifying to ourselves. It was a convincing proof of the sympathy of the public and our patrons in our recent stand against the ruling high prices, while labor, produce and everything else was down to nothing. We shall conduct our business on true business principles, and purchase goods at the lowest prices consistent with excellence of material, and give the public better goods at lower prices than can be obtained elsewhere. This we shall continue to do, regardless of what dissatisfied or evil-minded competitors may say. The increased patronage we are daily receiving is a sufficient proof of our success in satisfying the wants of the people. Our Fall and Winter Stock in this Department is VERY LARGE.

DRESS GOODS DEPARTMENT.

A large stock of black Cashmeres, comprising eighteen different grades of English and French make. A most elegant line of Drap d'Ottoman. Some rich pieces of Drap d'Alma. A fine selection of French Serges, Drap d'Roy, rich and fine Biaris Cloth, most elegant Cashmere Change, and the latest in Dress Goods. Handsome and remarkably low are our Velvet Cashmere Plaids, our Cardiff Plaids, our Mohair Plaids, our heavy Wool Plaids and our Invisible Plaids. We have received something new and handsome in French Ladies' Cloths. Our de la Husan brocaded all wool Dress Goods, invisible stripes, 54 inches wide, is the latest in winter dress goods. Our Dress Silks, black and colored Satins, Velvets and Plushes, have been bought at a closing out sale from one of the largest importers East retiring from business, which we are selling 30 per cent. less than the regular value.

We receive Flannels in case lots direct from the mills. Our Red Flannel for 22½ and 25 cents per yard we would call special attention to, being all wool, twilled and extra good value. A large stock of navy blue and gray all wool, and also part cotton, Flannels, received two days ago. Ladies can find white Flannel, twenty different grades, from 15 cents up to \$1.10 per yard. Cassimeres and all kinds of Pants Cloths we have a fine line to select from.

We have a better and larger stock than ever before, and at prices which we would like to have you examine and judge for yourself. Table Covers you can find in white, unbleached and Turkey red Damask, fancy and plain, worsted Embroidered Covers in endless variety. Napkins and Towels in large quantity. Lace Curtains, in pairs and by the yard, all grades and a fine assortment to select from. A tremendous stock of Gingham, Tickings, Prints, Sateens, Muslins and Sheetings. We are selling at our last quotations, regardless of the advance in all cotton goods in the last ten days. White and colored Bed Spreads at wholesale prices. Bed Comforters we have ten different grades.

In Blankets we take the lead. We have them at prices ranging from \$1.50 per pair up to \$20 per pair.

We can give you ladies', misses' and children's Cloaks, in great variety and the latest Eastern styles, at lower prices than it would cost you to buy the material alone. Receiving new goods daily, including ladies' and children's Underwear, ladies' and children's Hosiery, Corsets, Embroidery, Button Gloves, Laces, and many more articles too numerous to mention.

CLOTHING AND FURNISHING GOODS DEPARTMENT.

In this Department we made our bow before the public fourteen years ago, at a time when the storekeepers of Portland had it all their own way. We cut prices down to one-half to what other storekeepers then charged. This soon became known all over the State, and ours became the popular house, and by constantly watching the interests of our patrons we still maintain that position. We have dressed more men, boys and youths than all other clothing stores in Portland combined, and we are bound to lead. Our stock in this Department for the fall and winter season of 1885-6 is the largest in the city. No other clothing store can carry the stock that we do, for it would lay on their hands and become shop-worn. Our motto is, and always has been, to add the smallest percentage possible above New York cost, thus giving the purchaser an opportunity to buy new and desirable goods at the same prices that they would be paying elsewhere for shoddy and shop-worn, or we can even say moth-eaten, goods.

Our Men's, Boys' and Youths' Clothing is all made in New York under the supervision of our foreman. Every garment is examined before it is shipped here, and this accounts for our success. It has been suggested by the press that we should throw our establishment open for the free and general inspection of the public. We will therefore say that we think it unnecessary. While it may be the style in the Eastern States to make these showings, the public is well aware they are always welcome at our house, and we take pleasure in showing them our several departments. In conclusion, we extend a hearty invitation to all, whether they intend purchasing or come only to inspect our fall stock.

FARMERS AND MECHANICS' STORE, PORTLAND, OREGON.

D. COLE & CO.,

WHOLESALE AND RETAIL:

Dealers in Stoves, Tin, Copper, Graniteware,
Cutley, Woodenware & Dairy Supplies.

BED-ROCK FIGURES.

192 First and 193 Front Street,
PORTLAND, OREGON.

TACOMA IRON WORKS.

DAVID LISTER,

MANUFACTURER OF

Brass and Iron Castings, Engines, Boilers and
all kinds of Machinery.

REPAIRING PROMPTLY ATTENDED TO.

RED CROWN ROLLER MILLS

MANUFACTURE

Albany Patent, Snowflake Family, Rye,
Windsor Baker's, Buckwheat and
Graham Flours.

ISOM, LANNING & CO., Props.,

ALBANY, OREGON.

BECK & WALDMAN,

—DEALERS IN—

Gents', Youths', Boys' and Children's
Clothing, Furnishing Goods,
OF ALL KINDS.

147 First Street, opp. Gilman House,
PORTLAND, OREGON.

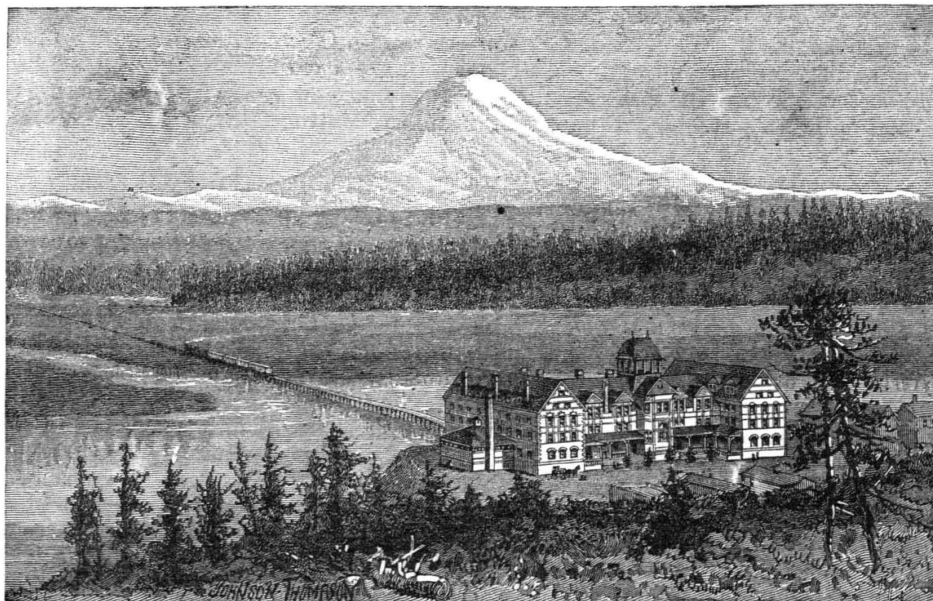
"THE TACOMA,"

A NEW AND DELIGHTFUL SUMMER RESORT,
OPEN ALL THE YEAR,

At the Terminus of the Northern Pacific Railroad, on Puget Sound.

Substantially built of brick and stone, furnished luxuriously, equipped with a hydraulic elevator, electric bells, gas and baths. Situated on a plateau, 100 feet above the Sound, commanding an unsurpassed view of Mount Tacoma, the Cascade Mountains and the Sound, it offers the most desirable stopping place on the Coast for the tourist, the business man, or the invalid. Its cuisine is of peculiar excellence. Its proximity to the best fishing and hunting grounds in the Territory, and the rare beauty of the rides and drives, make it a complete outfit for the attractions it offers. Co-operative guides and a complete outfit for making the ascent to the glaciers of Mount Tacoma are obtainable.

AT "THE TACOMA" ONLY.



SPECIAL, RATES FOR FAMILIES.

The ascent to a height of 11,000 feet can be made almost entirely on horseback. A large and convenient boat house has been built, and will be managed in connection with the hotel, securing to guests every convenience for Yachting, Hunting and Fishing. Private boats will be chartered for and sailors furnished on application. A Parlor Orchestra of rare merit has been engaged for the summer months, and morning concerts and nightly hops will be given during the entire season.

For Circulars and Terms, address

W. D. TYLER, Manager, TACOMA, W. T.

THE WEST SHORE.

GOING EAST
OR
GOING WEST
THE GREAT OVERLAND ROUTE
The Northern Pacific Railroad
IS YOUR LINE.

Pullman Palace Sleeping Cars, Magnificent Day Coaches,
and Emigrant Sleeping Cars

WITH BERTHS FREE OF CHARGE

FROM AND TO BRITISH COLUMBIA,

Washington and Oregon Points via St. Paul and Minneapolis.

The ONLY TRANSCONTINENTAL LINE RUNNING PALACE DINING CARS. Meals 75c.

Fastest Time ever made from the Coast over the NORTHERN PACIFIC RAILROAD.

LOW RATES! QUICK TIME!

See that your Tickets read *via St. Paul, Minneapolis or Duluth* to avoid changes and serious delays occasioned by other routes.

Full information in regard to the Northern Pacific lines can be obtained *free* by addressing

A. D. CHARLTON, General Western Passenger Agent,

W. F. CARSON, Traveling Passenger Agent.

No. 2 Wasington St., PORTLAND, OR.

TACOMA,
The Western Terminus of the Northern Pacific R. R.
The Head of Navigation on Puget Sound!

Shows a larger growth during the past year than any point in the Northwest, and offers the best inducement for investment.

LOCATION UNSURPASSED! CLIMATE DELIGHTFUL!!

The best point from which Wholesale Business Houses and

MANUFACTORIES

Can supply Inland and Sound trade. Special inducements offered for the location of MANUFACTORIES. Choice Property in all parts of the city for sale on easy terms, and at reasonable prices, by the

TACOMA LAND COMPANY.

For further information, apply to or address

ISAAC W. ANDERSON, General Manager, TACOMA, W. T.

THE WEST SHORE.

HOW TO PRESERVE A VOLUME OF THE WEST SHORE.



So many of our subscribers desire to preserve their copies of THE WEST SHORE, but find much difficulty in doing so, that we have provided COMMON SENSE BINDERS, adapted to the present size of the magazine, to hold a year's numbers, bound in full cloth, with "The West Shore" beautifully stamped in gold on the outside cover. Aiming to place these within the reach of every reader, we have decided to send them, postage free, to any address, upon the receipt of \$1.

Address

THE WEST SHORE, Portland, Or

1886.

Harper's Weekly.

ILLUSTRATED.

HARPER'S WEEKLY has now, for more than twenty years, maintained its position as the leading illustrated weekly newspaper in America. With a constant increase of literary and artistic resources, it is able to offer for the ensuing year attractions unequalled by any previous volume, embracing two capital illustrated serial stories, one by Mr. THOS. HARDY, among the foremost of living writers of fiction, and the other by Mr. WALTER BESANT, one of the most rapidly rising of English novelists; graphic illustrations of unusual interest to readers in all sections of the country; entertaining short stories, mostly illustrated, by the best writers, and important papers by high authorities on the chief topics of the day.

Every one who desires a trustworthy political guide, an entertaining and instructive family journal, entirely free from objectionable features in either letterpress or illustrations, should subscribe to HARPER'S WEEKLY.

HARPER'S PERIODICALS.

Per Year:

HARPER'S WEEKLY.....	\$4 00
HARPER'S MAGAZINE.....	4 00
HARPER'S BAZAR.....	4 00
HARPER'S YOUNG PEOPLE.....	2 00
HARPER'S FRANKLIN SQUARE LIBRARY, One Year (52 Numbers).....	10 00

Postage Free to all subscribers in the United States or Canada.

The Volumes of the WEEKLY begin with the first Number for January of each year. When no time is mentioned, it will be understood that the subscriber wishes to commence with the Number next after the receipt of order.

Bound Volumes of HARPER'S WEEKLY, for three years back, in neat cloth binding, will be sent by mail, postage paid, or by express, free of expense (provided the freight does not exceed one dollar per volume), for \$7 per volume.

Cloth Cases for each volume, suitable for binding, will be sent by mail, postpaid, on receipt of \$1 each.

Remittances should be made by Post-Office Money Order or Draft, to avoid chance of loss.

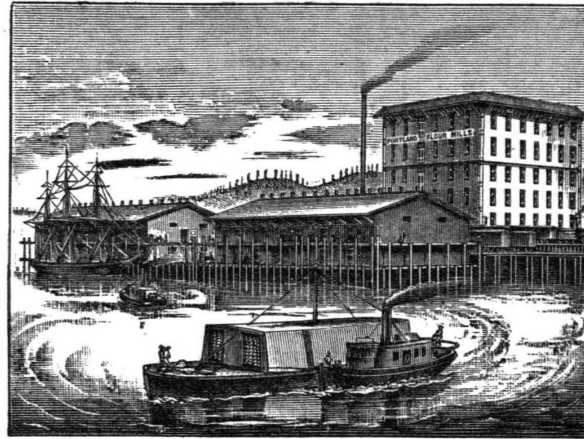
Newspapers are not to copy this advertisement without the express order of HARPER & BROTHERS.

Address HARPER & BROTHERS, New York.

THE "PORTLAND" PATENT ROLLER FLOUR

IS THE BEST, HEALTHIEST AND CHEAPEST.

EVERY SACK WARRANTED!



FOR SALE BY ALL DEALERS.

SIBSON, QUACKENBUSH & CO.,

Agents the Portland Flouring Mills Company, Portland, Oregon.

BOUND VOLUMES

-OF-

THE WEST SHORE

FOR 1883, 1884 AND 1885.

For the convenience of those who desire complete volumes of THE WEST SHORE, we have bound 1883 and 1884, and now that the December number is issued will bind 1885. Any one or all of these will be forwarded postpaid to any address upon the receipt of the following prices: In paper cover, \$2 per volume, \$3.50 for two volumes, \$5 for three volumes; handsomely bound in cloth and leather cover, only 1884 and 1885, \$3 per volume, \$5.50 for two volumes, \$7.75 for three volumes.

A volume of THE WEST SHORE will give more interesting information and more handsome engravings of the Pacific Northwest than can be procured in any other form for ten times the price.

Address

THE WEST SHORE, Portland, Or.

THE WEST SHORE.

Vol. XI.

Portland, Oregon, December, 1885.

No. 12.

ESTABLISHED 1875.

THE WEST SHORE.

An Illustrated Journal of General Information, devoted to the development of the Great West.

Subscription price, per annum.....\$2 00
To foreign countries, including postage.....2 25
Single copies.....25

Subscription can be forwarded by registered letter or postal order at our risk.
Postmasters and News Agents will receive subscriptions at above rates.

L. Samuel, Publisher, 122 Front St., cor. Washington, Portland, Or.

TABLE OF CONTENTS.

	Page		Page
Agriculture in British Columbia.....	382	Nanaimo, B. C.....	384, 393
Agriculture in Canada.....	370	New Brunswick, Province.....	373
Alberta District, Canada.....	380	New Westminster City, B. C.....	393
Assiniboia District, Canada.....	380	New Westminster District.....	385
Athabasca District, Canada.....	380	Nicola Valley, B. C.....	386
British Columbia, Province.....	381	Northwest Territories, Canada.....	380
Canadian Pacific Railway.....352, 353,	359	Nova Scotia, Province.....	374
Cariboo and Cassiar, B. C.....	391	Okanagan Valley, B. C.....	386
Chronology of Events.....	394	Ontario, Province.....	371
Climate of British Columbia.....	381	Ottawa, Ontario.....	371
Climate of Canada.....	367	Prince Edward Island, Province.....	374
Clyton, B. C.....	391	Quebec City and Province.....	372
Coal in British Columbia.....	384	Queen Charlotte Islands, B. C.....	391
Coal Harbor, B. C.....	393	Saskatchewan District, Canada.....	380
Dominion of Canada.....	362	Savona's Ferry, B. C.....	393
Editorial.....	351	Spallucheen Valley, B. C.....	386
Halifax, N. S.....	374	Spence's Bridge, B. C.....	393
Kamloops, B. C.....	394	St. John, N. B.....	374
Kingston, Ontario.....	372	Toronto, Ontario.....	371
Kootenay District, B. C.....	386	Upper Coast and Islands, B. C.....	391
Lillooet, B. C.....	391	Vancouver City, B. C.....	393
London, Ontario.....	372	Vancouver Island, B. C.....	385
Lumbering in British Columbia.....	384	Victoria, B. C.....	391
Lytton, B. C.....	374	Winnipeg, Manitoba.....	379
Manitoba, Province.....	374	Yale City, B. C.....	393
Mining in British Columbia.....	384	Yale District, B. C.....	386
Montreal, Canada.....	373		

THE standard of excellence of THE WEST SHORE is being continually raised. Additional artistic talent has been secured and publication facilities have been materially improved. The expense of producing the magazine has been doubled within a short period, but the publisher feels justified in this course by the increased favor with which it everywhere meets. The magazine for 1886 will be superior in merit and interest to any previous volume.

THE January number of THE WEST SHORE will be devoted mainly to the city of Portland, and will contain a large number of handsomely executed sketches of the city and its surroundings, valuable as well for their artistic merit as for the subjects they represent. The cemetery, city park, harbor, depots and car yards, docks, educational institutions, views of the city, streets, etc., etc., will all be represented, and will combined form a collection of Portland illustrations in marked contrast with anything heretofore published. A large supplement of the new High School, beautifully executed in three colors, will be a special feature.

THE present number of THE WEST SHORE completes the volume for 1885, and contains a full alphabetical index for the year. Complete volumes bound in stiff paper covers, or in cloth and leather, are now ready, also 1884 in paper or cloth, and 1883 in paper only. The price of these is \$2 for the paper binding and \$3 for cloth, with fifty cents reduction on each additional vol-

ume where two or more are ordered, viz.: Paper, \$3.50 for two and \$5 for three; cloth, \$5.50 for two. The bound volumes form a collection of pictures of this region which it would be impossible to procure in any other form, accompanied by appropriate and accurate descriptive matter.

OREGON's decennial census, taken midway between those of the United States, has been completed for 1885. The enumeration is made for each county by the Assessor, who does not adopt the systematic and thorough method of the national enumerators, and whose returns are necessarily inaccurate and incomplete. Nothing is more certain than that every county in the State has added largely to its population during the past five years, yet in some counties a decrease is reported, amounting in one instance to fifteen per cent. Assessors make the taking of the census incidental to the other duties of their office, hence they naturally omit many names from their lists. As compared with the national census, the returns are as follows: 1880, total population, 176,714; 1885, total, 204,051—males, 113,149; females, 83,902. To this must be added 4,420 Chinese in the city of Portland not included in the above. In 1880 the vote of Oregon was 40,816, which was a ratio of one in four and one-third. The vote of 1884 was 52,682, which, at the same ratio, indicates a population of 228,288. This is beyond question nearer the mark than the assessors came, and in the year which has elapsed additions have probably brought our population up to 235,000.

At the Granger Congress recently held in Boston a memorial to Congress was adopted, requesting that body to amend the patent laws so that innocent purchasers and users of articles which may happen to be infringements of the proprietary rights of some patentee be relieved of responsibility, and manufacturers and vendors alone be liable to suit for damages by the owner of the patent. This is a measure of relief to which the consumers of this country are entitled. Innocent purchasers should not be made to suffer for the acts of unscrupulous manufacturers, or be mulcted in damages to fill the pockets of a purchaser of some almost unknown patent right. A sufficient illustration of the injustice of this is the persecution a short time since of many of our farmers by the purchaser of a drive well patent. Men who had paid for a well and used it in good faith for several years were sued by the owner by purchase of an old patent and compelled to pay a heavy royalty. Such conduct is simply legal robbery, and it is the duty of Congress to render it impossible. With agricultural machinery appliances multiplying every year, it is manifestly unjust to lay upon our farmers the responsibility that should appertain alone to pirate manufacturers and dealers well aware of the nature of the articles they handle.

It may be economical, but hardly consistent, for the Government to buy its mail sacks in a foreign country because they can be had cheaper than the home product, in view of the fact that by high tariff laws it prevents the people individually from doing the same thing. If to buy home products at a high price is the proper caper for Tom, Dick and Harry severally, it ought to be so for the same gentlemen jointly—the Government.

WITH the compliments of T. H. Crawford, City Superintendent, we have received the neatly printed Twelfth Annual Report of the Public Schools of Portland. The work is from the press of Messrs. Swope & Taylor, and shows that it is unnecessary to send out of Portland to secure good pamphlet and book work. In view of this fact it is to be regretted that the report contains two cuts of the High School executed in the East—one of them fair and the other miserable—when better work of that kind is done in this city by parties whose taxes contribute to the publication of the report.

NEVADA long ago suffered from the prohibitory freight tariff of the Central Pacific, which was so high that the agricultural products of which the State is capable were debarred from market. There are thousands of acres of land in Nevada which will produce large yields of grain, hay and the finest quality of potatoes, but the want of a market has prevented farmers cultivating it to its full capacity, while the greater portion has not been brought under cultivation at all. Now that the rate to San Francisco has been reduced to four dollars per ton, the amount of farm products that will in a few years be shipped from Nevada will surprise those who have supposed that nothing could thrive in that State but sage brush and jack rabbits.

ASTONISHING statistics of the stock industry in the United States are presented by the Secretary of the National Cattle and Horse Growers' Association, which assembled in its second annual session in St. Louis on the 23d of November. It appears that the association has 1,552 members, of whom 888 were in attendance on the convention, and that it represents 45,000,000 cattle, 10,000,000 horses and a capital of \$2,000,000,000. This is the most powerful and wealthy organization of its kind in the world, and when rival associations are absorbed, as they no doubt soon will be, it will constitute an aggregation of capital and union of interests that will be able to exert a most powerful influence in what ever direction it may desire. Properly managed, such an association will be of great benefit to the pastoral industry of the United States; but there is always danger of such gigantic organizations developing into an equally monstrous evil.

A CALL has been issued by the common councils and boards of trade of The Dalles, Astoria, Goldendale, Vancouver, Walla Walla, Dayton and Waitsburg for a waterway convention, to assemble at The Dalles on the 2d of

December. Every locality interested in the opening of the Columbia is urged to send delegates, not to exceed twenty in number. No place has as great an interest in securing cheap transportation from the interior as has this city, notwithstanding by a stupid blunder the Board of Trade has succeeded in conveying the impression that the business men of this city were hostile to the movement for opening the river. No man of thought does not recognize the fact that the opening of the Columbia is of vital importance to the future growth of Portland, and the least we can do as a community is to send to The Dalles twenty able, earnest men, who will convince the people of other sections that the business men of Portland are with them in this matter.

TWO HUNDRED and eighty-two years ago Champlain entered the mouth of the St. Lawrence in his search for a waterway across America, of whose great breadth not the faintest conception was had at that time. He proceeded up the stream, confident that he had found a route to *la Chine* (China), until he encountered the great rapids where now stands the city of Montreal. Here his progress was stayed, and the obstruction his vessel encountered has ever since been known as "Lachine Rapids." Under the control of skillful pilots steamers descend the rapids (see page 398) from the river above, but the current is too strong to be stemmed on the return trip. A canal ten miles in length leads around them and is the artery of communication between the lower and upper river. Beautiful at all times, these rapids are especially grand during Winter's icy months, when snow and ice combine with the turbulent water to make a scene of unique and wonderful beauty.

TWO YEARS ago President Villard of the Northern Pacific made his triumphal journey across the continent with a swarm of invited guests from America and Europe, and amid the popping of champagne corks and the effervescence of stump orators the driving of the golden spike—which was never driven—was celebrated. A few weeks later the "blind pool" was flooded with light, Villard fell from his high estate, and his ostentatious display was ridiculed from one end of the land to the other. How different the scene in Eagle Pass on the 7th of November, when Vice-President Van Horne and a few officials drove the last plain iron spike of a railway 3,000 miles in length, one that had cost the people of Canada \$140,000,000! Happily for this country the Northern Pacific, whose completion was thus so extravagantly celebrated, has become one of the greatest railroads in the world, it is to be hoped that the great storm through which it passed will never be encountered by the road now so modestly completed.

COMMISSIONER SPARKS has administered the affairs of the Land Office in a manner contrasting favorably with that of his predecessors. In every act he has shown an earnest desire to preserve the rights of the Government, protect the public domain from the nefarious schemes of

land grabbers, and shield the *bona fide* settler. This is admitted, and though no more than his duty, is deserving of the highest praise. Recently, however, he has made a ruling that the clause of the land law which prohibits locators from selling or agreeing to sell their claims prior to making final proof applies as well to mortgages as to actual deeds of conveyance. Though possibly correct in theory, it works a great hardship in practice. The majority of pre-emptors are poor men who are, perhaps, compelled to spend all their ready money in locating and making the requisite improvements. When the limit of time allowed for proving up approaches many of them find themselves without the purchase money, which they can only secure by mortgaging the claim itself. If they are not permitted to do this their time, labor and money expended for a period of thirty-three months are lost. It is to be hoped that when the Commissioner is made to realize the full effect of his ruling he will so modify it as to permit the mortgaging of claims for purchase money, as such action would be in the interest of actual settlers as distinguished from those of speculators.

THE "Interior World" is the title of a short romance from the pen of Washington L. Tower, of Oakland, Or. It is the vehicle by means of which the author seeks to convey a new theory of gravitation, which is specially explained in an appendix. He holds that attraction is both positive and negative, and that the dual action of this force has made the globe a hollow sphere with openings at both poles, and that the open polar sea is a means of communication between the exterior and interior worlds. The theory of an interior world approachable by way of the poles is by no means a new one. "Symmes' Hole" has had many warm supporters since first declared to exist by the brilliant Captain Symmes, and even such great scientists as Sir Humphrey Davy have admitted the possibility of such a condition of the globe. The romance falls far short of Bulwer's "Coming Race" as a literary production, and does not exhibit the fertility of imagination nor command of scientific data of Jules Verne in his "Trip to the Centre of the Earth," yet it serves to illustrate the author's theory, and this was, no doubt, all he attempted to accomplish. The open polar sea has never been accounted for by scientists on the basis of our present theory of the earth's formation, and a hollow globe seems to be the only method of explaining it. Published by Milton H. Tower, Oakland, Or. Cloth bound, \$1.25.

WHEN under the pressure of the great Civil War the United States undertook to become financially responsible for the construction of the Union and Central Pacific railroads, as a means of firmly welding together the East and West, it was looked upon as an undertaking of unprecedented magnitude, a venture which nothing but the patent absolute necessity of such a means of communication between the States on the Atlantic and Pacific coasts could warrant. It was a political rather than a commercial measure, advocated by the statesman

rather than the trader. If such an undertaking were a giant one for forty millions of people, with the country through which it would pass already partially developed, with the terminus in a mineral region producing millions of dollars annually, and reaching on a magnificent harbor a city of over 200,000 people, what must be thought of the task the three millions of people of Canada imposed upon themselves, a few years later, to build three thousand miles of railway through an uninhabited wilderness of forest, across bleak and unsettled plains and through four great ranges of mountains which presented engineering difficulties such as had never before been encountered? Such was the task the Dominion of Canada attempted fifteen years ago and has now successfully accomplished. It was a long struggle, carried bravely on through seasons of prosperity and financial depression, and notwithstanding predictions of failure freely made on every hand, is now brought to a triumphant completion five years in advance of the allotted time. It was a grand achievement, and will rank in history among the greatest of modern times.

STEAMBOAT disasters on Puget Sound are apparently averted only by Providential interference, certainly not by the carefulness of the inspectors in regard to either the vessels or masters to whom they issue certificates and permits. Puget Sound is an inland sea, placid as a mirror in summer, and in many places so sheltered that even the strongest winds in winter have but little effect upon it; but in other localities where the stretch of open water is greater, notably opposite the Straits of Fuca, the wind at times raises a considerable sea. Notwithstanding this the Inspector of Hulls, following of course the custom of his predecessors in office, grants certificates to small, frail, shaky steamers, such as are fit only for river navigation. It often occurs that these craft are compelled to lie in port, because the master deems it unsafe to venture out; but there is no one, save the master, to determine this question, and when cupidity is arrayed against discretion, it is very apt to prevail. This, however, is not the greatest evil. Permits are issued to unfit persons. In one instance in particular, a first-class master's certificate is held by an individual whose notoriously intemperate habits render him totally unfit to have in his charge the lives and property of others. This person is master of a steamer on which many people and thousands of dollars of property are carried daily, and is frequently in a state of intoxication which renders him incompetent to handle his vessel. It can not be argued that the public need not travel on unsafe steamers, or entrust their lives to drunken captains; for the traveling public has no means of knowing these things in advance. It is compelled to assume that steamers and masters, licensed by Government officials, are safe vessels and proper persons. If officials can not or dare not fearlessly and justly discharge the duties of their office, they should resign or be removed. Otherwise they will some day be compelled to explain away their responsibility for some heartrending disaster.

EASTERN OREGON has often, and not always without cause, complained that its lack of sufficient representation in the Legislature has prevented it from securing its proper share of local legislation, especially when appropriations were involved. In view of this it is specially gratifying that the bill appropriating \$15,000 for a road to the Pine Creek mines passed both houses and received the Governor's signature. The growth of one portion of the State is the growth of all, and should be so considered by our legislators. Especially should those who represent Portland pursue the wise policy of extending State aid impartially to all sections and for the encouragement of all industries. Portland should foster the development and seek the good will of every section, no matter how remote, and in doing so will be laying broad and deep the foundation of her future prosperity.

CONGRATULATIONS are now in order for the citizens of Portland. The Water bill which passed at the special session of the Legislature has killed the Morey scheme as well as placed the city on the highway to securing a system of its own. The bill creates a board of fifteen citizens, none of whom shall pay less than \$25 city tax, who shall have the power to bond the city in any sum not in excess of \$700,000, at five per cent. for thirty years, for the construction or purchase of water works. The discretionary powers of this committee are large, but as the gentlemen composing it are among our most trusted citizens and heaviest taxpayers, it is assumed that both their honor and personal interest will cause them to make the debt of the city as light as possible. For the defeat of the Morey scheme and the arousal of the people to the necessity of taking decisive action on the question, a large share of credit is due to the more public-spirited portion of the city press.

FORT BENTON wants a railroad in addition to its outlet by the Missouri River. At a recent public meeting the enterprising citizens assured an agent of the Canadian Pacific that a bonus of \$100,000 would be given to that company if it would construct a branch line to Benton. A line from the Northern Pacific at Billings or Livingston has been promised the people of Benton until they have become impatient, and they now propose to look to the northward for relief. The Northern Pacific is now surveying a route from Garrison to Butte, to repair the mistake it committed in not building to that great mining centre two years ago; and it is to be hoped that it will not commit the more serious blunder of allowing the great Canadian railway to invade its legitimate field and tap the region tributary to Fort Benton. The region of the Upper Missouri, Judith, Marias and Sun rivers, of which Fort Benton is the commercial point, contains the largest cattle and sheep interests in the Territory of Montana, as well as the largest areas of agricultural land, and the Northern Pacific should give it shipping facilities as rapidly as possible.

WHATEVER doubts may have existed in the past as to

the intention of the Northern Pacific to speedily finish the Cascades Branch seem now to be removed. The spectacle presented of the O. R. & N. Co. and Northern Pacific surveying rival lines into the Palouse country is of itself a sufficient evidence that the long-talked-of lease will not be made. With the O. R. & N. Co. extending its lines further into the wheat region, while its stock is being quoted above par, and with the Northern Pacific surveying lines into the same region, the recent order to let contracts for tunnels and track on the uncompleted portion of the Cascades Branch must be considered a genuine one. The company seems to be in earnest in its endeavor to handle the wheat of the Inland Empire, and the only way it can do this practically is to build a direct line to Puget Sound. It seems to have been aroused to an appreciation of the fact that it has not placed itself in a position to profit by one of the greatest industries carried on along its line, and to have determined to remedy the evil as speedily as possible. The construction estimate for the uncompleted gap of seventy-five and one-half miles is as follows: Twenty miles on the west side, \$530,700; forty miles on the east side, \$900,000; fifteen and one-half miles in the mountains, including a tunnel one and nine-tenths miles long, \$2,441,200; snow sheds (if required), \$200,000; total, \$4,071,900. To construct the tunnel will take about two and one-half years, but it is proposed to lay a temporary track over the summit at an expense of less than \$300,000, by means of which the line may be placed in operation in about a year. When this is done a branch will no doubt be constructed from Ainsworth to Walla Walla, another south from Cheney or Spokane Falls, another into the Big Bend from some convenient point on the road. These, with a line of steamers which will probably soon be placed on Snake River, will give the company access to the greater portion of the wheat producing area. With such a bright prospect opening out, the output of that region, which this year is double that of last, will naturally increase annually at a more rapid rate than would be the case under the present condition of transportation. From what port grain will be shipped on Puget Sound is now only a matter of conjecture. It may be Seattle, and it may be Tacoma, but probably both. They will doubtless be left to work out their own salvation, and the history of those two cities in the past is the best index to their probable course in the future. The fact that wheat will be carried to Puget Sound does not mean that Portland will handle less of it than she now does. It simply means largely increased production, of which increase this city will receive her share.

ON the 18th of next January Messrs. J. P. Davies & Co., of Victoria, B. C., will sell at public auction lots in the town of Vancouver, the Coal Harbor terminus of the Canadian Pacific Railway. These lots are owned by the Provincial Government, and are thus placed early on the market so that investors may secure them at reasonable rates before the era of speculative prices which invariably comes to new towns.

THE WEST SHORE



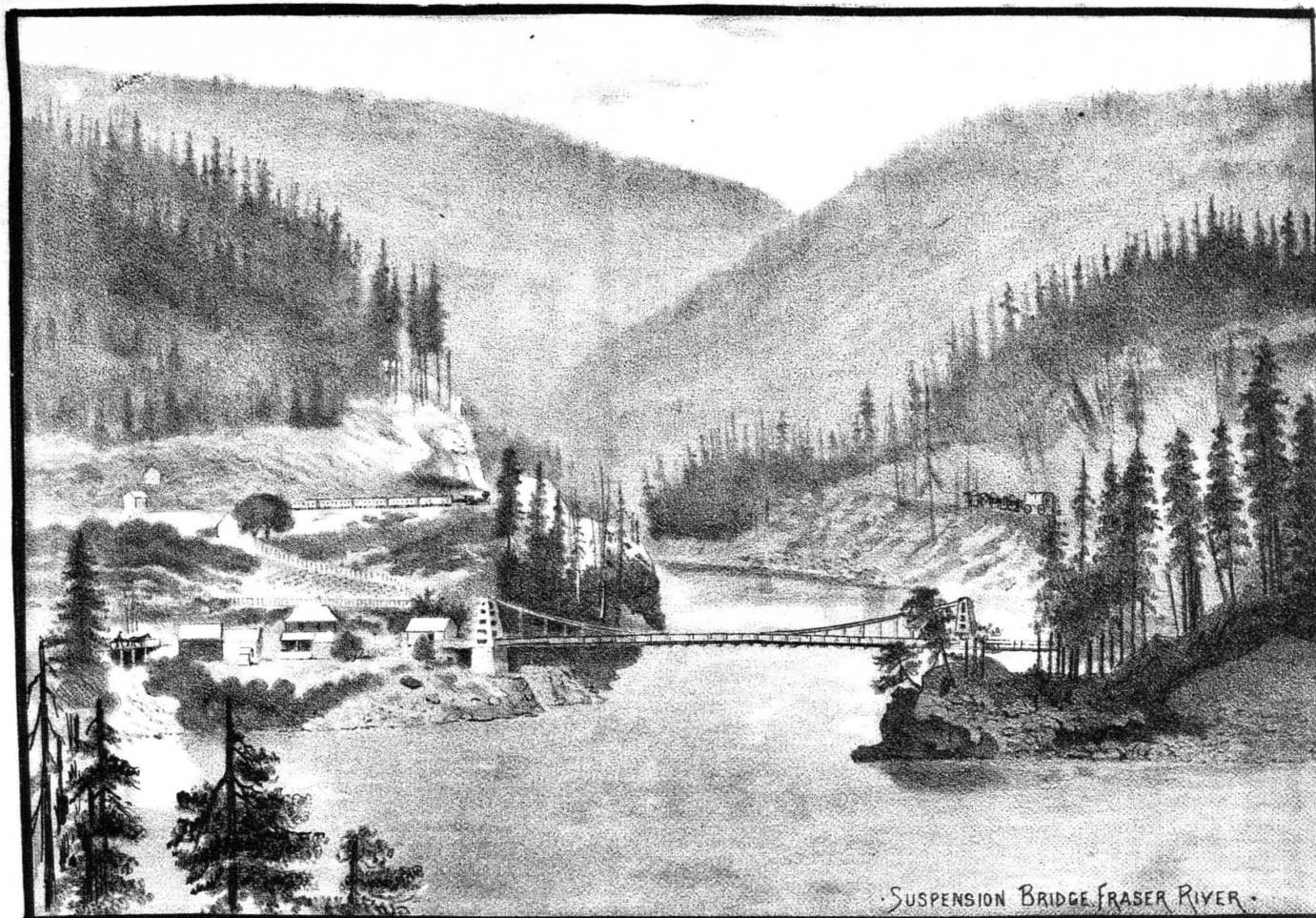
BRITISH COLUMBIA—PRODUCT OF THE PLOW, NET AND RIFLE.

THE WEST SHORE.

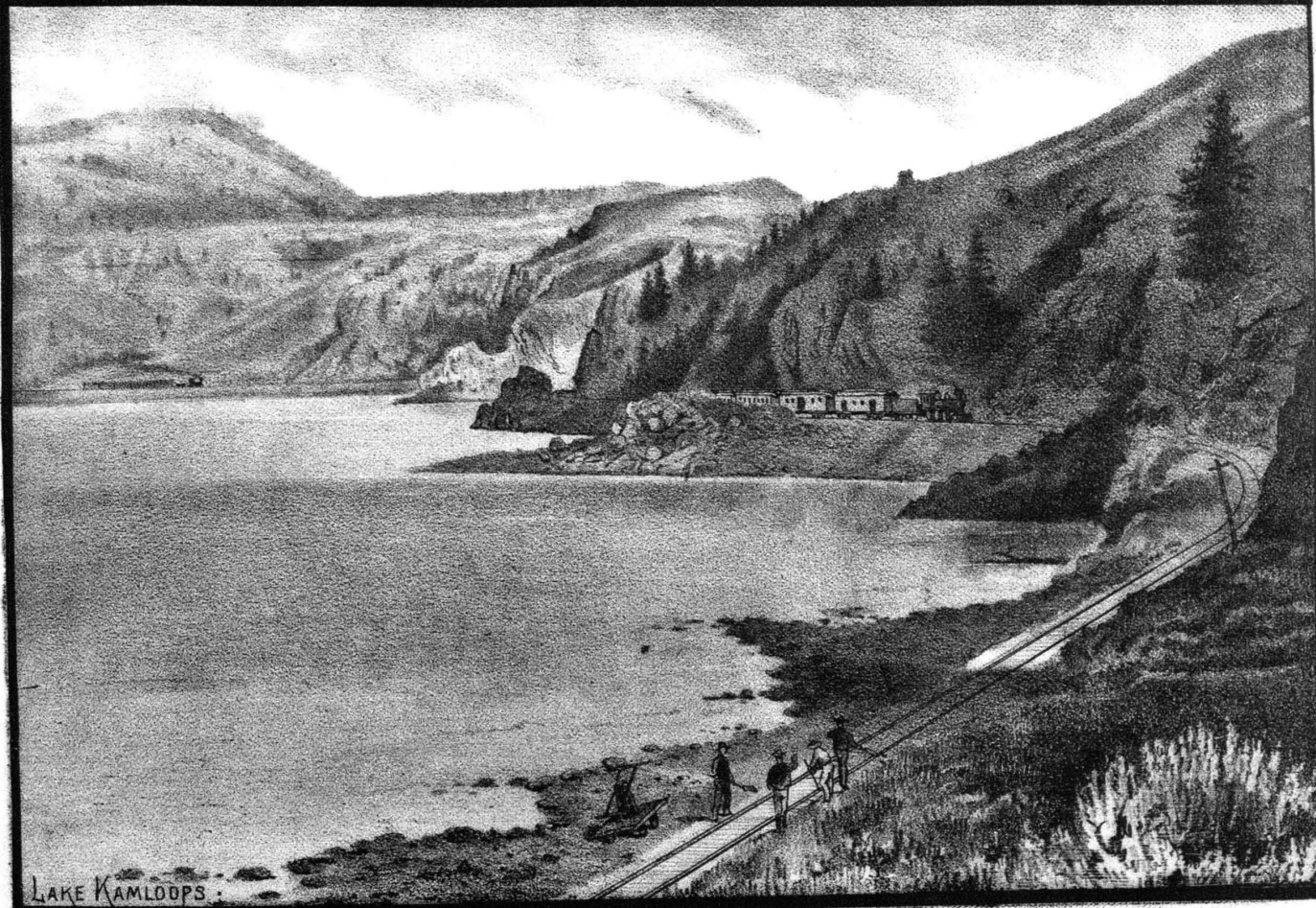


:- LUMBERING IN BRITISH COLUMBIA :-

THE WEST SHORE.

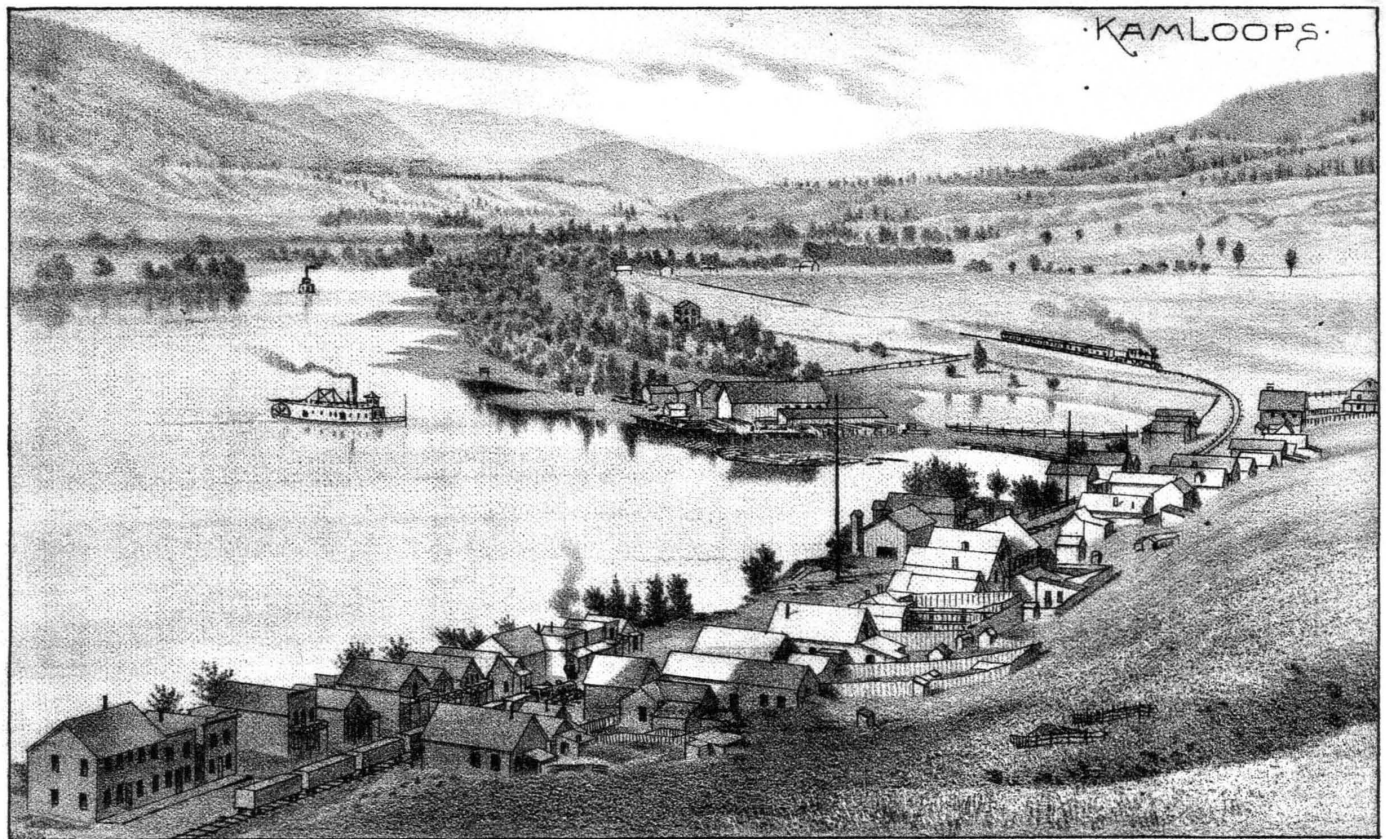


SUSPENSION BRIDGE FRASER RIVER.



LAKE KAMLOOPS.

THE WEST SHORE.



LOOKING DOWN THOMPSON RIVER.



CANADIAN PACIFIC RAILWAY.

THE CANADIAN PACIFIC RAILWAY.

AS in the case of the first transcontinental road in the United States, this railway was deemed necessary as a political measure, the Government expecting the burden of its construction and operation to be a heavy one for a number of years, until such time as the development of the country through which it passed and the amount of foreign traffic it could secure would make it a paying venture commercially. When Canada confederated, in 1867, the Dominion consisted of disconnected provinces, extending from Lake Superior to the Gulf of St. Lawrence. The necessity for a closer bond of union was urgent, and for this reason the Inter-Colonial railway was built from Quebec eastward to the ocean at St. John and Halifax. This, with its branches and the older lines of the Grand Trunk, and others in Quebec and Ontario, knitted the Dominion together in a close union and added great strength to the government. In 1870 Manitoba was admitted to the federation, and the year following British Columbia, lying on the Pacific Coast, and separated from the remainder of the Dominion by the Rocky Mountains and a thousand miles of wilderness, joined the union. The condition of affairs which had rendered it necessary for the construction of the Inter-Colonial road was now greatly intensified. It was patent that British Columbia could never be a useful member of the federation, nor could it derive any advantage from its connection therewith, until some means of rapid communication and commercial interchange were provided. In fact, one of the inducements for the admission of that province was the construction of such a transportation route. Such an undertaking was too gigantic for private enterprise, since the country through which the line would pass must be gradually developed under the influence of the railway before it could furnish local traffic for its support. Private capital could not afford an investment requiring so long a time to render it productive. It was a great public necessity which only the Government could accomplish, and with this idea the Dominion began its construction. In 1871 surveying parties were sent out to explore the comparatively unknown region through which, if possible, it should pass, and report upon the most favorable route. Over \$3,500,000 were expended upon these preliminary surveys. The location of the road east of the Rocky Mountains being much the less difficult, the work of construction was commenced on the Eastern Section in 1874, and 264 miles completed and in operation in 1880; but from the Rocky Mountains to the Pacific Coast no less than eleven lines, aggregating upwards of 10,000 miles, were surveyed before determining the best terminal point and route thereto. Port Moody, at the head of Burrard Inlet, was finally selected as the mainland terminus, and Kicking Horse Pass as the route across the Rocky Mountains. Recently, however, Vancouver, a new town to be built on Coal Harbor, near the entrance to Burrard Inlet, has been chosen in place of Port Moody, and there the great terminal works of the company will be located.

In 1880 a contract and agreement was made between

the Dominion and an incorporated company, known as the "Syndicate," for the construction, operation and ownership of the Canadian Pacific Railway. By the terms of this agreement, that portion of the railway to be constructed was divided into three sections; the first, extending from Callander Station, near the east end of Lake Nipissing, to a junction with the Lake Superior section then being built by the Government, was called the Eastern Section; the second, extending from Selkirk, on the Red River, to Kamloops, at the Forks of the Thompson River, was called the Central Section, and the third, extending from Kamloops to Port Moody, at Burrard Inlet, the Western Section. The company agreed to lay out, construct and equip, in running order, the Eastern and Central Sections by the 1st day of May, 1891. The company also agreed to pay the Government the cost, according to existing contract, for the 100 miles of road then in course of construction from the city of Winnipeg westward. The Government agreed to complete that portion of the Western Section between Kamloops and Yale by June 30, 1885, and also between Yale and Port Moody on or before the 1st day of May, 1891, and the Lake Superior Section according to contract. Pending the completion of the Eastern and Central Sections, the possession and right to work and run the several portions of the railway already constructed, or as the same should be completed, was given by the Government to the company. Upon the completion of the Eastern and Central Sections the Government agreed to convey to the company (exclusive of shipment) those portions of the railway constructed, or to be constructed, by the Government, and upon completion of the remainder, to convey the same to the company, and the Canadian Pacific Railway thereafter become the absolute property of the company, which agreed to forever efficiently maintain, work and run the same. The Government further agreed to grant the company a subsidy in money of \$25,000,000, and in land of 25,000,000 acres. The Government also granted to the company the lands required for the road-bed of the railway, and for its stations, station grounds, workshops, dock ground, and water frontage, buildings, yards, etc., and other appurtenances required for its convenient and effectual construction and operation, and agreed to admit, free of duty, all material to be used in the original construction of the railway, including bridges, and of a telegraph line in connection therewith.

The company has the right to construct branch lines from any point within the territory of the Dominion. It was further agreed by the Dominion Parliament that for the period of twenty years no railway should be constructed south of the Canadian Pacific Railway, except such line as shall run southwest or to the westward of southwest, nor to within fifteen miles of latitude 49 degrees, and that all stations and station grounds, workshops, buildings, yards and other property, rolling stock and appurtenances required and used for the construction and working thereof, and the capital stock of the company should be forever free from taxation by the Dominion, or by any province thereafter to be established, or

by any municipal corporation therein, and the lands of the company in the Northwest territories, until either sold or occupied, should also be free from such taxation for twenty years after the grant thereof from the crown.

Soon after the consummation of the agreement Mr. A. Onderdonk, an experienced railroad builder, became the managing contractor for the construction of that portion of the Western Division extending from Port Moody to Savona's Ferry, a distance of 212 miles. It presented greater difficulties than have ever been overcome in railway building. The Union and Central Pacific and other lines have gone over the mountains by gradual ascents, but no such way of climbing the Cascades was possible, and the wonderful undertaking of running through them, parallel with the great canyon of the Fraser, had been determined upon. For fifty-four miles, from Yale to Lytton, the river has cut through this lofty range thousands of feet below the summits. Mountain spurs of granite rock, with perpendicular faces hundreds of feet in height project at short intervals along the entire passage. Between them are deep lateral gorges, canyons and plunging cataracts. On this stretch of tunnels, rock work and bridges (see pages 364 and 365) the greater portion of Mr. Onderdonk's construction army of 7,000 men were engaged for five years. The loud roar of enormous discharges of giant powder reverberated constantly among the mountains. Many tunnels were bored, one 1,600 feet in length, and millions of tons of rock blasted and rolled with the noise of an avalanche into the rushing, boiling Fraser; workmen were suspended by ropes hundreds of feet down the perpendicular sides of the mountains to blast a foothold; supplies were packed in upon the backs of mules and horses over trails where the Indians were accustomed to use ladders, and building materials were landed upon the opposite bank of the river at an enormous expense and crossed in Indian canoes. It is estimated that portions of this work have cost \$300,000 to the mile, and that the whole cost an average of \$100,000 per mile. This account would neither be complete nor just were it to omit to give a large measure of credit to the Chief Engineer and General Superintendent, Mr. Edward G. Tilton, C. E., to whose energy and experience the successful completion of the enterprise was largely due. It was this gentleman who organized the working forces on this great undertaking, and who so ably superintended their operations during the first three years of construction, those being the years in which was accomplished the formidable work of building the road through the terrible canyons of the Fraser and Thompson rivers. Mr. Tilton is well known along the Pacific Coast, as he has been identified with many of our prominent public works; the N. P. R. R. and the Oregon City Locks being among the number. For several years also he was Chief Engineer of the Cuzco Railway, one of the great enterprises carried out in Peru by Henry Meiggs. After having completed the difficult sections of the Canadian Pacific in British Columbia, Mr. Tilton retired from the services of the contractors and took up his residence in Victoria. One of the greatest feats accom-

plished on this section was the construction of the cantilever bridge across the Fraser below the town of Lytton. (See page 363.) Besides the one across Niagara River, this is the only cantilever in America. The total length of the bridge is 530 feet, the central span being 315 feet long. The ends of the span rest upon piers of solid masonry, ninety-six feet high, and containing 6,480 cubic yards of stone. The superstructure contains 1,200,000 pounds, or 6,000 tons of cast steel and iron. The total cost was \$230,000. Though the bridge is not so long as the one at Niagara, the difficulty attending its erection was much greater, owing to the fact that the site could be approached from one end only. One-half the material was sent across the river on a steel cable $1\frac{1}{4}$ inches in diameter, several pieces thus transferred weighing over $5\frac{1}{2}$ tons each. In this respect the bridge stands without a parallel in the world.

At the beginning of the present year there remained only 239 miles uncompleted, consisting of that portion lying between Savona's Ferry, near Lake Kamloops and the end of the track in the Rocky Mountains. This embraced the extremely heavy work in the Gold and Selkirk ranges, where the line had been located with greater difficulty than at any other point. The pass through the Gold Mountains was discovered in 1865, by Walter Moberly, who had been sent out by the Provincial Government to search for a wagon route. He had almost despaired of success, when he one day noticed an eagle flying up one of the narrow and unpromising valleys near Lake Shuswap, and following the direction taken by the bird he discovered the only pass leading through what is otherwise an unknown wall of mountains. This he appropriately named "Eagle Pass." His effort to find a route through the steep and rugged Selkirks was unsuccessful. The Indians asserted that no pass existed, and that was the general belief in 1881, when A. B. Rogers, engineer of that division, undertook the task of finding one. It took him two years of hardship, privation and labor to earn the success that finally rewarded his efforts. He found a practicable route by the Ille-Cille-Waet on the west and Beaver and Bear creeks on the east, the only one in the range, and this is the one through which the road has just been constructed and which bears the name of the indefatigable explorer. In constructing the road in this region the Columbia River was made a base of operations as well as the two approaching ends of the track. Supplies for this purpose were brought by steamer up the Columbia, thus greatly facilitating the work of construction. The tracks were finally joined in Eagle Pass on the 7th of November, and the great railway which had cost the enormous sum of \$140,000,000 was an accomplished fact.

The scenes attending the driving of the last spike were in marked contrast with the great display and parade made by President Villard when the Northern Pacific was completed two years ago. There were in attendance W. C. Van Horn, Vice-President and General Manager, and a select party, chiefly officials of the constructing and operating departments. Nearly every one

present felt a direct personal interest in the event, having contributed by hand or brain to aid its construction. When everything had been prepared a common iron spike was set in place and the tie held firmly by Major A. B. Rogers, the veteran engineer. Hon. Donald A. Smith, Manager of the Hudson's Bay Company, and an influential director of the road, then quietly drove the spike home with a sledge. Three hearty cheers were given for the Canadian Pacific Railway, the spot was christened with the pretty name of "Craiglea," and the modest ceremonies were ended.

Through trains will not be run until spring, when the entire road will be open for traffic. When this is done there will be a new factor introduced into the transportation problem that will make a marked change in the present condition of affairs. Distances compare with the Central Pacific as follows:

	Miles.
Coal Harbor to Montreal	2,862
Coal Harbor to New York, via Montreal	3,241
Coal Harbor to Boston, via Montreal	3,197
Coal Harbor to Liverpool, via Montreal	6,075
San Francisco to New York	3,390
San Francisco to Boston	3,448
San Francisco to Liverpool, via New York	6,830
Yokohama, Japan, to Liverpool, via Central Pac.	12,038
Yokohama, Japan, to Liverpool, via Canadian Pac.	10,963

It will thus be seen that from China and Japan this route to Liverpool is more than 1,000 miles shorter than the one by the Central Pacific; and with the line of ocean steamers that will be put on as soon as the road is ready for it, it requires no prophet to see that all the Canadian and English goods and mails which cross the continent will do so by the Canadian Pacific; and it remains to be seen, also, if the same will not be true of the New York and Boston importations from Asia.

One of the most important features of a railway, so far, at least, as tourists and those who seek to combine pleasure with business are concerned, is the scenery along the route. In this respect the Canadian Pacific is unrivalled by its predecessors. A brief description of the main features of the line from Victoria to Montreal will give an idea, though an imperfect one, of the pleasure in store for him who selects the Canadian Pacific for a trip across the continent.

Whether one elects to strike the railway at the Coal Harbor terminus on Burrard Inlet, or Port Hammond on Fraser River, he pursues the same route from Victoria. As he sails out of the beautiful harbor an entrancing panorama of sea, island and mountain is spread out before him. Across the Straits of Fucu to the south rise the snow-capped Olympian peaks; to the eastward are the white Mt. Baker and the green-coated Cascades, while scores of picturesque islands, covered with perpetual verdure, fill the placid waters that separate Puget Sound from the Gulf of Georgia. Threading this maze of islands down the Canal de Haro, the steamer crosses for a short distance the Gulf of Georgia and enters the mouth of Fraser River, white-flecked with the darting sails of the salmon fleet, and, passing the prettily located

city of New Westminster, stops at the little station of Port Hammond; or, passing by the mouth of Fraser River, enters Burrard Inlet, a few miles above, and casts anchor at the railway terminus.

From Burrard Inlet to Yale the road passes through meadows and low hills, skirting the great river and offering many landscapes of quiet beauty, each of them possessing the same graceful background of mountains; but at this point it enters the grand canyon of the river, where that mighty stream has cut its way through the heart of the Cascades. Yale itself is so shut in by lofty peaks that it seems impossible that a railway train could get either in or out. For nearly sixty miles above Yale the road follows up the great gorge, running almost due north, the track the greater portion of the distance resting on a narrow shelving blasted from the perpendicular walls of rock. Above rise the mountain peaks, while far below rushes the great river, its waters, confined to their narrow channel by walls of solid rock, surging madly in their efforts for freedom. For miles the train hugs these precipitous walls, dashes through long, dark tunnels, whirls across gulches and streams over high trestles and bridges, and at one place hangs suspended above the great torrent itself on the cantilever bridge. (See pages 363, 364 and 365.) From this point the view is most awe-inspiring. Above and below is spread out a full view of the canyon and the river whose waters surge beneath the train many feet below the level of the bridge. For the whole distance the famous stage road from Yale to Cariboo runs parallel with the track. Fifteen miles above Yale it crosses the river on a suspension bridge. (See page 357.) This bridge is 110 feet above low water mark, and yet the river rose so high in 1881 that it was only with the greatest exertion the bridge was saved from destruction by driftwood. This fact gives some idea of the power of the waters surging through the Fraser gorge. The great Cariboo road is 400 miles long, and was built in 1862 at an expense of \$2,500,000 by the British Columbia Government, and was a most gigantic work for such a young and undeveloped province to undertake. The road and railway there face each other on opposite sides of the stream, until the latter also crosses to the east side on the cantilever bridge. Six miles further is the town of Lytton, where the North Thompson joins the river. The track then follows up the canyon of Thompson River (see page 358), through a region of almost equal picturesque grandeur, where tunnels, bridges, trestles and rocky shelves on the sides of precipices follow each other in rapid succession. After passing through the town of Spence's Bridge, where the wagon road crosses to the opposite side of the Thompson, the line continues north till opposite the mouth of Bonaparte River, where it turns sharply to the east in following the river bank, and soon reaches the foot of Lake Kamloops, opposite Savona's Ferry, 213 miles from Burrard Inlet, and terminus of an important stage route to the Cariboo mines, 350 miles to the north.

The track from Savona winds along the south bank of Lake Kamloops (see pages 357-8) and Thompson

River till it reaches the bustling town of Kamloops, opposite the junction of the North and South Thompson, and then still continues eastward along the latter stream until it strikes first one and then the other of the Shuswap lakes. The region from Savona to Shuswap is the great interior plateau lying between the Cascades and Gold mountains. Low hills and broad benches, covered with bunch grass, sage brush and the prickly pear, greet the eye, with mountain ranges faintly outlined in the distance. From Shuswap Lake it follows the narrow Eagle Pass through the Gold Mountains, passes the scene of the driving of the last spike at Craiglea, crosses the Columbia at the construction town of Farwell, and penetrates the Selkirk Range by the difficult Rogers' Pass. These two mountain ranges are covered densely with giant timber and underbrush, their high rocky peaks covered with snow, and present a strong contrast with the plateau to the west and even the Fraser canyon. Again crossing the Columbia the track penetrates the Rocky Mountains through the rugged Kicking Horse Pass. (See page 375.) The summit of the pass is reached at an altitude of about 5,000 feet. The Rocky Mountains are widely different in their characteristics from the two parallel ranges lying to the west. Great masses of distinctly stratified rock stand out in bold relief in varied forms, with outlines suggesting the work of the architect. The descent on the eastern slope is made by the valley of Bow River till near the base it reaches the town of Calgary, the end of a division, business centre for a wide range of country and capital of the District of Alberta. From Calgary to Winnipeg, a distance of 800 miles, the railway runs across an open country of rolling hills and valleys covered with bunch grass and sage, where thousands of cattle are grazing, where the work of settlement is rapidly progressing, and where a few years hence will be found the great grain fields of Canada. At Winnipeg (see page 378), at the junction of the Assiniboine with the Red River of the North, the railway connects with the great system of the United States by lines running southeastward to Minneapolis and St. Paul.

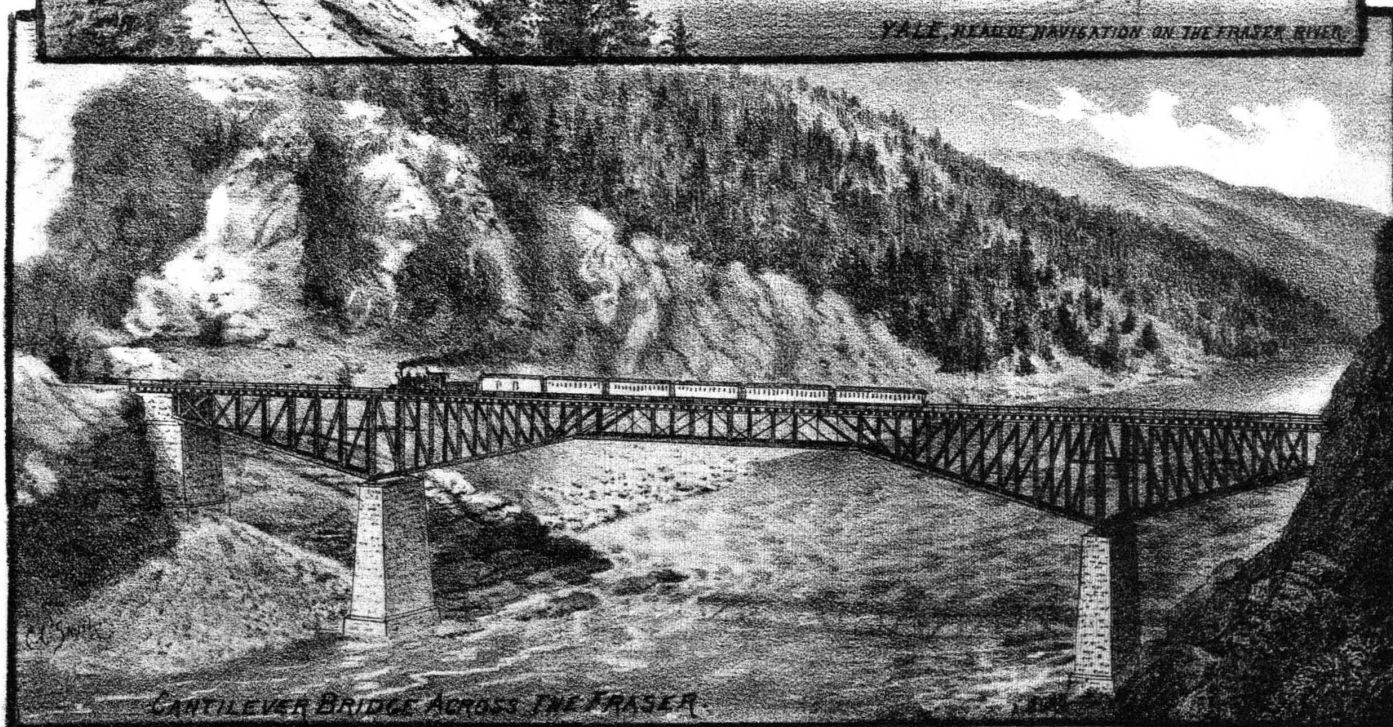
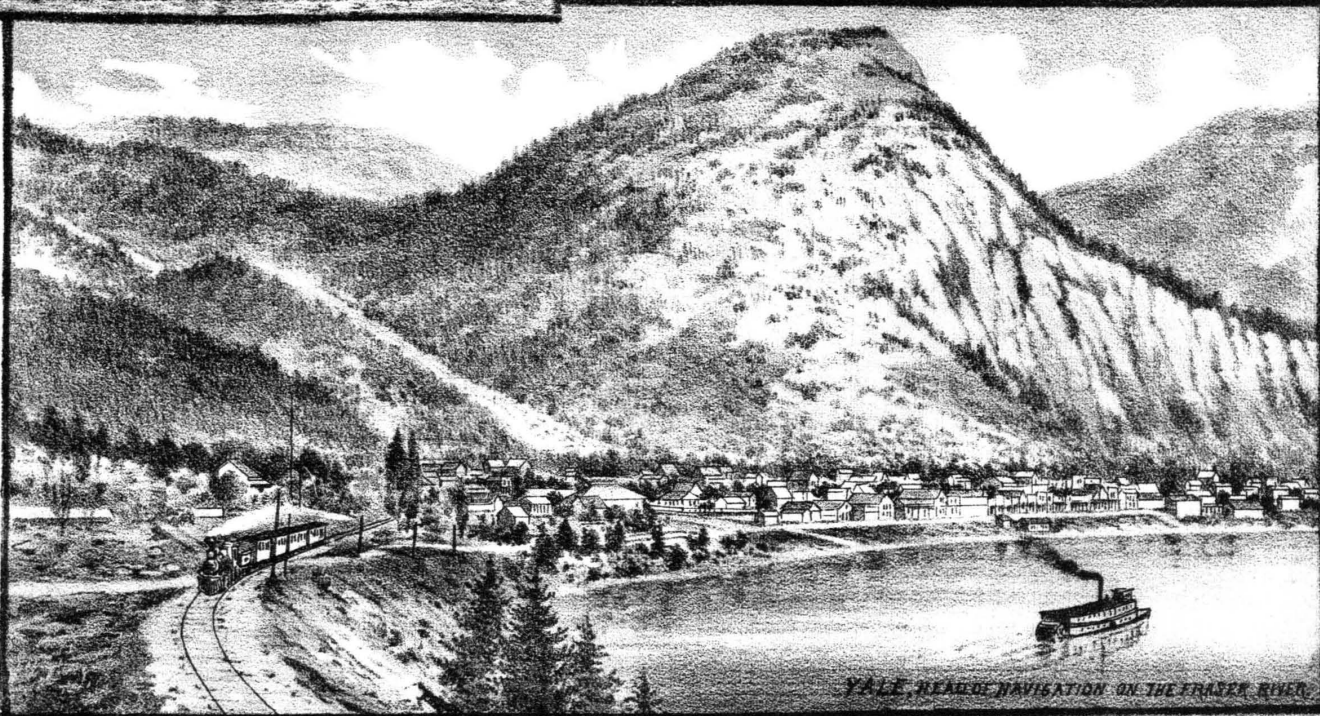
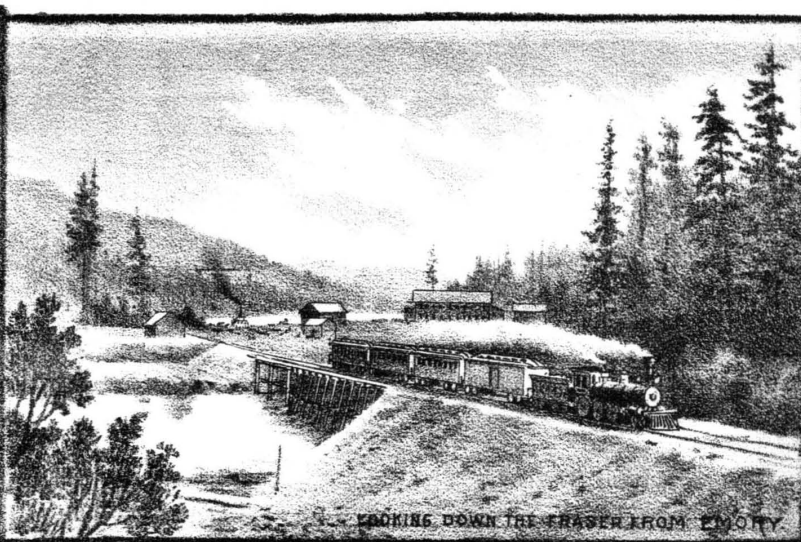
Eastward from Winnipeg the line passes through a delightful region of lakes and streams, presenting many scenes of entrancing beauty, skirts the head of the historic Lake of the Woods, and reaches the shore of Lake Superior at Port Arthur on Thunder Bay. Here the tourist can take steamer across the famous lake and join the railway again at Algoma, or he may continue on the cars along the northern shore, through all those scenes of beauty for which that great sea of fresh water is famous. Again leaving the lake the railway plunges into the wilderness of dense forest that separates this region from the more settled portion of Ontario, passing the blue waters of Lake Nipissing. When, at last, the limits of civilization are again reached, a succession of cities, towns and villages leads it to Ottawa, capital of the Dominion, and the beautiful Ottawa River. From there it crosses the upper end of the Province of Quebec to the city of Montreal, on the St. Lawrence, the great commercial centre of Canada.

THE DOMINION OF CANADA.

THERE are few people in the United States or England who realize the magnitude of the Dominion of Canada. Our ideas of that country were formed many years ago, when it was composed of the two provinces of Canada West and Canada East, having a comparatively small population and possessing but little importance as a political body. They were then closely dependent colonies of the British Crown. Now Canada is a strong and wealthy nation, possessing an area of 3,500,000 square miles, nearly equaling the combined area of all of the States and Territories of the United States, including Alaska. It extends from the Atlantic to the Pacific, and from the northern boundary of the United States to the icy waters of the Arctic Ocean. Within this area is a Caucasian population of 5,000,000, which is augmenting at a rapid rate, both by natural increase and immigration. This growth will be far more rapid in the future, owing to the railroad facilities just provided and to the increasing knowledge of the character of that vast unoccupied portion which has in the past been so grievously misunderstood. Only the more intelligent of the statesmen of England and America realize the coming political importance of Canada, the great mass of the people having not as yet had their old ideas overturned and a true knowledge of Canada as it is thrust upon them. One of the greatest factors in the future enlightenment of the people upon the subject of the magnitude and importance of the Dominion will be the great overland railway just completed, by means of which the extreme eastern and western ends are brought into close relationship with each other and with the hitherto scarcely known interior, promoting travel, immigration, settlement and commerce, both foreign and domestic, and hence rapidly disseminating intelligence and drawing the attention of the people of every nation to the enormous area of the Dominion, its large population, great wealth and the magnitude of its natural resources. And this will, no doubt, by means of some political crisis, be seconded by a display of power that will be a convincing evidence of the ability of Canada to take its place among the strong nations of the earth.

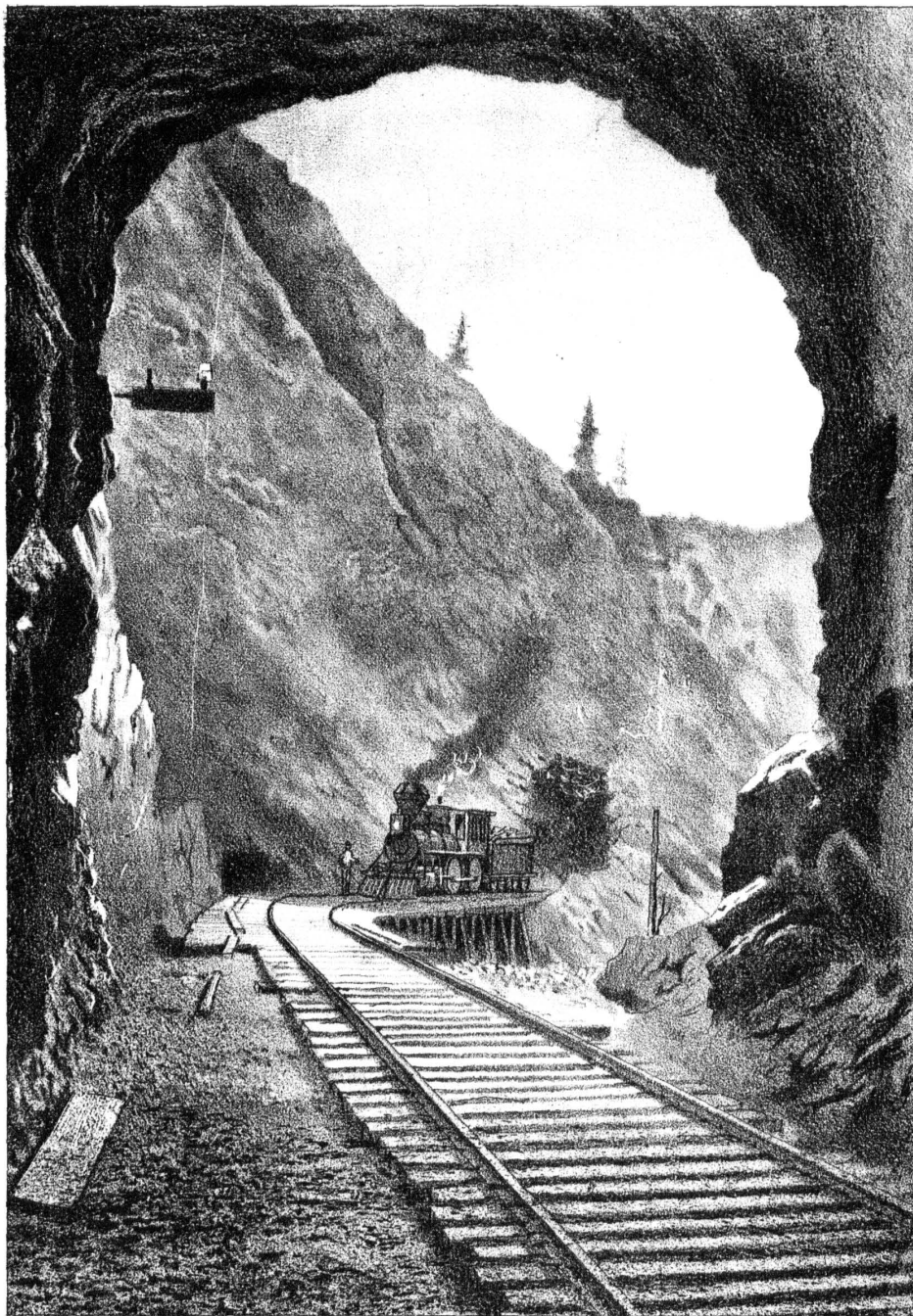
The government of Canada, as at present constituted, is a representative one, the Dominion consisting of a confederation of provinces, somewhat similar to our own union of States, the executive authority being vested in the sovereign of Great Britain and carried on in the name of the Crown by a Governor General, assisted by a Privy Council of his own selection. The legislative branch consists of a Dominion Parliament, composed of two houses. The upper house, or Senate, contains not more than seventy-two members, who hold their positions for life and are appointed by the Governor General by summons, under the great seal of Canada. The House of Commons is a purely representative body, containing about 180 members, elected by the people, the representation being apportioned to the various provinces in the ratio of their population, as is the case in the United States. Each province enjoys local self-government, having a provincial legislature elected by the people, and

THE WEST SHORE.



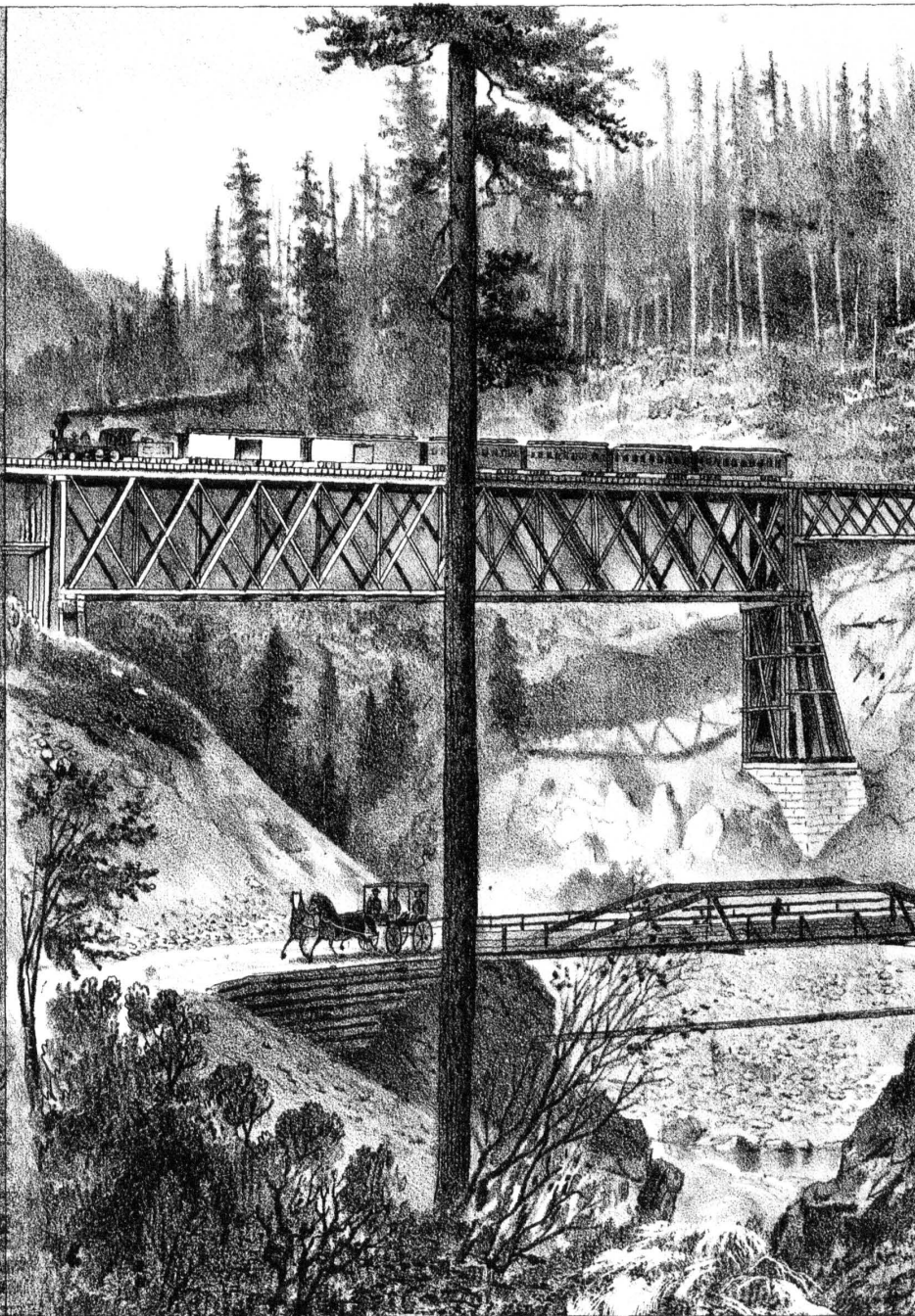
CANADIAN PACIFIC RAILWAY.

THE WEST SHORE.



WEST SHORE 117H

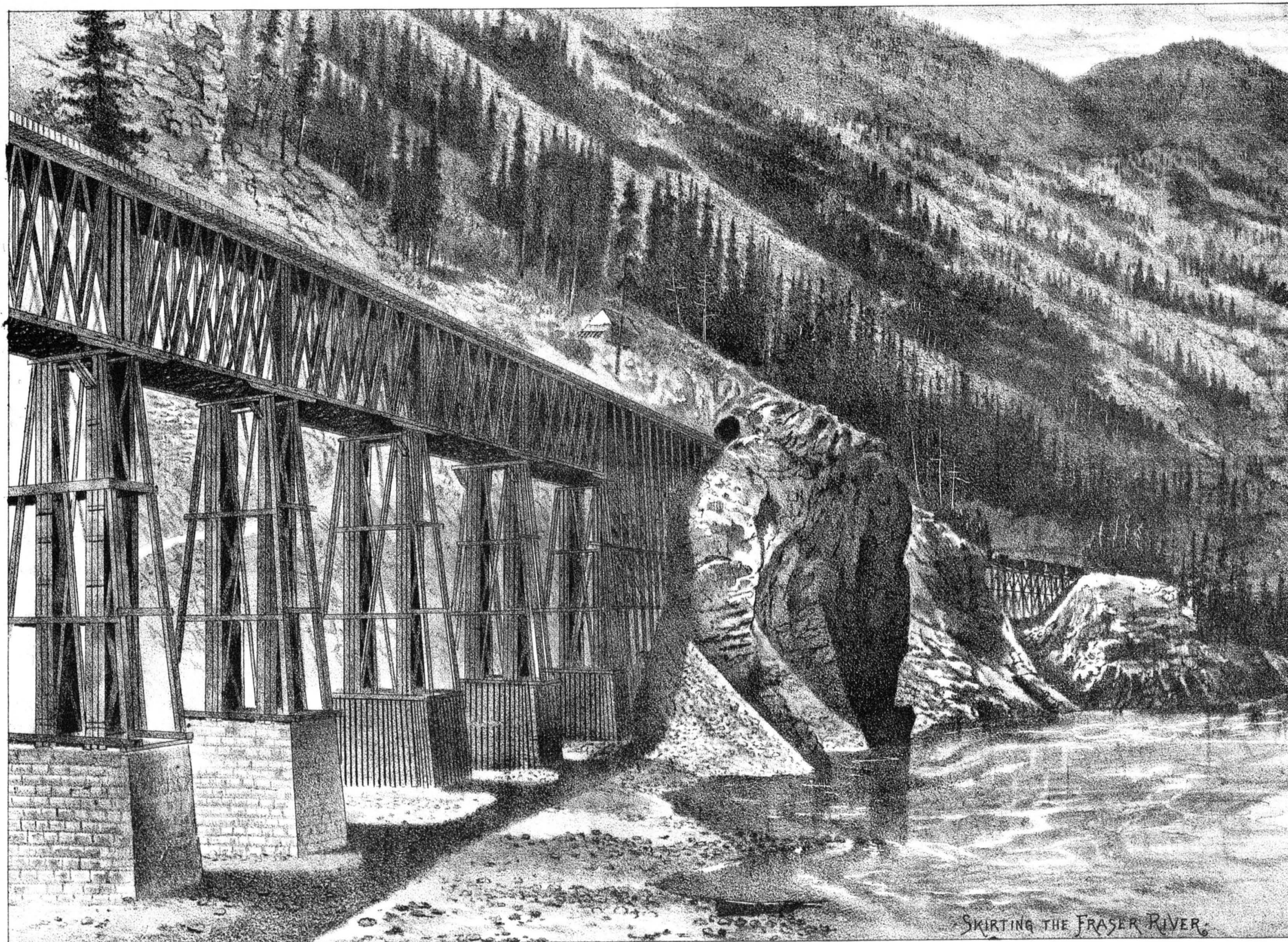
• LOOKING WEST FROM TUNNEL 3 INTO 2 •



• ACROSS THE SPUZZUM •

• CANADIAN PACIFIC RAILWAY •

THE WEST SHORE.



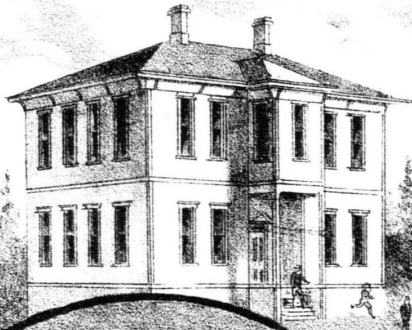
SKIRTING THE FRASER RIVER.

WEST SHORE LITH.

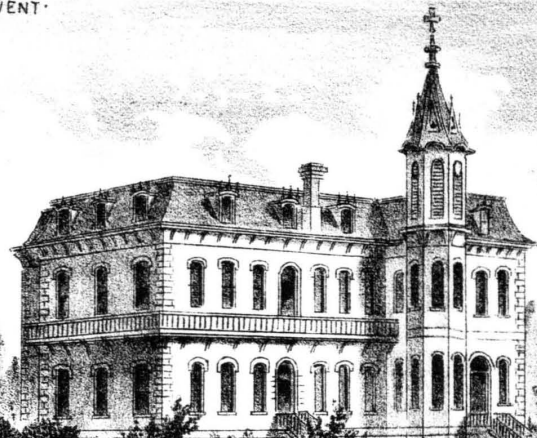
• CANADIAN PACIFIC RAILWAY •

THE WEST SHORE.

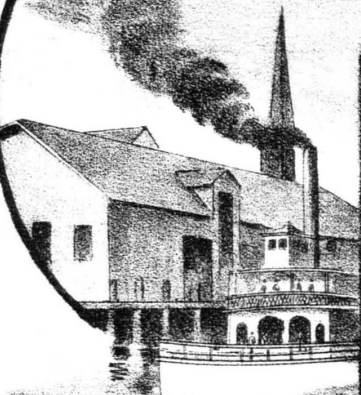
PUBLIC SCHOOL.



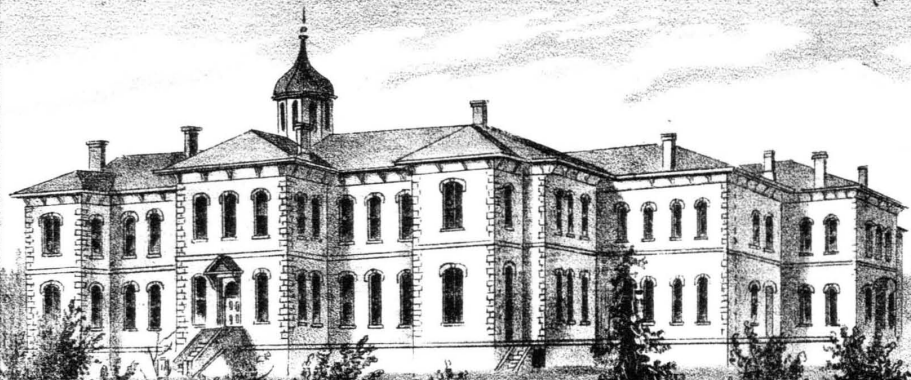
CONVENT.



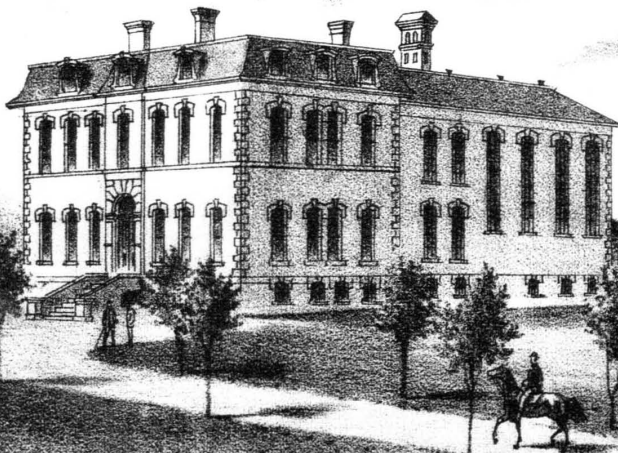
THE LANDING.



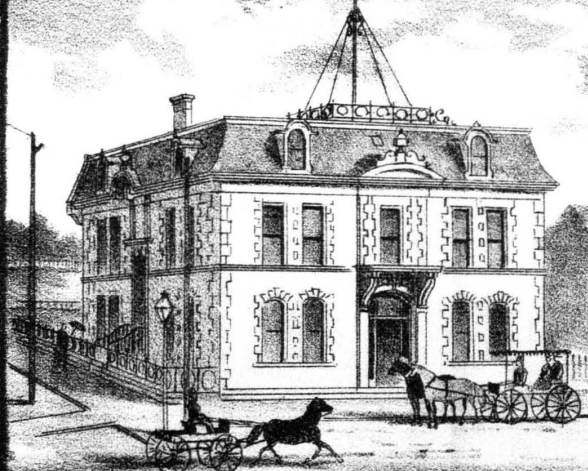
LUNATIC ASYLUM.



PENITENTIARY.



POST OFFICE.



NEW WESTMINSTER, B.C.

a Lieutenant Governor appointed by the general government. The confederation grew out of the natural desire of the people of the disconnected provinces to unite for their mutual benefit and to secure a better form of self-government. To the urgent demand for the privilege of confederating, the British Parliament responded in 1867 by passing an act known as "The British North American Act," providing for the voluntary union of the various provinces in North America under the name of the "Dominion of Canada," ceding to the Dominion all the vast unsettled area of British America formerly dominated by the Hudson's Bay Company, with power to create new provinces and admit them into the union when sufficiently populated, similar in principle to the custom of admitting new States into the American Union.

The act went into operation on the 1st of July, 1867, the provinces of Nova Scotia and New Brunswick uniting with Upper and Lower Canada, or, as thereafter known, Ontario and Quebec. This union of the inland and maritime provinces gave to Canada an importance she had never before possessed. The United States had now on her northern boundary, from ocean to ocean, a nearly independent nation of considerable strength and wealth, and one which would naturally develop and expand at a rapid rate. In 1870 the Province of Manitoba was admitted to the confederation, having been carved out of that portion of the territory lying on both sides of the Red River of the North, embracing the city of Winnipeg and the old Red River settlements of the Hudson's Bay Company. In 1871 the large and prosperous Province of British Columbia was added, consisting of all that region lying between the Rocky Mountains and the Pacific, including the numerous large islands fringing the coast, and extending from the United States to and beyond the southern limit of Alaska. Prince Edward Island joined the confederation in 1872, but Newfoundland, including a portion of Labrador, has not yet united, although provision was made for its doing so in the original act of Parliament.

The population of the Dominion approximates 5,000,000 Caucasians, of whom about one-fourth are of direct French descent, the remainder being chiefly of English, Scotch and Irish extraction, or immigrants from those countries. Germany is well represented, and every nation in Europe has contributed its quota to swell the population. Of Indians there is an estimated population of 85,000. About one-third of these live in the older provinces and have been long since gathered into settlements under the care of officers of the Indian Department, in some cases having industrial schools and other organizations to aid them in their progress toward a higher civilization. Missions under the care of different denominations have been established among these as well as tribes not yet gathered on reserves, and their schools are disseminating knowledge among the younger generation. Canada has always had good fortune in her dealings with the native tribes, and has seldom experienced the bloody Indian wars so common south of the boundary. The recent trouble with the French-Canadian

half-breeds in the Saskatchewan country, in which a number of Indians participated, grew out of land difficulties of long standing. The natives have never proven turbulent, and the policy of the government is calculated to encourage them in peaceful relations towards the whites. In the United States Indians are supported in idleness by the government, and being subject to official mismanagement, to a failure of food and clothing supply through want of sufficient appropriations by Congress, carelessness by officials or speculation by agents, as well as interference with their guaranteed privileges by irresponsible people, they frequently are goaded into hostilities. These fruitful causes of trouble are absent in Canada, the policy of the government being to require the natives to take care of themselves. The result is that in the older settlements the natives are employed in various industries, especially in fishing on both the Atlantic and Pacific coasts, and as settlements progress they are gradually converted from idleness to habits of industry.

The variations of the Canadian climate are less than in many countries of much smaller extent. But throughout nearly its whole area Canada is characterized by greater heat in summer and a much lower temperature in winter than in corresponding European latitudes. Its general character is level, though it includes the Rocky Mountains, with the picturesque and diversified region lying between them and the Pacific, and the Laurentian Range, continued northward to the Arctic Ocean.

Besides the great lakes which find their outlet through the St. Lawrence to the sea, there are thousands of lakes throughout Canada, many of them of large dimensions. Foremost among those is Lake Winnipeg. The two great branches of the Saskatchewan take their rise in the Rocky Mountains, and, after uniting their streams, flow into the lake, which also receives the Assiniboin, the Red River and other smaller rivers. The St. Lawrence and the great lakes, of which it is the outlet, are estimated to contain 12,000 cubic miles of water; and the Niagara Falls, which constitute the main feature in the descent from Lake Erie to Lake Ontario, are on a scale commensurate with this vast fresh water system of rivers and lakes. The River Niagara issues from Lake Erie in a broad, tranquil stream, varying in breadth from one to three miles, and continuing through a course of about fifteen miles, with a fall of little more than a foot per mile. But on reaching the rapids the descent is suddenly increased to about eighty feet in less than a mile before the waters reach the grand leap of about 165 feet perpendicular over the great falls. The Horseshoe Fall, on the Canadian side, is upwards of a third of a mile broad. Between this and the American Fall Goat Island intervenes; and then another volume of water, about 600 feet wide, plunges with like abruptness into the abyss below. The great breadth as compared with the height of the falls tends in some degree to mislead the eye in the first impression produced, and it is only by slow degrees that the mind is brought to an adequate estimate of the grandeur of the scene. The river passes over the

centre of the Horseshoe Fall in a solid column of water of twenty feet, and it is estimated that 1,500,000,000 cubic feet pass over the falls every minute. This great water system of rivers and lakes affects the climate of the older provinces of Canada, and the other large rivers, with the numerous bodies of fresh water distributed over so large a portion of the whole surface of the Dominion, help to preserve an equable climate, and afford many facilities for local transport.

The degrees of latitude are a very partial guide to the character of the Canadian climate as compared with that of the British Isles, and any statement of the mean temperature of the two is deceptive. The severity of the winter, as tested by the thermometer, leads to a very exaggerated impression of Canadian experiences. Owing to the dry, clear, bracing atmosphere which generally prevails, the sense of discomfort produced by the raw easterly winds and damp fogs of an English spring suggests an idea of cold such as is rarely thought of in a Canadian winter. There are, indeed, every winter a few days of intense cold, as in the summer there are brief periods of equally intense heat, when the thermometer ascends, or descends, through a scale unknown in the more equable English climate. But throughout the greater part of the winter season in Canada the sky is bright and clear and the weather thoroughly enjoyable. Open sleighs are in use by all. Skating, snowshoeing, tobogganing and other outdoor exercises are in universal favor, and the sound of the sleigh bells in the open thoroughfare adds to the exhilarating sense produced by the pure bracing atmosphere. In the Province of Quebec the snow begins to lie early in November; in Ontario it is fully a month later; and it differs correspondingly at various localities throughout the Dominion. But everywhere the appearance of the snow is hailed as seasonable and beneficial. It protects the wheat sown in autumn from the frost, affords facilities to the farmer for bringing his produce to market, aids the lumberman in collecting the fruits of his labor in the forest at suitable points for transport by water with the spring freshets, and so contributes alike to business and pleasure.

The following table of averages will be of service in comparing the climate of various portions of the Dominion. It is compiled from official reports and represents the averages of several years' observations at the chief station in each province. Two points are selected in British Columbia owing to the great difference in climate between the coast and interior:

	Jan.	April.	July.	Oct.	Year.	No. of Days Snow.	No. of Days Rain.	Snow, Inch.	Rain, Inch.
Ontario.....	19.3	42.6	69.8	47.4	43.8	58	89	95.9	29.42
Quebec.....	13.5	41.8	70.2	47.0	42.6	60	94	115.0	27.26
New Brunswick...	16.1	37.6	62.8	45.1	39.9	58	107	108.4	33.27
Nova Scotia.....	22.3	35.9	63.3	48.2	41.7	52	117	92.4	43.08
Prince Edw. Isl....	20.5	38.1	64.3	49.4	40.5	78	129	112.4	29.75
Manitoba.....	2.8	30.2	65.9	40.0	32.6	59	62	62.5	16.83
Spence's B'e, B. C....	0.7	50.0	71.6	51.9	44.7	27	66	33.5	3.88
Victoria, B. C.....	29.9	47.5	60.9	51.3	47.4	—	—	*51.2	*59.66

* New Westminster.

As will be seen from the above table January is the coldest month of the year. Throughout the whole of Canada steady sleighing is reckoned upon during January and February. In Quebec and in Manitoba a longer period of sleighing can be relied upon. In Nova Scotia,

New Brunswick and Prince Edward Island, and also on the Pacific coasts, the temperature is modified both in summer and winter according to vicinity to the sea. Abrupt changes of temperature occur both in summer and in winter. A period of great cold early in the month of January is so frequently followed by a complete change that its periodicity is reckoned upon under the name of the January thaw. Snow finally disappears in Quebec about the middle of April. In Ontario it is generally gone a month earlier. The table of average fall of snow given above shows its prevalence at various central points in each of the provinces of the Dominion, from October to the end of April.

Plowing usually commences in Ontario about the middle of April, and in favorable seasons is prolonged into the month of December. But throughout the Dominion, stretching as it does across the continent, the period varies with the locality, and is affected by the vicinity of the great lakes or other local influences. Cattle are turned out to graze in April, feeding in part upon the tender shoots of the spring forest growth, until the appearance of the young pasture with the disappearance of the snow. Before the end of July harvest begins; and with the rapidity of growth under the warm Canadian skies, the hay, grain and root crops follow in swift succession, the cleared land is brought again under the plow, and the autumn sowing of wheat is carried on till another abrupt change brings the season to a close. In this way the Canadian climate is marked by the striking contrast of two seasons—summer and winter—bringing with them alternations of fruitful labor and of repose intermingled with profitable industry and pleasure. This characteristic prevails with slight variations throughout the greater part of the Dominion. Manitoba presents in this respect no marked diversity from Quebec or Ontario. Spring opens nearly at the same time from Red River to the Athabasca. Early in April the alders and willows of the Saskatchewan country are in bloom; the prairie anemone covers the southern exposures to the very verge of the retreating snow. May there brings with it more of the true summer heat than in the provinces on the St. Lawrence. But the nights are cool, and throughout the period of greatest heats the cool night breezes beget a welcome and refreshing change, accompanied with heavy dews. This protects the cereals from the effects of drought even in the driest seasons, and produces a rich growth of prairie grass, making the climate peculiarly favorable for the stock farmer. The Rev. Professor Bryce, of Winnipeg College, thus writes: "The winters of the Northwest, upon the whole, are agreeable and singularly steady. The moccasin is dry and comfortable throughout, and no thaw, strictly speaking, takes place till spring, no matter how mild the weather may be. The snow, though shallow, wears well, and differs greatly from Eastern snow. Its flake is dry and hard, and its gritty consistence resembles white slippery sand more than anything else. Generally speaking, the farther West the shallower the snow, and the rule obtains even into the heart of the Rocky Mountains. In Southwest-

ern Ontario the winter is milder, no doubt, than at Red River; but the soil of the Northwest beats the soil of Ontario out of comparison; and, after all, who would care to exchange the crisp, sparkling, exhilarating winter of Manitoba for the rawness of Essex in South Ontario."

But the frosts of spring and autumn, not those of winter, are what the Canadian farmer learns to regard with any dread, and this is still more true in reference to the Canadian fruit grower. But in this respect the Northwest climate is exceptional in its character. Frosts are common there in the nights of September; but the fact has been noted by many independent observers that frost, which would injure grain in many other countries, appears to be innocuous on the Red River and the Saskatchewan. Various reasons have been assigned, such as the dryness of the atmosphere, the heat-retaining character of the soil, and the sudden change of temperature that enables vigorous plants to bear an atmosphere at 20 deg. better than at 35 deg., when the latent heat of the earth and the plants has been given off. But whatever be the true cause the fact appears to be well attested. The chief lesson which experience has taught the farmer is to sow his wheat early in the spring, so that the ear shall be past the milky stage before the frost comes.

The climate and other conditions to the west of the Rocky Mountains are necessarily marked by much greater local variations owing to the broken character of the country, with its ravines and deep narrow valleys. It is fully described in the article on British Columbia given on another page.

The soil and climate of Canada are such that the country produces a much greater variety of grains and fruits than is usually grown in Great Britain or Ireland. Besides wheat, barley, oats, rye, peas, turnips, potatoes, hemp, flax, hops and the other ordinary agricultural products of England, which are all raised in abundance, Canada grows tobacco, rice, maize or Indian corn, and fruits of warmer climes than the British Islands. The full and steady heat of the summer matures with surprising rapidity the most valuable productions, while the long period of repose of the Canadian winter is not only amply atoned for by the rapid and luxuriant vegetation of the summer, but, no doubt, contributes to such results.

The fruits of Canada embrace all that are familiar to the English gardener, with others which the summer there is not warm enough to bring to maturity. The finest melons are grown in abundance in the open ground. In favorable seasons peaches are plentiful in the Niagara peninsula, and in the southwestern portions of Ontario, along the shores of Lake Erie and the Detroit River. The vine is cultivated largely in open gardens. The Isabella, the Delaware, Clinton and other varieties of grapes attain to perfect size and excellent flavor in the open air, and the manufacture of native wines is now successfully prosecuted to a considerable extent.

Wild fruits abound in great variety throughout many Canadian districts. The wild vine (*Vitis vulpina*) is abundant everywhere, twining its tendrils around the trunks and over the branches of the forest trees, and

yielding clusters of small grapes, inviting to cultivation. Among the other wild fruits may be mentioned plums, cherries, raspberries, brambles or blackberries, strawberries, whortleberries, blueberries, gooseberries, black and red currants, juniper berries, cranberries, hickory and hazel nuts, and walnuts. The raspberries ripen in such abundance that enormous quantities are annually preserved and sold both in the provinces and the United States. The blueberry is also extensively sold, and the wild strawberry furnishes an agreeable dessert in many parts of the eastern provinces throughout the latter part of July and August.

Apples and pears are now largely cultivated. The island of Montreal has long been famous for its fruits, and the annual produce of the orchards of Ontario is exported to the States and to Europe. Vegetables for the table are also successfully cultivated in great variety and in such quantities that they are largely exported. The tomato flourishes and yields an abundant crop. Cauliflower, vegetable marrow, squash, French beans, peas, lettuce, spinach, celery, asparagus, rhubarb and all the more common vegetables are grown in abundance in the older provinces. The climate of Manitoba, notwithstanding its exceptionally low temperature from December to March, gives promise of equally satisfactory results. There the ordinary table vegetables are surprising in their growth and reach a prodigious size.

The forests of Canada abound in fine timber, adapted to almost every variety of useful or ornamental work, and furnishing one main element of wealth. Foremost in point of utility are the white and red pine, annually exported in large quantities to the United States and to Europe. Three-fourths of the square and flatted timber produced in the Ottawa region in 1873 was of white pine. Cedar, red pine, and railway ties chiefly made of tamarac, were the others which were produced in largest quantities. Pine trees 100 feet high are not uncommon, and instances are not rare of trees greatly exceeding that height. The elm, beech, ash, maple, walnut, cedar, birch and tamarac are all valuable products of the Canadian forests. The black walnut and the birds'-eye and curled maples are now in special demand for cabinet and fancy work. The sugar maple is also of value for the sap which it yields during early spring, from which excellent sugar is made in ever-increasing quantities. The yield of maple sugar in the four older provinces is about 20,000,000 pounds annually. A maple grove, as it is called, is accordingly regarded as a valuable feature on a Canadian farm.

The value of the immense forests of Canada is becoming more apparent every year. At present the produce of the Canadian forests exceeds in value any other yield of the growth, produce or manufacture of the Dominion. The total value of the annual exports of timber products approximates \$30,000,000, chiefly to Great Britain and the United States. The importance of this branch of native industry cannot therefore be overlooked. The governments of the different provinces grant licenses to those engaged in the timber trade to cut timber over vast

tracts of land, under the name of "timber limits." These are in most cases remote from the settlements, and much ability and foresight are required to make adequate provision for the large bodies of men, horses and oxen, to be employed in cutting down and preparing the timber for the market, and transporting it to suitable points for rafting. Much capital is accordingly embarked in the trade. Many thousands of men are busy through the whole winter felling the trees, cutting them into logs or hewing them into squared timber, and transporting them over the snow to suitable points for floating them down the rivers to the mills, or directly to the place of export. As the rivers are in many places interrupted by falls of a character unfitted to the safe passage of timber over them, large sums are expended in constructing timber-slides, and on some of the main channels, as on the Ottawa, the construction and maintenance of the chief timber-slides are undertaken by the Government.

It is erroneously supposed by many, who are unfamiliar with the character of the Canadian forest, that the work of the lumberer results in the clearing of the land. Only the finest full-grown trees are selected for the lumberer's axe, and it is calculated that the same district may be gone over by the lumberer every twelve or fifteen years. Hence if the destructive fires which from time to time do such immense injury can be guarded against, and the operations of the lumbermen are carried on with due care, under proper oversight, there is no reason why the forests of Canada should not remain a permanent source of national wealth. In the new clearings, in the vicinity of lumbering districts, the farmer finds a ready demand for all his produce, and employment for himself, his horses and his oxen during the leisure of winter. In this way the lumbering business helps to promote the settlement of new districts, and attracts a population to localities which otherwise might long remain a wilderness.

Looking to the native fauna of Canada in an economic point of view, it is abundantly evident that the animal life of its seas and rivers is one of its great and inexhaustible sources of wealth. Alike on the sea coasts, in the estuaries, and throughout its great inland lakes and rivers, the most valuable fish abound, and on the Labrador coasts and those of Newfoundland the seal fisheries are another annual source of wealth. The sturgeon is caught in Canadian waters, frequently reaching mammoth proportions; the finest salmon abound both in the eastern rivers emptying into the Gulf of St. Lawrence and in those of British Columbia; lake trout are caught in large quantities, weighing from 10 to 40 pounds, and the smaller rivers and lakes teem with beautiful speckled trout, frequently weighing from 4 to 6 pounds. The white fish and maskinonge are esteemed for their delicacy and richness of flavor; cod, haddock, mackerel, herring, salmon, halibut and white fish abound in Canadian waters. Valuable oyster beds exist on the Pacific coasts of the Dominion. The salmon fishery promises, if rightly protected and regulated, to prove a valuable branch of industry. In the great lakes and rivers of

Manitoba the white fish are no less abundant, and they constitute an important source of supply of food in certain seasons of the year throughout the whole Northwest. The total value of the yield of the fisheries of the Dominion are estimated at not less than \$15,000,000 annually.

Canada has been esteemed from its earliest discovery for its valuable fur-bearing animals, and has been the trapping and hunting ground for two centuries for the great Hudson's Bay Company and rival organizations. There still remains not only a vast extent of unoccupied territory in which for many years to come the hunter and the trapper will find undisturbed sway, but the regions around the Hudson's Bay, and stretching westward to Alaska and northward to the pole, must ever remain a shelter for fur-bearing animals and a resort of the hunter. All the furs collected for the great fur company are shipped to London; in part from their factories of York Fort and Moose River, on the Hudson's Bay, which are visited by a ship from England every year, and in part from Montreal and Victoria.

Canada is pre-eminently a country of yeoman farmers. The land is held in possession and tilled by the settler on his own account; and with every addition to the numbers of its industrious population, fresh acres are recovered from the wilderness and added to the productive resources and the wealth of the Dominion. By patient industry and frugality it is in the power of every Canadian to become owner of a house and proprietor of whatever amount of land he can turn to profitable account, while the character of the population resulting from this condition of things checks the accumulation of extensive landed estates in the hands of single proprietors. The majority of the farms are small, tilled by the proprietor with his own hands, with the help of his sons and occasional hired labor in the busy season of harvesting. But capital is also successfully applied to farming, and beautiful large stock farms are now entering into rivalry with those of the United States and even of England.

Besides the grand staple of the cereal grains, the Canadian farmer derives large returns from his crops of hay, clover, and grass seeds, carrots, mangel-wurzel, beans, hops, flax, hemp and tobacco. The total value of the grain and other agricultural produce of Canada exported annually is about \$40,000,000, having doubled in the last decade. But a false estimate of the actual agricultural resources of Canada is apt to be produced by testing them by its exports. Canada is a country of yeoman farmers tilling their own lands and living in abundance on the produce. The requirements for the table of the farm laborer are on a scale consistent with the resources of the country. The home consumption is accordingly great as compared with the number of the population, and it is therefore impossible to estimate, even approximately, the total annual value of all kinds of produce resulting from agriculture within the Dominion.

In the matter of education Canada holds an advanced position. There are normal schools for the training of

teachers, collegiate institutes, high schools for teaching classical and English subjects, and high schools in which instruction may be limited chiefly to English subjects. The primary schools for junior pupils are styled public schools. In all the above schools every feature of a denominational character is excluded. The collegiate institutes and high schools are under the control of trustees appointed by the county municipalities, and their maintenance depends on their share of the legislative grant and endowments, supplemented by the annual assessments of the city and county municipalities. The public schools are in like manner supported by legislative grants and by assessments levied on the requisition of the school trustees in each school section. The essential feature of the whole system is that the people, directly or through their representatives, have the entire control of the schools, including the selection of the teachers, the fixing of their salaries and the management of the school funds. The one exceptional feature is the Roman Catholic separate schools. Any Roman Catholic can require his school tax to be paid for the maintenance of the separate schools of his own church. Masters of high schools are required to be graduates of universities and to have had previous experience in teaching. Teachers of public schools must hold a normal school or other recognized certificate of qualification.

The principal features of the system of education thus brought into efficient operation have been modeled on those of the States of New York and Massachusetts, and on the normal schools of the Irish National Board of Education. The systems of all the Canadian provinces, with the exception of Quebec, have been framed on this model. In the last named province, where the great mass of the people are Roman Catholics, the education is in the hands of the clergy, and is avowedly carried on in connection with the Church of Rome. But dissentient or Protestant schools are recognized as a part of the public school system, and the permanency of this state of things is guaranteed by a clause in the Act of Confederation, which excludes it from the interference of the general legislature.

Province of Ontario.

As AT present constituted Ontario, formerly known as "Upper Canada," consists of that region lying immediately north of the chain of great lakes and extending to James Bay, the southern extremity of the great Hudson's Bay. It is divided from Quebec by the Ottawa River and a line running due north from Lake Temiscaming, and extends westward to the Manitoba line at the Lake of the Woods. Within these limits are an area of 197,000 square miles and a population of 2,000,000, about one-third being urban and two-thirds rural. There are 20,000,000 acres occupied, three-fifths of which are cultivated for grain, hay or root crops, and another fifth is in gardens and orchards. Wheat, barley, oats, peas, corn, flax, tobacco, sugar and root crops are the principal agricultural products. About 1,200,000 pounds of honey are exported annually. Dairy farming is extensively

carried on and large quantities of cheese are made. Beef cattle are reared and exported to England in great numbers, although there are no large grazing areas, root crops being largely depended upon.

The educational system of Ontario is an excellent one and is the model upon which those of other provinces are based. Its higher institutions are Upper Canada College, University of Toronto, University College and Trinity College, at Toronto; Victoria College, Coburg; Queen's College, Kingston; Western University, London. There are also many private and denominational schools besides the public schools, and normal schools for the instruction of teachers exist at Toronto and Ottawa. There are 104 institutes and high schools, 5,013 public schools and 193 separate Roman Catholic schools drawing revenue from the educational fund.

The capital of the province is Toronto, on Lake Ontario, a city of about 90,000 people, and a very important interior seaport and railroad centre. The city is finely laid out, the streets crossing each other at right angles, and contains several fine parks and many handsome buildings, such as the university, St. James and St. Michael cathedrals, city hall, opera house, post office, etc. It has a great many churches and institutions of learning, forty newspapers and periodicals, hospitals and benevolent institutions, and a large asylum for the insane. The city's commerce is considerable, reaching \$20,000,000 annually in exports and imports, and the annual value of manufactures is nearly as great. The second city in size is Hamilton, situated on Burlington Bay, at the head of Lake Ontario. It contains a population of 40,000, has a considerable commerce and does much manufacturing, especially in iron work. The streets are well laid out and lined with shade trees, and many handsome edifices adorn them. The court house and county buildings are the finest of the kind in Canada. Among other public buildings are an insane asylum, cathedrals, churches, hospital and several institutions of learning.

Ottawa, the seat of government of the Dominion of Canada, is the third city in size in the Province of Ontario, and has a population of 30,000. It is situated on the south bank of Ottawa River, which forms the boundary between Ontario and Quebec, ninety miles above its junction with the St. Lawrence. It is distant 120 miles from Montreal by the Canadian Pacific Railway. Besides being the great seat of the lumber trade, with saw mills and match factories, it manufactures flour, ironware, etc. Boats ply down the river to Montreal and up the stream 200 miles, also through the Rideau Canal to Kingston. This canal was constructed in 1827, at a cost of \$2,500,000, to afford a waterway for gunboats and shipping between the lower river and the lakes without passing up the St. Lawrence above Montreal. The site of Ottawa is picturesque, extending for two miles along the river from the beautiful Chaudière Falls to the Falls of the Rideau River. About midway Parliament Hill and Major's Hill rise to a height of 160 feet and front the river in bold bluffs, the canal passing between them. Beyond Rideau River is the village of New Edinburgh, in which is

Rideau Hall, official residence of the Governor General, and across the Ottawa is the town of Hull, connected with the capital by a suspension bridge. The business portion of the city lies south of the canal, stretching westward to the suburb of Rochesterville and the great lumber district around the Chaudière Falls. Major's Hill is laid out as a public park. On Parliament Hill stand the Government buildings, which rank among the finest specimens of architecture in America. They are of the Italian-Gothic style of the thirteenth century, the material being cream-colored Potsdam sandstone. They cost \$4,000,000. H. R. H. the Prince of Wales laid the corner-stone in 1860, and the first session of Parliament was held in them in 1865. They consist of a main building, 473 feet long, with a tower 184 feet high, and a nearly circular library building in the rear, 90 feet in diameter, the whole depth from the front to the rear of the library being 370 feet. The library building cost \$350,000, and contains 100,000 choice volumes. The two departmental buildings known as the "Western Block" and "Eastern Block" stand on either hand, facing Wellington street, the three buildings forming three sides of a square, the opening fronting the city and the rear being toward the river. The two buildings have a frontage of 277 and 253 feet on the street, and 211 and 318 feet on the square. The Post Office fronts the Eastern Block, and is of classic architecture. It is of Ohio sandstone, two and one-half stories high, and adjoins the canal. The City Hall is situated on the square, opposite the Grand Union Hotel, and is 125x72 feet, with a corner tower 130 feet high. Knox Church is a Gothic structure, the western tower being surmounted by a spire 160 feet high. It is of blue limestone, with cut dressings, and is an imposing edifice. The Grand Union Hotel stands opposite the City Hall. Excellent engravings of these buildings are given on pages 395, 396 and 397. Other structures of note in the city are the Suspension Bridge, Sapper's and Dufferin bridges, Collegiate Institute, Normal School, Rideau Hall, Ottawa Ladies' College, University of Ottawa, Cathédrale de Notre Dame, Dominion Methodist Church, University of Ottawa, the Grey Nunnery, Black Nunnery, two convents, two hospitals, Government Normal School, etc. Ottawa is a city of modern growth, being small and of little importance when selected by the Queen in 1858 as the seat of government. It has grown rapidly since, and promises to be one of the leading commercial cities of the Dominion.

There are several other large centres of population in Ontario. London, like its great namesake, lies on Thames River, midway between Lake Huron and Lake Erie. It is on the Great Western Railway and terminus of a branch of the Grand Trunk. Its local nomenclature is copied freely from that of the larger city. The more important buildings are the city hall, court house, city hospital, insane asylum, orphan asylum, convent, Collegiate Institute, Hellmuth Ladies' College, Academy of the Sacred Heart and Western University. Oil refining, wood and iron working and other manufacturing are carried on quite extensively. It has a population of 30,000,

including closely joined suburbs. Kingston, situated at the northeastern extremity of Lake Ontario, has a population of 15,000. It is at the termination of the Rideau Canal and an important station on the Grand Trunk Railway. It contains several high educational institutions, hospitals, asylums, the Provincial penitentiary and Dominion Military College. It is an important naval station, and is engaged largely in shipbuilding and manufacturing. From 1841 to 1844 it was the capital of Canada. Guelph, a railroad centre in Wellington County; St. Catherine's, on Welland Canal; Brantford, Belleville, St. Thomas, Stratford, Chatham, Brockville, Peterborough, Port Hope, Woodstock, Galt, Lindsay and Coburg, seat of Victoria College, are all important commercial and manufacturing cities, with populations relatively from 10,000 to 5,000.

Province of Quebec.

THE second in population of the provinces of Canada is Quebec, formerly known as "Canada East," or "Lower Canada." It has an estimated area of 210,000 square miles, and extends from Ontario on the east to Labrador on the west, and lies on both sides of the St. Lawrence, bordering on the States of New York, Vermont, New Hampshire and Maine, and the Province of New Brunswick. Three-fourths of this area consist of Crown lands, which are sold to settlers on easy terms, or the timber on which can be purchased by lumbermen. There are also lands which are given away to actual settlers. The province is divided into sixty-four counties, and contains the two large cities of Montreal and Quebec. The climate is severe in the long winter and warm in summer, except on the Lower St. Lawrence, where the summers are cool. In a number of localities the climate is much more moderate, especially in the Saguenay Valley and in southeastern counties. Wheat, oats, barley, potatoes, buckwheat, fruit, wool and dairy products are extensively raised, and great numbers of horses and cattle are exported. In some sections Indian corn does well. The exports are very great, consisting of manufactured forest products, fish, oil, stock, wool, furs, grain, flour and metals. Shipbuilding is an important industry.

The population approximates 1,500,000, the great majority being of French descent and of the Roman Catholic religion. It was this fact which led to the original division of Canada into two provinces, since Ontario is settled chiefly by people of English, Scotch and Irish nativity. Public schools are maintained by tax, and small municipalities receive Government aid. Separate schools are maintained for Roman Catholic children wherever desired by parents. There are three normal schools supported by the Government—two for the Catholics and one for Protestants. There are also a score of universities and classical schools, some of them denominational, besides a great number of lesser religious schools and female seminaries, chiefly Roman Catholic.

Quebec, the capital of the province, lies on the left bank of the St. Lawrence at its confluence with the St. Charles, 250 miles from the Gulf. It was founded in

1608 by Champlain, and is renowned in the history of the colonial wars of America. The city has a population of 65,000, four-fifths of whom are French Canadians. It is an important seaport, having several lines of transatlantic steamers, the annual arrivals of sea-going vessels averaging 1,500. Shipbuilding is the leading industry. Laval University, Morrin College and a number of other educational institutions are located in the city; also a score of fine church edifices. Quebec is one of the few walled cities of America, and is supposed to be the strongest fortress on the continent. It is accessible by rail by the Grand Trunk and five other lines.

Montreal, the largest city in the province, is also the largest in the Dominion, the principal port of entry and the chief seat of commerce. It is situated upon an island at the confluence of the Ottawa and St. Lawrence, 160 miles above Quebec, and 986 miles from the Atlantic. It is the point where ocean navigation connects with the carrying trade of the great system of inland lakes, rivers and canals. The city has a population of 150,000, covers an area of eight square miles, and is substantially built of stone, brick and wood. The river in front of the city is nearly two miles wide, forming an excellent harbor. Near the upper end the stream narrows to half a mile, through which the water rushes in great depth and force, forming the Lachine Rapids. Steamers descend these safely, but cannot ascend them, and for that reason a canal nine miles long has been constructed around them. The canal has a fall of forty-four feet through a series of locks, and supplies water power to a large number of mills and factories. The industries consist of all forms of wood work, iron works, tool works, sugar refining, cotton mills, silk factories, rubber factories, boot and shoe factories, rope and cordage works, etc. The most substantial evidence of its commercial importance is the harbor, a view of which is given on page 398. The solidly built basins, wharves, quays and canal locks extend for nearly two miles along the city front. The annual arrivals of sea-going vessels is about 700, one-half being steamers, while of inland craft nearly 7,000 enter the harbor yearly. The total of imports and exports is \$80,000,000 annually. Just below the Lachine Rapids the river is spanned by the famous Victoria Bridge. This is an iron structure of twenty-four spans, resting on abutments of solid stone masonry, having a total length of 9,184 feet, and costing \$6,500,000 to construct. Montreal is the chief seat of learning in the Dominion, and possesses a large number of denominational and secular colleges, seminaries and schools. Foremost among them is McGill College (see illustration on page 390), founded in 1813 by James McGill, a merchant who had become wealthy when Montreal was the great seat of the fur trade of the Northwest. It has since been liberally endowed by others. Students of theological colleges attend the university for instruction in science and the arts. Of such institutions there are the Presbyterian (see engraving on page 390), Methodist, Congregational and Church of England. St. Sulpice is a seminary for the training of Roman Catholic priests as well as a collegiate insti-

tute. The city has a large number of handsome church edifices, among which is St. Peter's Cathedral (see illustration on page 387), a reproduction on one-fourth scale of the great cathedral at Rome. It is the largest Roman Catholic church in America. Christ Church (see page 387) is an Episcopal cathedral of imposing architecture, having a stone spire 224 feet high. One of the most beautiful is the Church of the Gesu, served by the Jesuit fathers. The parish church of Notre Dame (see page 387) was completed in 1829. It is a noble stone structure, with a seating capacity of 10,000 people, and has the largest bell on the continent. There are a number of large hospitals, chief of which are the Hotel Dieu, the Grey Nuns' Hospital and the City Hospital. The Grey Nunnery (see page 388) is an extensive convent, imposing in size and architecture. There are also numerous asylums, reformatory institutions, etc. Among the civic buildings of note are the city hall, custom house, post office and Bank of Montreal, which are illustrated on pages 389 and 390, the court house and Bonsecours market. The position of Montreal as the terminus of the Canadian Pacific, and the converging point of all the rail and water transportation routes of the eastern portion of the Dominion, assures it a steady growth and fixes its position for all time as the leading commercial city of Canada.

Province of New Brunswick.

LYING south of Quebec and east of the State of Maine is the Province of New Brunswick, having an area of 27,177 square miles and a population of 350,000. On the east it borders the Gulf of St. Lawrence, and on the south is separated from Nova Scotia by the Bay of Fundy and the Bay Verte Canal. The surface of the country is undulating and hilly, the higher elevations being in the north, where, also, the hills are covered with dense forests. On both sides of the River St. John the soil is fertile, and many beautiful valleys, grain fields and forests are found in the eastern portion. The coast of the Bay of Fundy is bold, rocky and picturesque. The chief waterway is the St. John, which rises in Maine and flows southeasterly across the province to the Bay of Fundy. It is navigable by steamers of moderate draught a distance of eighty-eight miles, and for light draught boats sixty-five miles further. It is an important highway, especially for the lumber traffic. Other navigable streams are the Restigouche, on the north, an important lumber stream; the St. Croix, separating the province from Maine, and the Petitcodiac. The coast-line abounds in fine bays and harbors.

The range of the thermometer is from 35 to 100 deg. The winters are severe and snow falls to a great depth, especially in the north. In the south the winters are somewhat milder. The climate is considered healthful and epidemics rarely appear. A large portion of the country is adapted to agriculture. The soil is fertile and vegetation is rapid. Enormous quantities of hay are grown on the extensive lowlands. The other products are wheat, oats, buckwheat, rye, barley, hemp, flax, pota-

toes and vegetables. The hardier fruits and berries are produced, and a large export trade in them is carried on. Farming is not prosecuted to the extent it could or should be, there being but 900,000 acres under crop and 400,000 in pasture. Cattle, sheep, wool, dairy products and honey are important items of commerce. The greatest resources are the wealth of fine timber and the food fishes with which the adjacent waters teem. Lumbering and fishing are the leading occupations of the people, and products of these industries form the greater portion of the \$20,000,000 of annual manufactures. Shipbuilding has always been an important industry.

The chief commercial city is St. John, situated on the river of the same name, where it flows into the Bay of Fundy. It has one of the finest harbors on the Atlantic Coast, is engaged largely in fishing, shipbuilding and manufacturing of ironware, paper, cotton goods, rope, hats, furniture, etc. Connected with St. John by street cars is Providence, formerly considered a suburb, but now an incorporated city of nearly 20,000 people. Many steam saw mills are located there. Fredericton, the capital of New Brunswick, is located on St. John River, at the head of navigation for large steamers. It has a population of 7,000. Other cities of importance are Moncton, Shediac, Dorchester, Chatham, Sackville, Bathurst and Richibucto, with populations ranging from 4,500 to 7,000.

Province of Nova Scotia.

THE peninsula lying south of the Bay of Fundy and Gulf of St. Lawrence, and between them separated from New Brunswick by the Bay Verte Canal, forms, with the adjacent large island of Cape Breton, the Province of Nova Scotia. This was the Acadia of the early French settlers. It has an extreme length of 350 miles and breadth of 120 miles, the total area being 20,907 square miles. Its long sea coast is indented with a multitude of bays and inlets, and there are numerous large and secure harbors. The highest elevation is 1,100 feet, the general surface being undulating. There are extensive tracts of arable land lying on either side of the ridge of highlands running across the peninsula from east to west. Further to the southwest lies the Valley of the Annapolis, the garden of Nova Scotia. The climate is somewhat similar to that of New Brunswick, though about 15 deg. milder in winter.

Nova Scotia is an agricultural country, the arable lands being extensive and rich. Wheat, oats, rye, buckwheat, barley, corn, potatoes, vegetables and fruits grow in abundance. Even grapes and peaches thrive in some localities. Live stock and dairy products are a large element of wealth. The forests are extensive, and lumbering is an important industry. Nova Scotia ranks second only to Newfoundland in the extent and value of its fishing enterprises. About 20,000 men are employed in the fisheries, and the exports of the industry amount to \$5,000,000 annually. Other industries are sugar refineries, cotton mills, woolen mills, carpet factories, tanneries, paper mills, and factories for the production of

paper, machinery, nails, shoes, flour, woodenware, etc. The province has a population of 450,000, and contains upwards of 600 miles of railways. Commerce is also aided by two canals and numerous short rivers, navigable for a number of miles by coasting vessels.

Halifax is the capital, chief seaport and leading commercial city. It lies on Halifax harbor, on the southern coast of the peninsula, and is one of the important seaports of the Atlantic Coast of America. It has a population of 40,000, and is the seat of an extensive fishing industry. It carries on a large commerce with Great Britain and her colonies and the United States. It is the winter port for the Dominion, since the Gulf of St. Lawrence is closed with ice at that season, and is connected with the interior by the Intercolonial Railway. Manufacturing is carried on quite extensively. The city contains a number of high educational institutions, several excellent churches and cathedrals, and a number of provincial edifices. It is also a British military post. The other chief towns of the province are Windsor, Pictou, Yarmouth, Liverpool, Lunenburg, Sydney, North Sydney, New Glasgow and Annapolis.

Province of Prince Edward Island.

THE smallest province in the Dominion is that of Prince Edward Island, lying in the Gulf of St. Lawrence and immediately north of New Brunswick and Nova Scotia, from which it is separated by Northumberland Strait. It has a total area of 2,133 square miles and a population of 120,000. The climate is much milder than that of the adjacent provinces, being neither so cold in winter nor warm in summer. Vegetation develops rapidly and agriculture is extensively prosecuted. The cereals, vegetables and hardier fruits and berries produce prolifically. Beef cattle, mutton, wool, honey, dairy products and maple sugar are among the chief productions. The once extensive forests have become thinned by the lumberman and forest fires, though lumbering still remains an important industry. Shipbuilding is carried on, though not with the activity of former years. Manufactured products include woolen goods, tools, saddlery goods, lumber and building material, starch, leather and many others, chiefly for domestic use. The fisheries are exceedingly valuable. Trade is facilitated by good roads and 200 miles of railway, traversing the island from end to end and branching off to every town of importance.

The capital and chief commercial city is Charlottetown, which has a population of 12,000, and is situated on the north bank of Hillsborough River, at its junction with York River. The river is navigable by large vessels, and the city possesses a good harbor. Grain, potatoes, fish and pork are exported. Considerable manufacturing and shipbuilding are carried on. Summerside, Georgetown, Princeton, Rustico, Tegnish, Alberton, Souris, Mount Stewart, Kensington, Montague, Breadalbane and Crapaud are prosperous towns.

Province of Manitoba.

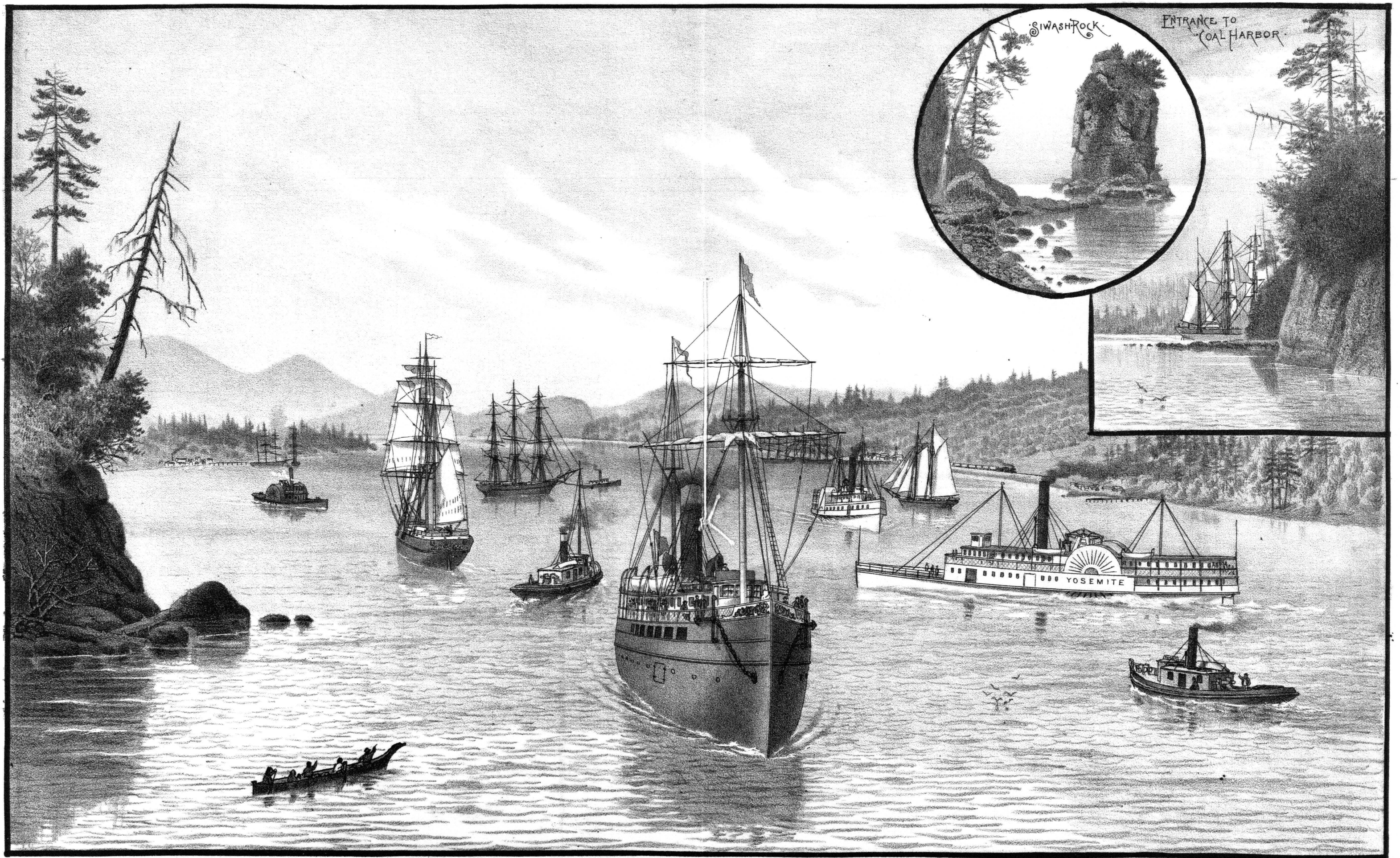
IN 1870 that region lying south of Lake Winnipeg

THE WEST SHORE.



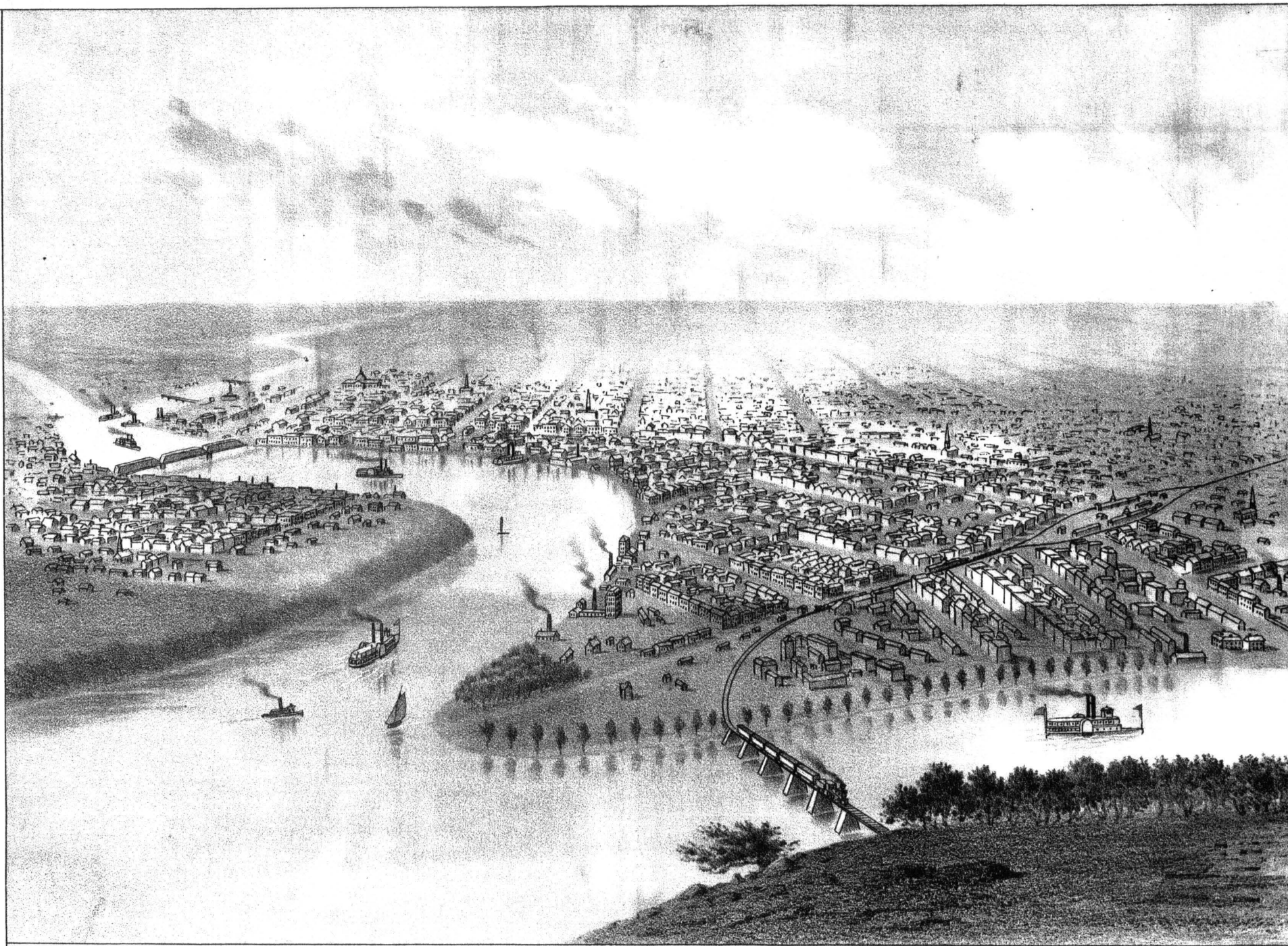
KICKING HORSE PASS-CANADIAN PACIFIC RAILWAY.

THE WEST SHORE.



COAL HARBOR—WESTERN TERMINUS OF THE CANADIAN PACIFIC RAILWAY.

THE WEST SHORE.



WINNIPEG.

and west of the Lake of the Woods, which had been settled in 1811 by Lord Selkirk, and for more than half a century had been an important colony of the Hudson's Bay Company, and was generally known as the "Red River Settlements," was created into a province and admitted to the confederation. At that time it had an area of 13,500 square miles and a population of 12,000. In 1881 the limits were extended east, north and west to embrace a tract 264x300 miles, having an estimated area of 80,000 square miles. The population has largely increased by immigration during the past few years, and now numbers fully 150,000, of which one-fifth reside in the flourishing city of Winnipeg. The province extends from the United States boundary line north to latitude 52 deg. 50 min., and from the western line of Ontario at Lake of the Woods west to longitude 101 deg. 20 min. This area embraces a large portion of Lakes Winnipeg, Winnipegosis, Manitoba and numerous lesser bodies of water. It is traversed from south to north by the Red River of the North, which flows from the United States and discharges into Lake Winnipeg. Forty-five miles above its mouth it is joined by the Assiniboine, which flows easterly across the province, and is navigable by light draught steamers a distance of 350 miles. At the junction of these great steamers lies the city of Winnipeg. Steamers ply from the city down Red River and across Lake Winnipeg to Grand Rapids, near the mouth of the great Saskatchewan, which lies just beyond the northern limit of the province. Above the rapids steamers ascend that river a distance of 800 miles. For all this vast region, through which run the Red, Assiniboine and Saskatchewan rivers and their numerous large tributaries, Winnipeg (see illustration on page 378) is the base of supplies, which amply accounts for the existence of such a prosperous and metropolitan city in the midst of what uninformed people have been wont to consider an undeveloped wilderness. The city lies at the junction of the Red and Assiniboine rivers, and besides the Canadian Pacific has two lines of road connecting it with the railway system of the United States.

The surface of Manitoba is in the main level, though rising in places to ranges of small hills. It is chiefly a prairie region, with treeless plains of from five to forty miles in extent, covered in summer with a luxuriant growth of grass. The river banks are fringed with trees, and in places the timber belt broadens out to a width of from five to ten miles, forming a not inconsiderable forest. The climate is much similar throughout the whole region. Winter is cold and clear, snow lying on the ground from November till April. The thermometer sinks at times to 40 deg. below zero, but the atmosphere is dry and the cold is not as perceptible as in a more humid climate. Crops are sown in April and May and harvested in August and September. June is a wet month, while July and August are warm ones, though uncomfortably so only for a few days at a time. The autumn weather is superb.

Agriculture in Manitoba long since passed the era of experiment. For more than fifty years the great Hud-

son's Bay Company drew from this region the great quantity of grain, vegetables, etc., needed to supply its numerous stations from Hudson's Bay to the Rocky Mountains and from the Columbia to the Arctic. The soil is a rich, deep, black, argillaceous loam, resting on a tenacious clay subsoil which keeps the moisture in the ground. It is practically inexhaustible and does not require fertilizing for years after first cultivation. The prairie has been enriched by birds and animals and the ashes of prairie fires for centuries. All the cereals grow and ripen. Wheat is prolific, yielding an average of twenty-five bushels under ordinary methods, while its hardness is such that it weighs from sixty-two to sixty-six pounds per bushel. Its flinty character and plumpness gives it a special demand in the market. Potatoes and all kinds of field and garden roots, cabbages and vegetables, grow to large size and are prolific in yield. Melons, tomatoes, small fruits and berries produce in abundance and ripen well. The country is especially adapted to stock raising. Cattle graze upon the luxuriant grass of the prairies, which also gives them winter pasturage by curing on the root. Hay is cut in abundance, and clover, timothy and other tame grasses thrive with cultivation. Wood for fuel may be expected to become expensive in time, but vast beds of coal lie in the territories further west, tapped by the Canadian Pacific, and coal will soon become plentiful and cheap. Water is found on the prairies by digging to a moderate depth. In fact, the conditions are in the main similar to those prevailing in the adjacent portion of the United States—the highly prosperous and rapidly developing Minnesota and Dakota.

There is plenty of land in Manitoba belonging to the Dominion which can be taken up under the homestead or pre-emption laws. A settler is entitled to a grant of a quarter section (160 acres) free, by a residence upon it of three years and payment of \$10 fees. He may also pre-empt a quarter by occupying it and paying the Government \$2 or \$2.50 per acre. All the odd numbered sections within twenty-four miles of the Canadian Pacific have been granted to the company (except sections 11 and 29, which are school lands,) and only the even numbered sections are open to settlement. Outside the grant limits both odd and even are open, except the school sections and section 8 and three-quarters of 26, which belong to the Hudson's Bay Company. The land laws are generous and liberally construed, and those who undertake to avail themselves of their provisions in good faith will encounter no difficulties. Lands may be purchased of the railway company at cheap rates and on easy terms of payment.

The main transportation route of Manitoba is the Canadian Pacific, which traverses its entire length from east to west. By this route grain and cattle are shipped to the Atlantic ports and supplies are brought in. It is the main artery of commerce and travel, and the one used by the majority of immigrants from Europe. Two lines of railroad connect Winnipeg with the Northern Pacific, and run to St. Paul, Minn. These roads do a large freight and passenger traffic. Red River is naviga-

ble as far south as Moorhead and Fargo, a distance of 350 miles from Winnipeg. The Assiniboine is ascended by steamers 320 miles, and a water route leads from Winnipeg 1,500 miles inland by way of Red River, Lake Winnipeg and the Saskatchewan. The water system trends toward the northeast, finding its outlet in Hudson's Bay. A railroad from Winnipeg to Hudson's Bay is much discussed. During the four or five months in which the bay is open to navigation such a road would make a cheap outlet for grain and cattle to England. Its construction is among the probabilities of the future.

The Northwest Territories.

THAT vast region lying north and west of Manitoba, east and north of British Columbia and east of Alaska, is still in a territorial condition. This region contains lakes and rivers innumerable. Great Bear, Great Slave, Athabasca and Winnipeg are lakes of magnificent proportions. Great Bear alone covers an area of 14,000 square miles. Great rivers, also, course through this region. The Mackenzie, which empties into the Arctic, is one of the mammoth streams of the world, having a length of 2,500 miles, including the Slave River, and being navigable the greater portion of the distance. The Saskatchewan, which empties into Lake Winnipeg, has a length of 1,500 miles, and is navigated by steamers to Fort Edmonton. Nelson River connects Lake Winnipeg with Hudson's Bay, and Churchill River flows into the bay from the Peace River region, and will probably form a route of transportation of the products of that rich agricultural and grazing country. A glance at the map shows how splendidly the river and lake systems are adapted to water communication throughout the whole region. The Hudson's Bay Company has always availed itself of this mode of communication between their widely scattered posts, furs and supplies being transported almost exclusively in boats. All this area south of Lake Athabasca, near the sixtieth parallel, has been divided into the provisional districts of Assiniboia, Saskatchewan, Alberta and Athabasca.

Assiniboia District lies west of Manitoba, adjoining the international line, and contains 95,000 square miles. It is traversed from end to end by the Canadian Pacific. This is the region now being the most rapidly settled. In this district is the fertile Qu'Appelle Valley. In it are located several extensive colonies, such as the Bell Farm, Benbecula colony of crofters and a London colony. There are many English gentlemen settled in the district who express satisfaction with the country. Along the line of the railway many small towns are springing up as shipping and supply points for quite extensive regions, such as Broadview, Indian Head, Qu'Appelle, Regina, Moose Jaw, Swift Current and Medicine Hat. The seat of local government is at Regina. The opportunities for obtaining valuable wheat lands in this region are almost boundless.

To the west of Assiniboia lies Alberta, extending to the summit of the Rocky Mountains, and running north from the international line to the fifty-fifth parallel. It

contains 100,000 square miles. This is becoming a great grazing country, fully 75,000 head of cattle ranging on the hills and mountain slopes. There is, however, much land suitable for agriculture, and in a number of places good crops have been raised for several years past. The railway company last year started a number of experimental farms along the line of the road where it crosses for many miles a region generally supposed to be an arid plain. These places were not selected but taken at random, and in every case the attempt at cultivation was completely successful. The ground retains moisture sufficient to carry the crops through the dry summer season and bring them on to maturity. Professor Macoun, the botanist of the company, asserts that these and similar alkali plains in the Northwest will become the great wheat fields of the continent in a few years. Great fields of coal of good quality exist along the base of the mountains, the most extensive in area known in the world. Petroleum is known to exist. The mountain sides are clothed with a wealth of timber that will be a source of revenue to the people and the railway company for many years to come. This region is far enough west to receive frequent visitations in winter from the warm Pacific winds, which rapidly melt the snow and give the cattle access to the nutritious dried grass on the ranges. These are so frequent that the ranges are kept sufficiently open that cattle can maintain themselves the entire winter. The chief railroad and commercial town is Calgary, situated at the confluence of Bow and Elbow rivers.

Saskatchewan District lies north of Assiniboia and east of Alberta. It contains 114,000 square miles, through which course the two great branches of the Saskatchewan. Its distance from the railway operates to retard settlements, but several lines into it are projected, and this defect will no doubt soon be remedied. Prince Albert and Battleford are flourishing settlements, and several others are springing up.

Lying north of Alberta is the District of Athabasca, containing 122,000 square miles. Through this region runs Peace River, a large stream flowing northwesterly through the district and entering Slave River just north of Lake Athabasca. The Peace River region is declared by explorers and scientific investigators to be a magnificent wheat country, and it is asserted that the wheat area there is many thousand square miles in extent. It is, however, remote from the railway and the present and natural line of settlement, and it will probably remain for the most part unoccupied until good land becomes less easy to obtain in more conveniently located sections. Peace River and its great resources will, in the natural order of events, remain undeveloped for some years to come.

Lying to the north of these organized districts, and extending from Hudson's Bay to Alaska, is a vast stretch of country thinly populated by Indians, and occupied by the great Hudson's Bay Company as a trapping and hunting field. It will probably never be aught but a fur-producing region, at least not for many years, though in some portions of it grain and vegetables can be raised.

BRITISH COLUMBIA.

SUCH a wide divergence exists between British Columbia and the Atlantic and interior portions of the Dominion that the soil, climate, resources and industries of the former require a separate and complete description. This is the more necessary because this great Pacific province is the one above all others toward which the eyes of inquiring people are turned, the one which will receive the first and greatest benefits from the great inter-oceanic railway, by means of which its commerce and industries will be stimulated, its fertile valleys filled with industrious immigrants, and its wealth of mineral, agricultural and timber resources developed. Under the influence of improved means of transportation in the adjacent portions of the United States, the province has made rapid progress during the past few years, but this advancement is but trifling when compared with that which it will make in the next decade, under the favorable conditions supplied by the great railway just completed.

Extending from the summit of the Rocky Mountains to the Pacific Ocean, including the multitude of large and small islands that fringe the coast, and stretching north from the international line to the sixtieth parallel, the province has the general shape of a parallelogram, being 760 miles long and 500 broad, and having an area of 350,000 square miles. For a distance of 300 miles on the extreme north a narrow strip of the United States Territory of Alaska interposes between it and the ocean. The general surface of the country is mountainous and broken, consisting of short ranges, detached groups of mountains, elevated plateaus and many valleys of various extent. Running parallel with the Rocky Mountains, and in many places scarcely distinguishable from them, are masses of mountains, and along the coast lies a high range usually indicated as a continuation of the Cascades, but, in fact, a northern extension of the great Coast Range. Lying between these two, and extending as far north as latitude 55 30 degrees, is an irregular belt of elevated plateau. Beyond this the interior mountains decrease in height, and the land has a gentle slope toward the Arctic Ocean. Peace River and other streams of the Arctic watershed find their sources there. Such are the general features of the interior—high mountain ridges on the east and west, enclosing a high plateau, down the centre of which flows the Fraser River, its general course being south until almost to the international line, where it turns sharply to the west and enters the ocean. The other great streams of the interior are Thompson River, entering the Fraser from the east, and the Okanagan, Columbia and Kootenay, the last two having very eccentric courses. The Columbia rises almost in the extreme southeastern corner, sweeps northerly around the upper end of the Selkirk Range, and then flows directly south between the Selkirk and Gold mountains into the United States. The Kootenay has its source in the same region, makes a long sweep to the south, crossing the boundary line, and, returning again, discharges its waters into the former stream. Lakes and water courses abound from

one end of the province to the other, many of them navigable by steamers of a light draught for great distances.

The coast line is the most wonderful in the world. The mountains border closely upon the sea, the shore being indented by a multitude of bays and inlets and fringed by countless small islands, between which run tortuous but safe and navigable channels. Outside of these, and protecting these inland channels for nearly the entire length of the coast, is a series of large islands, the greatest and most southerly of which is that of Vancouver, on which Victoria is situated. For 500 miles a large ocean steamer in passing up the coast follows a watery labyrinth, its surface as placid as the bosom of a lake. The inlets which indent the coast abound in magnificent harbors and furnish communication in places with the interior a hundred miles from the coast.

The province has an estimated population of 75,000, including 30,000 Indians and 7,000 to 8,000 Chinese. The white population is increasing at a rapid rate. The majority of these are of English extraction, coming from the mother country or some of the numerous dependencies of the crown. There are also French, Germans, Italians and representatives of every European nation, as well as many from different portions of the United States. The magnitude of the Indian population may seem a source of danger to one accustomed to perusing romantic Indian literature, or to reading of the frequent outbreaks among the native tribes living south of the line. Such is not the fact. No Indian war has ever called the citizen to arms, nor, in the nature of things, is it ever likely to do so. The natives are accorded justice in the courts and are held to a full responsibility for their conduct. They are given employment in pursuits suited to their nature, and derive a considerable income from their labors in various occupations. In fact, they perform the chief labor of several flourishing industries.

The climatic conditions are quite varied, owing chiefly to the broken nature of the surface. The province is naturally divided into two districts, insular and continental, and these, owing to the vast area and mountainous surface, are again subdivided into districts with more or less distinctly defined boundaries. Taken as a whole, the climate is much more moderate and equable than that of any other portion of the Dominion, each district enjoying cooler summers and milder winters than any region of a corresponding altitude lying east of the Rocky Mountains. Primarily the one great cause of this prevailing characteristic is the great ocean stream of warm water known as the "Japan current." This great volume of comparatively warm water flows south along the coast of British Columbia. Perpetual summer reigns wherever the full influence of this great ocean river is felt. Even in the midst of winter the warm breezes from the sea steal over the islands and mainland, and penetrate far into the interior among the many valleys of the mountains, their modifying influence gradually lessening as they advance. In the regions fully subject to them flowers bloom, vegetation remains green and bright, and there is little save the almanac and increased rainfall to

tell that winter is at hand. The warm, moisture-laden currents of air coming from the southwest meet the colder atmosphere from the north, and the result is frequent and copious rains during the winter season, the rainfall being much more abundant on the mainland coast than on the islands or in the interior.

The climate of the southeastern portion of Vancouver Island, the region in which Victoria is situated, is universally conceded to be the most delightful on the Pacific Coast. Here much less rain falls than on the adjacent mainland or upon the island further north, or the numerous small ones and the large ones of the Queen Charlotte group still further to the northward. Much of the moisture is taken from the atmosphere by the mountains lying between Victoria and the ocean, and the second precipitation does not occur until the winds strike the high lands of the opposite coast. Snow seldom falls, and then lies but a short time. The climate of that point is truly delightful, and is at all times invigorating. For a period of three years the lowest temperature was 8 deg. and the highest 83.9, the annual mean being 55.6. During the same period the average fall of rain was 24.78 inches per year.

The climate of the mainland coast opposite Vancouver Island differs somewhat from that just described. In the summer the temperature averages slightly higher and in winter somewhat lower, while the rainfall is greater immediately along the coast, decreasing toward the interior. The Lower Fraser Valley (New Westminster district) does not receive in summer the cold breezes from the Olympian Mountains which blow across Victoria, nor does it receive in winter so much of the genial warmth of the warm ocean air. As a general thing ice forms on the river for a short time, and snow begins to fall in January and continues to do so intermittently till March, the ground not being continuously covered with it. The rainfall at New Westminster is somewhat greater than on the flats at the mouth of Fraser River. It is also less as the river is ascended until Hope is reached, where it is about the same as at New Westminster. These variations are due solely to local causes. Above Yale it decreases rapidly as the interior is penetrated. Observations for seven consecutive years at New Westminster showed the lowest temperature to be 7 deg. and the highest 92, with an annual mean of 47.9. The average yearly rainfall was 59.66 inches, including a precipitation of snow of 51.2 inches, equal to 4.27 inches of rain.

The climate of the interior, that portion of the province lying above and to the east of Yale, is radically different from that of the coast, being drier and subject to greater extremes of temperature, though not entirely beyond the soft influences of the Japan current. The mountains along the coast relieve the ocean winds of their moisture, and the elevated plains of the interior are in consequence much drier than the coast and islands. The mean annual temperature does not differ much from that of the coast region, but the summer and winter extremes are much greater, and there is also much variation in different districts, owing to situation and local causes.

The total precipitation of rain and snow is very small. Wherever there occurs a mountain barrier, there the fall of rain and snow is heavier at its western base and correspondingly light on the lee side. In the Gold and Selkirk ranges, in the southeastern portion of the province, the winters are more severe and snowfall heavier than in the lower and more open portions. In that part which may be classed as the "Southern Interior," the climate, as a whole, is milder than in the more northern districts. In summer the heat is sometimes very great, though sun-strokes are unknown, and the evenings and nights are rendered comfortable by cool mountain breezes. Winter weather continues about four months, the remainder of the year being quite agreeable and enjoyable. Snow seldom exceeds two and one-half feet in the open, and occasionally, in some localities, stock remain out the entire season, though the prudent farmer keeps a good supply of food for their use when necessary. The climate changes materially to the northward of the region just considered. The general surface of the country has a higher elevation, and the Cariboo and other mountain masses render it quite broken and rugged. The summers are quite warm but of shorter duration; winter continues longer and the fall of snow is heavier. The forests are denser and the trees of a larger growth. In the valley of the Fraser, within this district, the climate is milder than that of the surrounding higher altitudes, and the atmosphere is drier, the valley and the benches and rolling hills and valleys of the western tributaries being covered with bunch grass.

Agriculture will share with other industries the beneficent effects of the railway, whose route lies through the very heart of the province. Although occupying a high latitude, the climatic conditions vary so radically from those prevailing on the Atlantic slope that agriculture is carried on in a latitude where it would there be impossible. The difficulty has never been a climatic one, but the result of the rugged nature of the country, by means of which the arable areas are rendered difficult of access and their products prevented from finding a market. The railway will create a revolution in this respect, especially when branch lines are run from various points into outlying valleys. Although in proportion to the entire area the land suitable for agriculture is small, there are fully 10,000 square miles of good arable soil, so diverse in character, location and climatic conditions as to be suited to the production of every fruit, cereal, vegetable, plant and flower known to the temperate zone.

All the land not owned by individuals and corporations belongs to the province and is known as "Crown land." Of this a strip twenty miles wide on each side of the railway has been donated to the Dominion Government to aid the construction of the road. All other land, except mineral and a few reserved tracts, is open to settlement. Any crown lands not already occupied or recorded may be entered as either a pre-emption or homestead by any head of a family, widow or single man over eighteen years of age, who is a British subject or an alien who has declared his intention to become such. The

homestead law protects duly registered real and personal property to the amount of \$2,500 (£513 13s. 11d. sterling) from seizure and sale. The price of lands is \$1 (4s. 1½d. sterling) per acre, payable in four annual installments, beginning at the end of the first year. Patent will be granted when full payment has been made, upon proof of continuous residence upon the land, in person or by agent, for two years from date of record, and of the existence of permanent improvements to the value of \$2.50 per acre. Aliens must complete their naturalization before they are entitled to receive a patent. The naturalization laws are very liberal, even more so than in the United States. All that is necessary to become a citizen, possessed of all political and other rights, is a declaration of intention to become such, supplemented by three years' residence and the oath of allegiance. Unserved lands may be purchased in tracts of not less than 160 acres, at \$1 per acre, payable at time of purchase, land to be surveyed at the expense of the purchaser. The Government has agents in the various districts, who look after the interests of immigrants who desire to settle upon the public lands. There is at Victoria a general immigration office, at which strangers should apply for information and advice. The location and character of the agricultural areas will appear in the detailed description of various districts which follows.

In the southeastern portion are quite extensive areas of bench lands, covered with a nutritious bunch grass. This affords splendid grazing for cattle. The bunch grass cures on the roots as it stands, and remains as hay until it is renewed in the spring; cattle graze upon it all winter. They do not require other food except in exceptional seasons, when the snow may for a short time be too deep for them or have a crust upon it. With a little food on hand for such emergencies, the stockman is prepared for the hardest winter. The grass is so nourishing that stock are fat and in condition for market early in the spring. The ranges in the southern portion of the province are pretty well occupied, but there are others further north. The country possesses, of course, the same advantages for sheep that it does for cattle and horses.

Fruits of the temperate zone grow to perfection on Vancouver Island, along the Lower Fraser and in the mountain valleys of the interior. The province is capable of supplying the Dominion with the choicest of apples, pears, plums, peaches, grapes, cherries, etc., and though no effort has been made to raise these for export, the completion of the railway will no doubt stimulate the fruit industry and cause the planting of many extensive orchards. The yield of grain, hay and vegetables is prolific. The growing and ripening seasons being slow, the farmer is given ample time to prepare the soil and to harvest the result of his toil.

One of the greatest resources of the province is the multitude of food fishes which swarm in the adjacent waters and inland streams and lakes, and catching and preparing these for market affords employment to many people. The most important is the salmon industry. Salmon of several varieties crowd into the inlets and

streams to deposit their spawn in the shallow fresh waters of the interior. Those entering Fraser River ascend the main stream and branches to their very sources, some of them reaching a point nearly 800 miles from the sea. It is while thus making their annual pilgrimage from the sea that they are caught, generally near the entrance to the streams, though often many miles inland, and prepared for market. Many canning factories have been established at favorable points, where thousands of cases are prepared for market annually. There are many good locations yet to be found, where salmon are abundant, and these will no doubt be occupied as soon as the rapidly increasing demand for the product assures it a reliable market. In this branch of the fishing industry about 5,000 hands are employed, and the annual pack exceeds 200,000 cases. The scene of the greatest activity is on Fraser River, where twelve canneries are located. For fifteen miles above its mouth the Fraser is dotted with boats of the salmon fleet during the season, and the river and canneries present a busy scene. North of this point establishments are located at Burrard Inlet, Alert Bay, Rivers Inlet, Skeena River, Metlakatla and Nass River. Large quantities of salmon are also salted and packed in barrels. The majority of fishermen, especially in the northern canneries, are Indians, who are expert and reliable, and are preferred to any other kind of labor. The Government located a hatchery in 1883 on the south bank of Fraser River, four miles above New Westminster. The undoubted success of this effort to foster one of the most important industries will enable the canning establishments to make improvements and invest additional capital with the assurance of a permanent and liberal supply of fish. The shipment of fresh salmon to the East in refrigerator cars will no doubt become an important feature of this industry in another year. Other important fishes are the oolachan, or "candle fish," from which an oil is manufactured that is considered superior to any other fish oil known; the sturgeon, of which great numbers are caught at the mouth of Fraser River, one recently captured weighing 1,200 pounds; the dog fish, from whose livers two factories make 50,000 gallons of lubricating oil annually; herrings, from which oil and fertilizers are made; halibut and cod, which abound but are not caught in quantity; whales and porpoise, which are caught in limited numbers for their oil. About 12,000 seals and a hundred sea otters are caught annually. Oyster beds are numerous. Many kinds of table fish are supplied from the salt waters, and in the inland streams salmon trout, mountain trout and white fish abound.

The lumber resources of British Columbia are very great, and as yet comparatively undeveloped. Only a few companies are engaged in lumbering on an extensive scale. The islands along the coast, as well as the adjacent mainland, are covered with a dense growth of several kinds of most valuable timber, which grows to immense size by reason of the moist and genial climate. Here is a source of wealth upon which the people may draw for generations to come. Of the various varieties of timber

found in the province the most abundant is the Douglas pine or fir (*A. Douglasii*), known also as the "Oregon pine," possessing the greatest commercial value. It covers the coast and islands in dense forests, extending as far north as Skeena River and inland as far as the Rocky Mountains. It grows to gigantic proportions on the coast under the influence of the continuously warm and humid atmosphere. The trees are straight, and the wood, though coarse grained, is exceedingly tough and tenacious, withstanding great transverse strain. It is cut into lumber of all sizes and shapes, and has few equals for frames, ties, bridge timbers, etc. For ship-building it is especially adapted, and its great length and toughness make it peculiarly desirable for masts and spars. It is also very useful for butter boxes and similar purposes. Great quantities of this lumber are shipped to South America, Honolulu, China and Australia, while spars and masts are also sent to Europe in large numbers. North of the Skeena the spruce and white Alaska cedar predominate. Huge red cedar abounds on the lower coast and inland. Cypress, or yellow cedar, is found along the entire coast, and juniper on Vancouver Island and along the interior lakes. White pine, balsam pine, yellow pine, Scotch fir, hemlock and larch exist in quantity in various localities. Of the hard woods, oak, alder, maple, vine maple, yew, crab apple and dogwood are found on the lowlands. Mountain ash and aspen and several other varieties of poplar, all known as "cottonwood," are found along the streams and in the interior valleys.

The largest lumbering industries are the Hastings Saw Mill and Moodyville Saw Mill, located on Burrard Inlet, near the terminus of the great railway; Rock Bay Saw Mill, at Victoria; Dominion Saw Mill and Royal City Planing Mill, at New Westminster. There are other mills at Nanaimo and various points, chiefly in the interior, supplying local markets. Development of this industry has not reached the proportions attained in the adjacent territory of the United States, and it may be said that the magnificent forests of this region are comparatively untouched and constitute a source of wealth upon which the people may draw for many years to come.

In its mineral-bearing rocks and deposits of placer gold the province possesses a natural wealth of great magnitude. Mining first led to its settlement by white people and has always constituted a leading industry. The list of minerals found embraces gold, silver, copper, iron, coal, lead, cinnabar, platinum, antimony, bismuth, plumbago, limestone, marble and salt.

Gold mining was for many years the only important industry, and is to-day the leading one in the interior. Mining has been confined almost exclusively to the working of placer deposits. The gold in the bars and benches along Fraser River, extending from Hope to above Alexander, is very fine and requires working with quicksilver. Work in this region is done by Chinamen and settlers. The Quesnel and Cariboo mines further north have been the greatest producers, the gold being coarser and easier to obtain. This is still the great placer mining region of

the province. Still further north are the Omineca and Cassiar districts, where placer mines are being quite extensively worked. Recently large placer diggings have been discovered on Granite Creek and other streams in the Similkameen and Okanagan country, in the extreme southern portion of the province, where more or less quartz mining has been done for a number of years. In general it may be said that there is scarcely a stream on which "color" cannot be found. From 1858 to the present time the yield has been about \$50,000,000. In 1864 \$3,735,850 were obtained, but now the yearly product only approximates a million dollars. Mining is in the transition period between placer and quartz. The richer placer mines, so far as discovered, have been more or less worked out, and miners are turning their attention to quartz. As yet quartz mining has made no regular beginning, as no fully developed quartz mine exists in the province. Auriferous quartz ledges abound, and hundreds of them have been discovered and located in the Okanagan and Kootenay regions. Attempts were made some years ago to work them, but the great expense, owing to cost of transportation, led to abandonment of the effort. The railway will play an important part in the development of this industry. During the past summer several quartz districts were discovered in the region traversed by the railway, and numerous locations were made on ledges showing extremely rich assays. It may safely be said that the era of quartz mining, which is the only form of that industry possessing the element of permanence, has begun to dawn.

Coal mining is an industry which of late years has undergone a wonderful development. Coal has been found in places over a very wide area of both the mainland and islands. At Nanaimo, on Vancouver Island, is found the best quality, and there the industry has reached great proportions. The quality varies in different localities, from the common lignite to anthracite, the latter being on Queen Charlotte Islands, and the only vein of anthracite yet discovered on the Pacific Coast. The coal at Nanaimo is the best quality of bituminous coal to be found on the Coast, and is shipped in quantities to all points, San Francisco being the best market. From 1860 to 1875, inclusive, there were imported into San Francisco 320,000 tons. They began then to increase rapidly, and during the past five years the average has been 153,000 tons per annum. Cargoes are also sent to the Sandwich Islands and China. The mines producing this coal are those of the Vancouver Coal Mining and Coke Company and the Wellington collieries. The former are five in number and are situated in Nanaimo and vicinity. The operations of this company are very extensive. Their wharves at Nanaimo, which is supplied with coal chutes, have a shipping capacity of 1,000 tons per day, and are connected with the mines by a narrow gauge railway. The company gives employment to about 800 men. The Wellington collieries are situated at Wellington and South Wellington, a few miles from Nanaimo, and are connected with their shipping wharves on Departure Bay by a narrow gauge railway. The company employs about 900 men, of

whom some 400 are miners at work in the various shafts. The company has loading facilities at its wharves for 1,500 tons daily. Dunsmuir & Sons are the proprietors. The coal beds at that point cover a wide area. At Comox, still further north, it is estimated that they occupy 300 square miles. They are also found at other points on the island. Large fields of lignite exist near New Westminster, in the Nicola Valley and along the North Thompson and Skeena rivers.

On Texada Island, situated in the Gulf of Georgia, and only twenty miles from the Comox coal fields, and consequently not far from the mines at Nanaimo and Wellington, are great masses of rich magnetic iron ore, assaying 68.4 of iron, and having a low percentage of phosphorus and other impurities. This ore is now being used by the smelting works at Irondale, just across the line in Washington Territory, where it is mixed with the brown hematite ore found in that vicinity. The existence of great bodies of superior coal and iron in such close proximity suggests the springing up ere long of large smelting and iron works. Copper has been found in a number of places, the most promising ledge being one on Howe Sound. It also appears as a base in quartz containing the precious metals, as, also, does galena. Salt springs exist in various places, but have never been put to practical use. Petroleum was recently discovered on the east coast of Vancouver Island, adjoining the extensive coal fields now being worked. This is a most important discovery, since the oil is of a good quality and no doubt exists in quantity, and will lead to the development of a valuable industry.

Vancouver Island.

UNTIL the railroad a few days since opened a new route of travel, the only entrance to the province was by the way of Victoria and Fraser River, and any detailed description of the country naturally begins at that point, as well for that reason as because there is to be found the greatest population, the most advanced development and the largest industries. The province is divided into several districts, which have their own local governments and elect representatives to the provincial legislature, being somewhat similar to county subdivisions elsewhere. Of these the first encountered is the large island upon which the chief city stands.

Vancouver Island begins at the Straits of Fuca, through which runs the international line, and extends northwesterly parallel with the mainland a distance of 300 miles, having a varying width of from thirty to fifty miles, and containing an area of 12,000 square miles. Its surface is heavily timbered and generally mountainous, rising in places to an altitude from 6,000 to 9,000 feet. There are no large areas of level land, yet the aggregate of arable tracts amounts to many thousand acres. The chief agricultural areas are found in the southeastern portion, where is located the city of Victoria. Along the western, or ocean, coast, which is indented by numerous bays and inlets, there is comparatively little level land, though several arable tracts are now being settled upon.

On the eastern, or inside, coast are numerous quite extensive agricultural districts, of which the most important are Cowichan, Saanich, Chemainus, Sominoes, Alberni, Salmon River, Comox and Fort Rupert. The soil in general is very fertile, producing large yields of wheat, rye, barley, oats, corn, buckwheat, hops, potatoes and vegetables. All fruits of the temperate zone thrive and bear prolifically. Cattle are kept in small bands by farmers and graze the year round on edible plants and grass, and browse upon the tender brush and lichens hanging from the trees. All the care they require is to be provided with a dry bed in a sheltered place during rainy weather.

A most important enterprise now in progress is the Island Railway now being constructed to connect the Nanaimo coal fields with Victoria at the suburban town of Esquimalt. The whole distance is seventy miles, and as the line runs up the coast it passes through the chief agricultural districts lying between those two points. It is now being actively constructed, and its completion, in addition to being a great aid to the mining interests, will hasten the settlement and development of the region through which it passes. It is projected to run as far north as Discovery Pass, though it has not as yet been definitely located beyond Nanaimo. There are many dormant resources which will in time become sources of wealth. Among these are oyster beds, vast fields of coal in localities not now being worked, extensive ledges of excellent marble, petroleum, salt springs, fish, and vast quantities of several varieties of valuable timber.

New Westminster District.

THE region lying on both sides of the Fraser, extending from its mouth to the point where it sweeps to the north, and from Burrard Inlet to the international line, is the most thickly settled of any portion of the mainland. It is called the "New Westminster District," and is divided into several municipalities. In it is embraced some of the most extensive and valuable tracts of arable land in the province, its lumbering and fishing interests are the greatest, and through its entire length of 100 miles from east to west run the great railway and the navigable river. Besides New Westminster, the largest town on the mainland, situated fifteen miles above the mouth of the Fraser, it contains the towns of Port Moody, Hastings, Granville, Moodyville and Vancouver, all on Burrard Inlet, the region in which the most extensive lumbering operations are being carried on. This is the great arm of the sea upon which the railway finds a deep water terminus. Important fishing industries are established there. The inlet extends twenty miles inland and is from 150 yards to two and one-half miles wide, affording safe anchorage for the largest vessels over the greater portion of its area. It must, in the natural order of events, become a harbor of great importance.

About the delta of the Fraser, which stream divides at its mouth into the "North Arm" and "South Arm," are many thousand acres of most fertile lowlands, well settled upon and highly productive. This region is

divided between the municipalities of Richmond and Delta, in the latter of which is the small village of Ladner's Landing. Besides the agricultural industry, the largest fishing operations on the Fraser are carried on here. South of this is the municipality of Surrey, containing the settlements of Hall's Prairie, Clover Valley and Mud Bay. Above New Westminster lie Maple Ridge and Langley municipalities, the former north of the river and the latter south. In the former is the new town of Port Hammond, where the railway connects with steamers plying on the lower river. In the latter is the small town of Fort Langley, a river shipping point for the region to the south. Chilliwack is the name of the municipality lying on both sides of the river above Maple Ridge and Langley, and extending to the eastern edge of the district. It contains a number of good agricultural settlements, most of them back from the river and hidden from the view of passing travelers. Popeum, Centreville, Sumas, Wade's Landing and Chilliwack are small villages and steamer landings on the south bank of the river. Inland, to the south, are the settlements of Upper Sumas, or York's, and Matsqui, or Riverside. The railway runs down the north side of the river, passing through the settlements of Ferny Coombe, Harrison Mouth, Niccoamen and St. Mary's Mission. Agriculture and dairying are the leading industries, and there is much good land open for the occupation of immigrants suitable for the same uses. Especially is this true north of the stream, where as yet comparatively few settlers have located. Several flouring mills, saw and shingle mills and a tannery are in operation at different points in the municipality.

Yale and Kootenay Districts.

THE District of Yale is a large one, extending from the Fraser to the Columbia and from the United States line to the fifty-first parallel, covering an area of 24,000 square miles. Across its entire northern and eastern ends runs the railway, passing through its largest towns, Yale, Hope, Kamloops, Lytton, Spence's Bridge and Savona's Ferry. Through it run the Thompson, Nicola and Okanagan rivers, with their many tributary streams and lakes, and along either side flow the Fraser and Columbia. The Cascade Mountains occupy the southwest section and the Gold Range lies along the eastern end. Between these lies a high plateau 150 miles in width. The surface of the plateau is broken by short ranges and detached groups of mountains, creating many narrow valleys, through which run the streams, or in which lie many long, narrow lakes, some of them alkaline. On the benches, which rise in terraces from the streams and lakes, is good soil, well suited for agriculture, being an admixture of boulder clay and alluvium. Above this the general character of the soil is boulder clay, fertile in its nature, but situated too high for successful cultivation. Here and there the soil is impregnated with alkali. Bunch grass covers nearly the entire surface below an altitude of 2,000 feet, and sage brush abounds. Timber is not abundant, being confined to limited groves of red

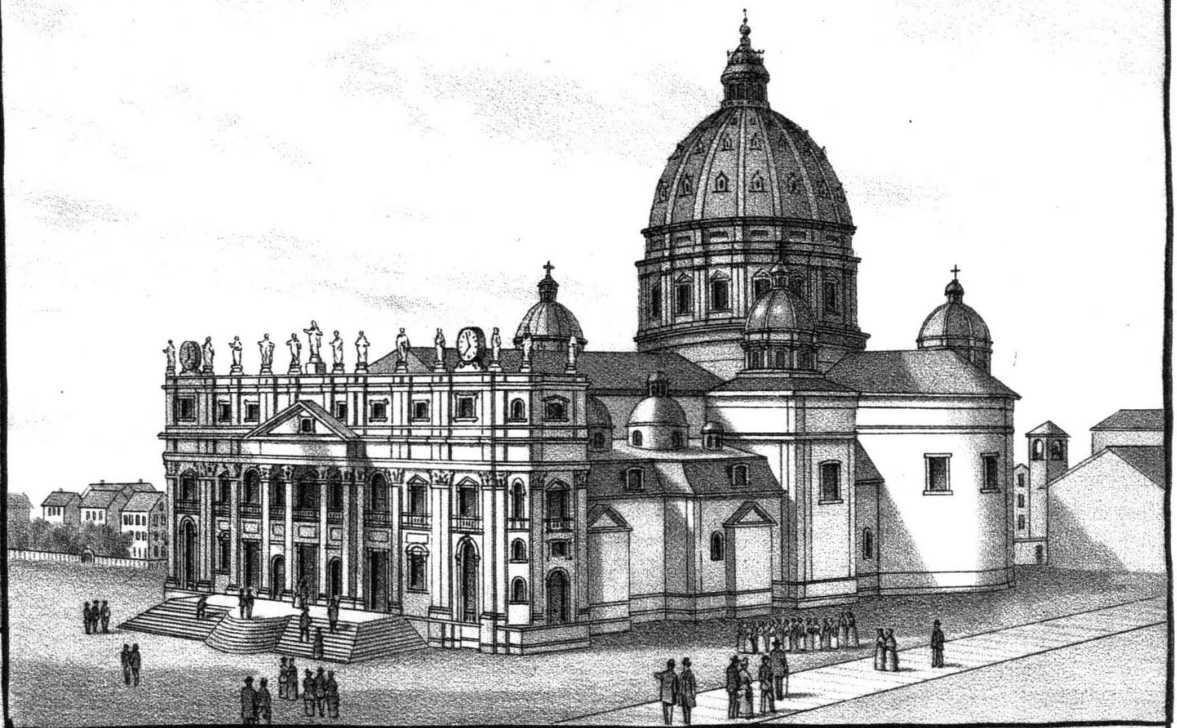
pine on the uplands and cottonwood and aspen along the streams. Stock raising is at present the leading occupation. Moderately good roads (constructed by the Government) lead through the district, connecting the various settlements. For about twenty-one miles above Yale the Fraser is not navigable, but from that point it is passable by steamers for some distance. The Thompson, beginning twenty miles above Spence's Bridge, is navigable through Kamloops Lake as far as the Clearwater on North Thompson, and up the South Thompson through Shuswap Lake to a considerable distance up Spallumcheen River.

The chief agricultural districts are Nicola Valley, Cache Creek, Thompson River, Spallumcheen Valley, Okanagan Valley and Similkameen and Kettle River valleys. Nicola Valley lies fifty miles south of Spence's Bridge, sixty south of Kamloops and eighty east of Hope. General agriculture and stock raising are carried on, and several saw and flouring mills are operated. Stores, schools, churches and neat residences all speak of the prosperity of the settlement. Cache Creek, a tributary of the Bonaparte near its confluence with the Thompson, has many settlements, which extend up the North Thompson a distance of fifteen miles from Kamloops, and up the South Thompson as far as Shuswap Lake. On the north side of Lake Kamloops is Tranquille Valley, containing a number of good farms. Spallumcheen Valley lies along the river of that name south of Shuswap Lake, and is connected by steamers plying on the lakes and rivers with Kamloops and points further west. This is one of the largest and best agricultural districts in the province, requiring no irrigation for crops. Extensive farming is also carried on in the two fertile valleys of Salmon and Pleasant rivers a little further to the west. Okanagan Valley is one of the most important agricultural districts, and extends from the head of Lake Okanagan to the international line. The principal portion of the farming land is in Mission Valley, a stretch of forty miles on the east side of the lake. Here a mission has been maintained by the Roman Catholics for a great many years. Stores, flouring mills, saw mills, etc., make quite a flourishing settlement. A canal sixteen miles long, from Spallumcheen River to the head of Lake Okanagan, would give entrance to the lake to the steamers from Kamloops. On Similkameen River, a tributary of the Okanagan, and Kettle River, flowing into the Columbia, is much good arable land upon which many settlements have been made. Placer gold mines are being worked on the Similkameen and tributaries, and many undeveloped quartz ledges have been located. To the southeast and east of Lake Okanagan lies a rich mineral region as yet undeveloped.

The Kootenay District occupies the mountainous region in the southeastern corner of the province. Through it runs the Kootenay River discharging into the great lake of the same name. Along the river, for a distance of fifty miles above its mouth, lies a strip of arable land, varying in width from two to ten miles, consisting of rolling hills and bottom lands, covered with bunch grass

THE WEST SHORE.

ST. PETERS CATHEDRAL.



EPISCOPAL CATHEDRAL.

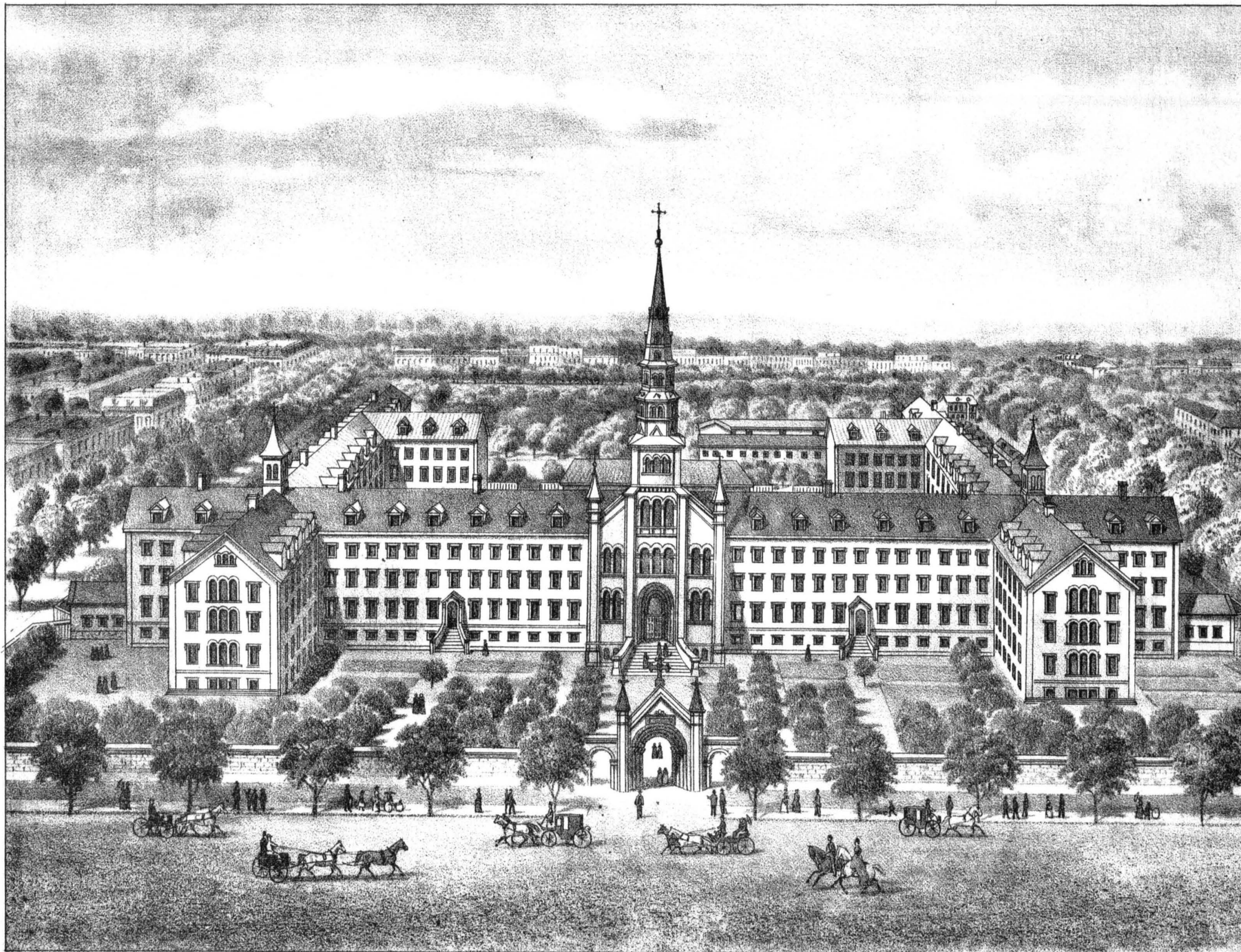


NOTRE DAME CHURCH AND PLACE D'ARMES.



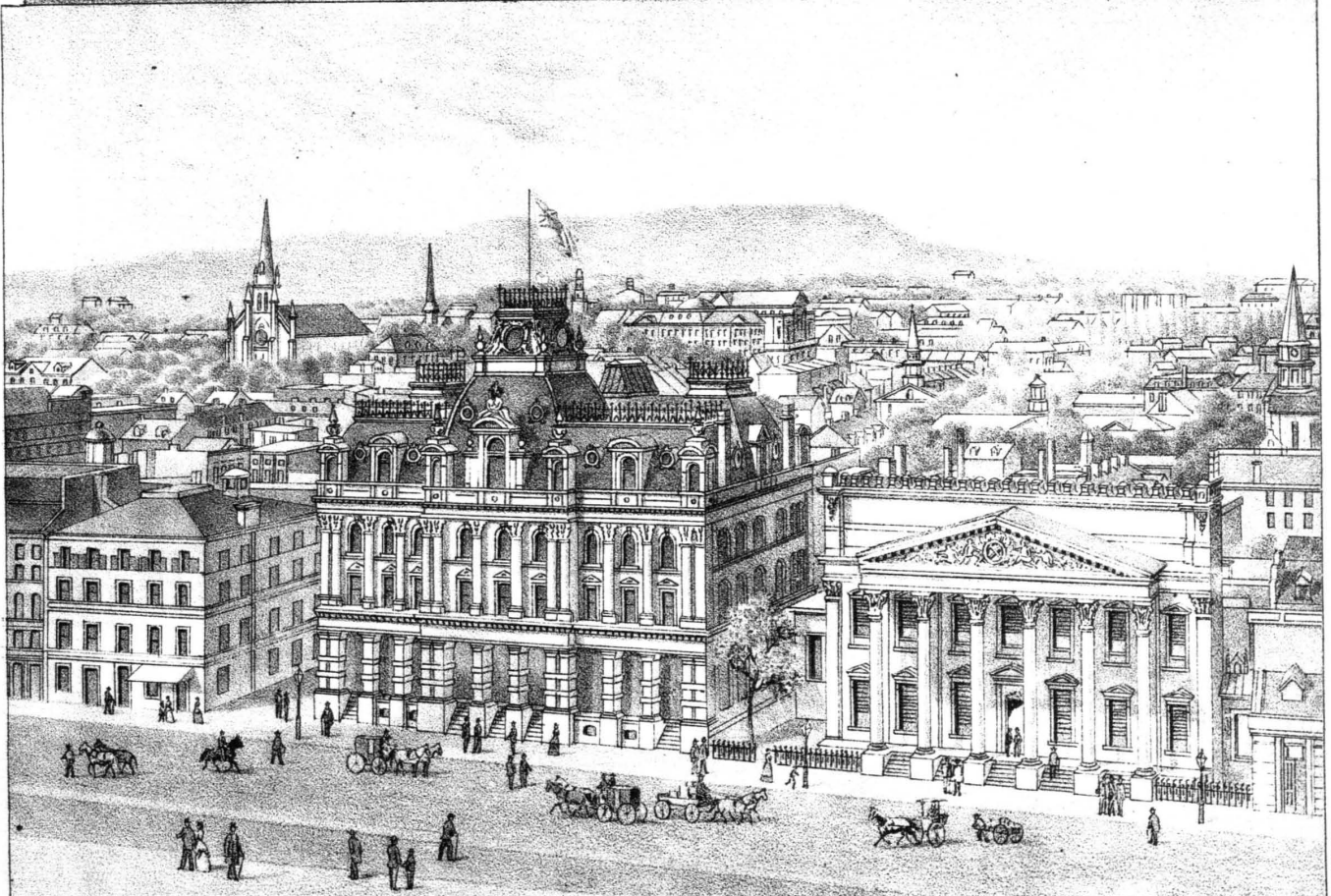
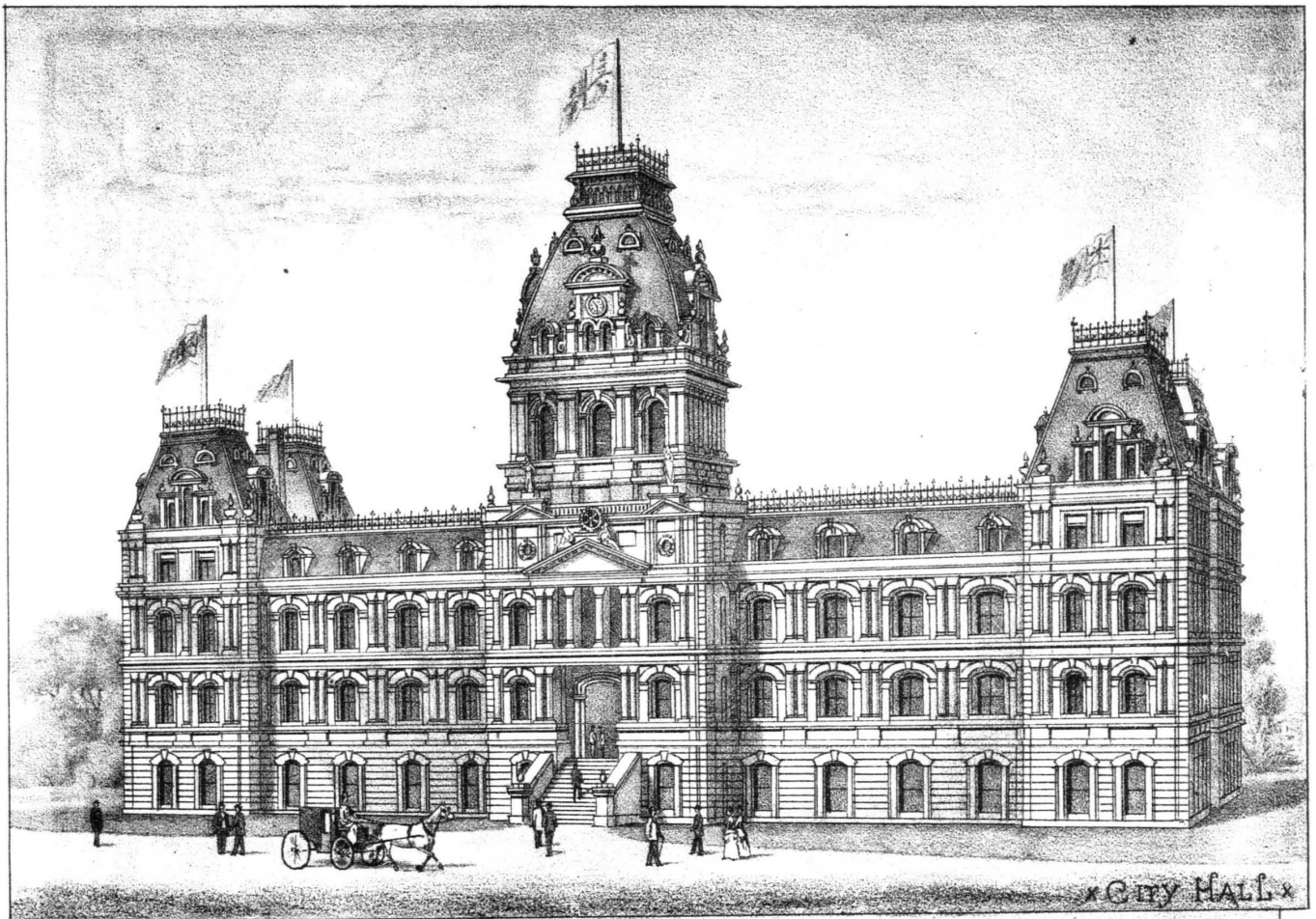
MONTREAL.

THE WEST SHORE.



GREY NUNNERY, MONTREAL.

THE WEST SHORE.



WEST SHORE LITH.

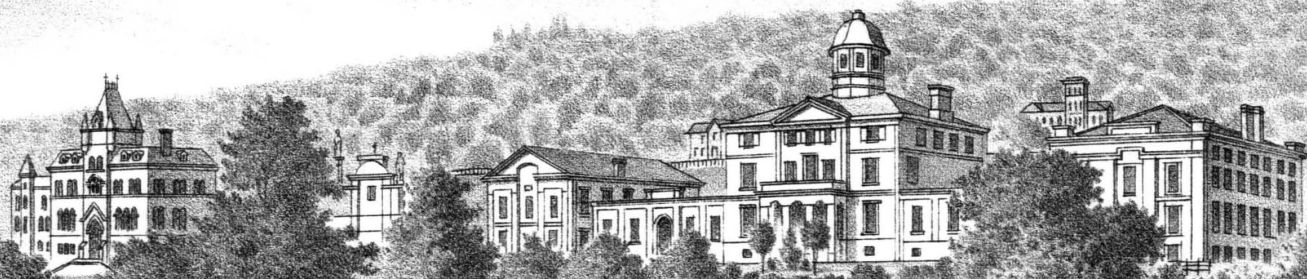
POST OFFICE.

© MONTREAL ©

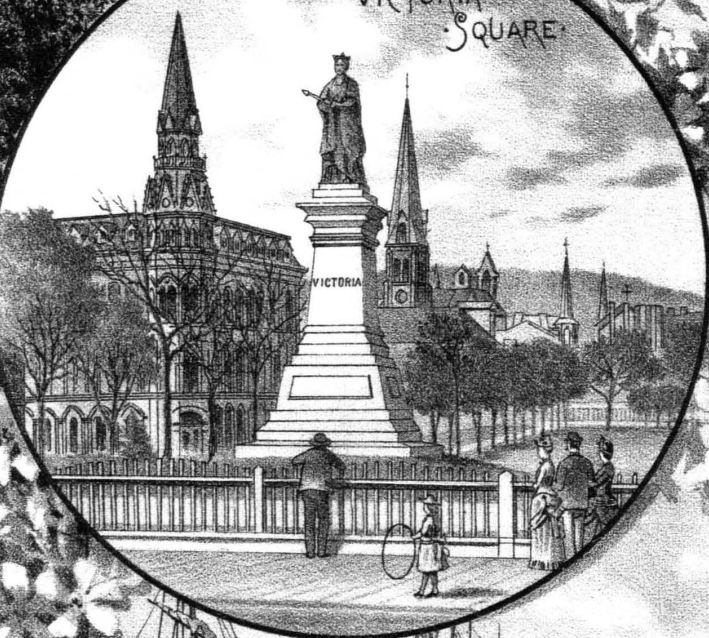
BANK OF MONTREAL.

THE WEST SHORE.

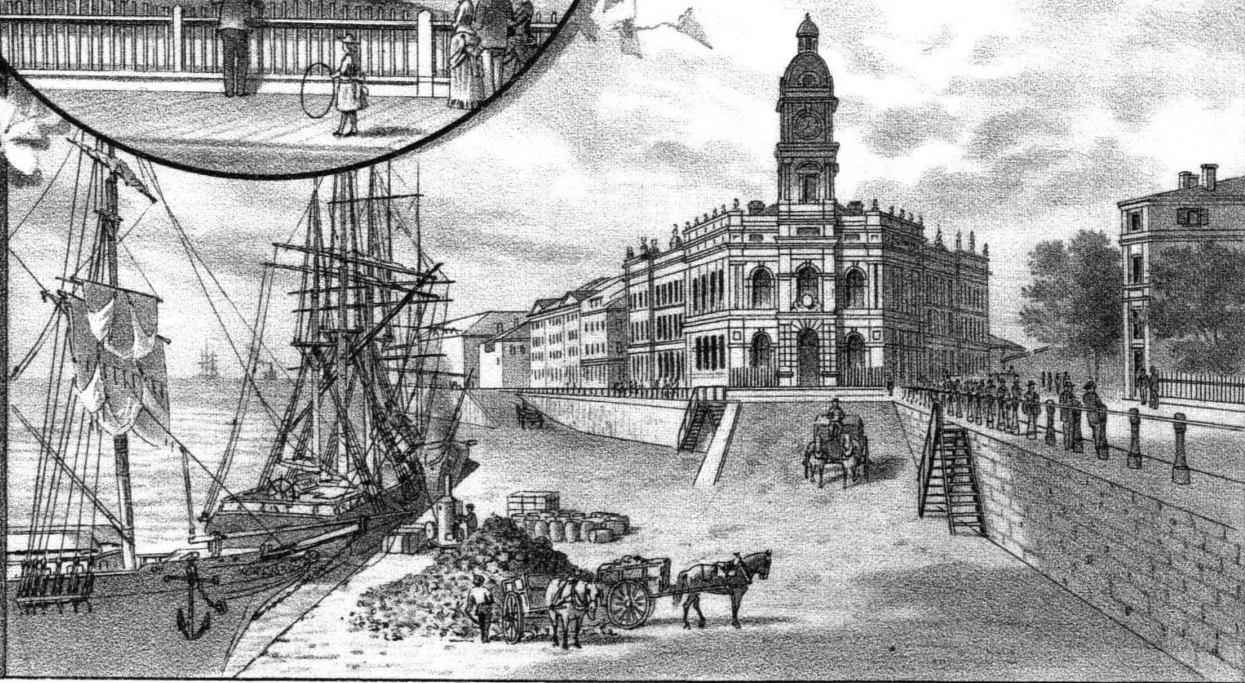
PRESBYTERIAN AND MC GILL COLLEGES.



VICTORIA SQUARE.



CUSTOM HOUSE.



MONTREAL.

and having a light, sandy soil. Along a series of lakes near the large one is a valley thirty by fifteen miles in extent, having a rich soil, good grass, water and timber. Grain and vegetables yield in abundance. There is plenty of vacant land for settlement. Stock raising is the leading industry. Placer mining has been carried on quite extensively for twenty years, and numerous rich quartz ledges have been located. A company has been organized to open this region by a short railroad and a steamer line on the Columbia River. There is much good agricultural land along Columbia lake and river, across which the railway passes in the northern portion of the district.

Lillooet, Clinton, Cariboo and Cassiar.

THE Lillooet District lies on the west side of the Fraser above the mouth of Thompson River. It extends for 100 miles along the Fraser, whose auriferous deposits have been worked for many years, though not now on an extensive scale. It embraces several agricultural sections, such as Lillooet Valley, six by four miles, in which lies the town of Lillooet, and the valleys of Lakes Seton, Anderson and Lillooet. In the district is Bridge River, a considerable stream flowing into the Fraser from the west.

The town of Clinton lies in Clinton, or Cut-off, Valley, fifty miles northeast of Lillooet and east of Fraser River. It is an important station on the stage road from Yale to the mines further north. Agriculture is carried on quite extensively in the valley, also in the valley of the Bonaparte further south. Both farming and mining are engaged in by settlers at Big Slide, Dog Creek and points along the Fraser.

Cariboo District embraces the whole region of the Upper Fraser above Lake La Hache, and is the great placer mining portion of the province. The chief town is Barkerville, on Williams Creek, while Richfield, Stanley, Quesnel, Soda Creek, Alexandria, Lake La Hache, Lake Williams and San Jose River are mining camps and agricultural districts. The annual gold product is about \$100,000. On the west side of the Fraser is a vast rolling prairie, lightly timbered, through which runs the Chilcotin River. It is a good agricultural region and almost wholly unoccupied.

The District of Cassiar occupies the northern end of the province, and is a rich and extensive mining region. Its population is 500, chiefly miners. The winters are rigorous and the summer season short, yet agriculture is carried on successfully along Dease Lake, Dease River, McDame Creek and Deloire River. Peace River and other tributaries of the Mackenzie head in this region.

Upper Coast and Islands.

FROM the head of Vancouver Island to the southern extremity of Alaska the coast presents the same indented and tortuous line, flanked by innumerable islands, though without the great outlying land, except in the extreme north, where the Queen Charlotte group shelters for many miles the inner islands which fringe the coast. The mountains border closely upon the sea, their sides,

as well as the mountainous surfaces of the adjacent islands, being densely covered with timber. The population of this region is chiefly Indian, and they are both intelligent and industrious, performing nearly all the labor of the two industries—salmon canning and lumbering—which have gained a foothold there. The climate is mild, the thermometer in the southern portion never falling below zero, and but seldom doing so in the extreme northern end. The rainfall is very great, the mountains of the coast causing the first precipitation of rain from the warm, moisture-laden air moving inland from the sea.

The various centres of settlement and industry are Rivers Inlet, on which are the village of Weekeeno, two canneries and a saw mill; Bella Coola, on Burke Channel, where is a Hudson Bay Company's post; Bella Bella, on Campbell Island, the site of another post; Skeena River, with canneries at Aberdeen, Inverness Slough and Port Essington; two missionary stations and a small settlement at Mumford's Landing; Metlakahla, on the Tsimpshcean Peninsula, where are located a cannery and a mission station, with a saw mill, barrel factory and other industries; Fort Simpson, a Hudson Bay post on Portland Inlet, opposite the southern extremity of Alaska; Nass River, at the head of Portland Channel, where are two canneries, a saw mill and two mission stations. The special feature of this region is the Queen Charlotte Islands, an outlying group of large islands, three in number—Graham, Moresby and Provost. They are 170 miles long by 100 wide, are mountainous and heavily timbered, and possess a warm, moist climate. Both anthracite and bituminous coal have been discovered there. They appear to be better adapted to stock raising than general agriculture. At Skidegate, on Graham Island, a company is extensively engaged in producing dogfish oil. There are a Hudson's Bay post and a mission at Massett, on Graham Island.

Cities of British Columbia.

VICTORIA, situated on the southeastern extremity of Vancouver Island, just outside the eastern entrance to the Straits of Fuca, is the chief commercial city, social metropolis and seat of government of British Columbia. It was founded in 1843 by the Hudson's Bay Company as a general supply point and headquarters for this region, and was named in honor of the young queen who had but a few years before ascended the throne of England. The site was most wisely chosen, since it is the ocean gateway to the province, and must ever command the commerce and receive the tribute of the interior and coast regions alike. What San Francisco is to California, or Portland to Oregon, Victoria is to British Columbia, at once the great market, base of supplies and financial centre. The advantage of location was first demonstrated in 1858, when the endless throng of miners poured into the Fraser River gold fields, and 30,000 of them wintered in and around the city. Victoria then sprang suddenly into commercial activity, and when, as the excitement abated and the greater portion of the campers departed, their tented city vanishing as quickly as it had sprung up, it

became evident that a city had been founded which was destined to live, to grow with the province, and to become metropolitan as the resources of the surrounding region were developed. From that time its history has been one of steady progress. Population has increased, business has expanded and property values have been steadily on the ascendant. All the important steamer lines in the province centre here, connecting the capital with all the coast ports where sufficient settlements have been made to give them support, and with the interior by way of Fraser River. These steamers do a constantly increasing business, the gradual development of the tributary country constantly calling for an increase of transportation facilities to and from the metropolis. It is the most northerly port of importance on the Alaska route.

The harbor (see pages 347 and 408) is a secure one, and offers accommodations for vessels drawing eighteen feet of water. The adjacent harbor of Esquimalt, a suburb of the city, is suited for vessels of the deepest draught, and is the actual commercial port and terminus of the railway under construction from the Nanaimo coal fields. There are located the Government dry dock and British naval station for the Pacific Coast. A fine macadamized road connects the two ports, along which is stretched a telephone line. The flags of many nations have floated over craft anchored in the Royal Roads, just without the entrance to Esquimalt Harbor. The number of vessels arriving at the port will greatly increase as commerce develops under the influence of the new trans-continental route. The first great benefits of the new order of things will undoubtedly be reaped by this city, and it must necessarily experience a marked growth in population, business and wealth during the next few years.

The business portion of the city (see illustrations on pages 348 and 349) is well built of brick and stone, the substantial business blocks, with their well-stocked stores, and public buildings imparting a pleasing air of solidity and prosperity that invariably creates a favorable impression upon a stranger's mind, an impression which is deepened and fixed by a more intimate acquaintance with the city and its people. Many of the structures display much architectural taste and skill. The Provincial buildings on James' Bay are five in number, and are constructed of red brick in the Swiss style of architecture. They are reached by a substantial bridge, and are surrounded by attractive grounds. At the foot of the lawn stands an obelisk of gray granite, erected to the memory of the first Governor, Sir James Douglas. The Dominion buildings consist of a custom house, post office and marine hospital, and are solid, serviceable structures. An imposing opera house has just been completed, the largest and finest north of San Francisco. The building is occupied in part by the Driard Hotel, in connection with its former large structure. There are many attractive residences (see page 350) in the city, some of them being elegant, both as regards the edifices and their beautiful surroundings. Of these the most prominent is Cary Castle, the residence of the Lieutenant-Governor.

In the matter of educational facilities Victoria has wisely kept well in the advance. The public school, which is under the general supervision of a board of trustees, and has an efficient corps of instructors, occupies a two-story brick building, commanding a fine view of the harbor. The class rooms, play grounds, etc., are well appointed. The school is maintained free of expense to the parents of children attending. A high school, where all the advanced grades are taught, occupies a large and handsome brick edifice recently completed. From this school are graduated many of the teachers of the province. There are several private seminaries, and a college under the auspices of the Church of England will soon be added. In the southern portion of the city stands a large structure in which the Sisterhood of St. Ann maintain an excellent school for the education of girls. There are eleven religious congregations, nearly all of which possess good houses of worship. They consist of two Church of England, one Reformed Episcopal, two Roman Catholic, two Presbyterian, two Methodist, one Baptist and one Hebrew. The Mechanics' Institute has a valuable library and spacious reading room; there are also a number of fraternal and benevolent societies.

Besides the many large stores that transact the commerce of the province, the city has numerous industries, such as iron works, brass works, planing mills, saw mills, soap factory, boot and shoe factory, match factory, cigar factory, glove factory, etc. Its commercial importance and the intelligence of the people is revealed by its four daily newspapers. The *Colonist*, the veteran paper of the province, occupies a large and handsome structure of its own, and has the most complete establishment in the Northwest. The *Times* is now in its second year, and is a large and enterprising paper. The *Standard* and *Post* are both well conducted papers. All but the last also issue weekly editions. The *Resources of British Columbia* is a monthly devoted to the development of the province. The *Journal of Commerce* is a new commercial publication of merit.

The city enjoys most excellent facilities for communication with the world. Besides the Canadian Pacific and the Island Railway, it enjoys the benefits of the great lines in the United States, being connected with San Francisco by a regular line of steamers, and with Portland by the way of Puget Sound and the Northern Pacific. Telegraph and telephone facilities are enjoyed. Gas works, water works costing \$200,000, and a fire department are some of its metropolitan features. Several powerful electric lights are suspended from high masts in different portions of the city. Victoria is a favorite winter resort, not only for the people of British Columbia but for many living south of the line, while in summer it is crowded by tourists, whose numbers annually increase. No spot on the Pacific Coast offers more comfort, better climate or more beautiful scenery.

Besides the immense dry dock, the adjacent town of Esquimalt possesses a dockyard, arsenal building, naval hospital, two churches, a public school, and a number of buildings and residences.

Nanaimo is situated on the inside island coast seventy miles above Victoria. The town has grown out of and depends upon the extensive coal mining carried on in the vicinity. Its harbor (see page 406) and the adjacent harbor of Departure Bay are connected by a long, deep channel, and offer accommodations for a vast number of the deepest draught vessels. The business portion of the town lies on a rocky peninsula, separated from the residences by a deep ravine, which is spanned by two substantial wooden bridges. The streets are well improved and much business is transacted, though few buildings of an ornamental character have been erected. The future will no doubt work a change in this respect, since the industry upon which the town depends is a permanent and increasing one. The Dominion Government has erected a handsome stone custom house and post office. The Episcopalians, Methodists, Presbyterians and Catholics have church edifices. The last named has a handsome Gothic structure, near which stand the parsonage and a convent school* of the Sisterhood of St. Ann. The town supports two public schools, one for each sex; also a literary institute, in which are a reading room and a town hall. The *Free Press* is an excellent weekly paper. There are other industries besides coal mining, such as a saw mill, shipyard, tannery, brewery, soda factory, etc. The town is incorporated and contains a population of from 2,000 to 2,500. Near by are the towns of North Wellington and South Wellington, the actual locations where the extensive mining operations are carried on. Steamers and telegraph lines connect Nanaimo with Victoria and the terminus of the Canadian Pacific on Burrard Inlet, and the Island Railway from Victoria and Esquimalt will soon make its terminus here.

The largest city on the mainland is New Westminster, once the capital of the province. It lies on the north bank of Fraser River, fifteen miles above its mouth. It gathers tribute from the whole Fraser River country, and is the special commercial point for the rich agricultural region lying on both sides of the river for many miles above its mouth. Several roads connect it with Burrard Inlet, and a short branch line will soon give it direct connection with the great railway which passes a few miles to the north. It is a good business point, and a thriving city possessing all the elements of permanent prosperity and steady growth. The site is a splendid one. The business portion lies along the river, the ground rising gradually into the higher residence district.

The Dominion has constructed a three-story brick and stone building for the post office and other federal offices. The Provincial Penitentiary and Insane Asylum (see page 366) are located here, the former being a substantial stone structure, and the latter a large building of brick and stone. Among other prominent buildings are the District Court House, the Church of the Holy Trinity (Episcopal), a handsome and costly stone edifice, possessing a large chime of bells, and Roman Catholic, Presbyterian, Methodist and Indian (Catholic) churches. The public school occupies a large two-story building,

centrally located, and there is a high school for instruction in the more advanced studies. The St. Louis College, for boys, and the St. Ann School, for girls, both Catholic institutions, occupy a handsome brick and cement edifice each. The Episcopal denomination maintains a school for girls, and the Methodists and Presbyterians jointly support a collegiate institute. Two excellent papers are published semi-weekly—the *British Columbian* and *Mainland Guardian*. Four salmon canneries in and near the city and two saw and planing mills employ 1,500 men. There are other industries, such as a shipyard, tannery, a soda and syrup factory, a foundry, two breweries, bakeries, etc. The population is in excess of 3,000.

At the head of Burrard Inlet stands the town of Port Moody, the point first selected as a terminus for the railway. Below this are the lumbering villages of Granville, Hastings and Moodyville. Near the entrance to the inlet lies Coal Harbor (see pages 376 and 377), the point now decided upon as the final terminus of the Canadian Pacific Railway, where is springing up the city of Vancouver. Here will be located the company's machine shops and terminal works. It is a reasonable supposition that Vancouver, supported and fostered by such a great corporation, will at no distant period become a large commercial city. How large no one can say; but with the British Government calling for tenders for a fortnightly mail service between that point and Yokohama and Hongkong, and the certain carrying of the bulk of tea shipments for England and the Eastern states and provinces, the outlook is certainly promising for the terminal city of Vancouver. The Provincial Government has laid off town lots on land fronting the finest water privilege and best anchorage on English Bay, a large portion of which will be used by the railway company for terminal works, and which is connected with the company's land by a bridge to be erected at or near the entrance of False Creek. It is the point for the delivery of merchandise for Victoria and Nanaimo, being the nearest connection between them and the railway. As announced elsewhere, these lots will be sold at public auction on the 18th of January next. The Government deserves much praise for thus placing these lots on the market early, as their sale at public competition will have a tendency to prevent those real estate "booms" which are so often the bane of new towns. The public can thus secure lots in the terminal city before their value has become unduly inflated by speculators under the excitement caused by the actual construction of terminal works.

In ascending Fraser River, along the line of the railway, the first town of importance reached is Yale, situated on the west bank. The town (See page 363) has a population of 1,000, and contains Government offices, wholesale and retail stores, good schools and Episcopal and Catholic churches. It is at the head of navigation on the Fraser, and has for years been the base of operations in supplying the great mining regions of the interior, which has kept it an active business point. A few miles below

is Emory, a saw mill point. Ten miles below, and on the opposite side of the stream, is Hope, from which lead good roads to Nicola Valley and the Similkameen mines, with which and other regions in the interior it does a thriving business. Above Yale, at the mouth of the Thompson, is the town of Lytton, also a prosperous supply point for interior regions, especially the Lillooet country. It contains several large stores, flouring mill, railway station, warehouse, school house, court house, saw mill, etc.

Twenty-three miles up Thompson River is Spence's Bridge, or Cook's Ferry, at the point where the road to the Cariboo mines crosses the river. This is quite an important business point. Further up is the small town of Savona's Ferry, at the lower end of Lake Kamloops. Just above the upper end of the lake, opposite the junction of the North and South Thompson, is the town of Kamloops. It is a railway station and an important point on the steamer routes of both streams. A number of good stores, hotels, shops, as well as a saw mill, grist mill and tannery, are the leading business features. Here is published the *Inland Sentinel*, the only newspaper in the interior. Kamloops is a prosperous and growing town, so situated as to profit largely by the steady development of a large and fertile portion of the interior. This is an end of a division of the railway, and repair shops, round houses, etc., will be constructed here. The only other point of present importance on the railway is Farwell, at the crossing of the Columbia River. This was the base of operation in constructing the road in that region, supplies being taken in by steamers on the Columbia River from the line of the Northern Pacific in Washington Territory.

A careful perusal of these pages will convince the thoughtful reader that the Dominion of Canada is destined to become a great power in America, and that its fairest portion is the Province of British Columbia, the region offering the most inducements to immigrants, and possessing the greatest abundance of natural wealth in her fertile soil.

THE leading real estate dealers and financial agents of British Columbia are Messrs. Rand Bros., who have offices in Victoria, New Westminster and at Coal Harbor, the terminus of the Canadian Pacific Railway. They have entrusted to them for sale city and town property, farming, timber, coal and mineral lands, water powers and other investments inviting alike to capitalists and those who desire to secure property as an investment of their earnings. They are enterprising and honorable men, enjoying the full confidence of the people of the Province, as is plainly shown by the fact that they have been selected to handle the recently discovered petroleum lands on Vancouver Island. Parties seeking for investment would do well to consult them.

The Woodburn Nursery is one of the institutions of Oregon, and the proprietor, J. H. Settlemier, is known by our farmers to be a man of integrity as well as an experienced nurseryman. His trees are free from aphids or other insect pest by which so many nurseries are ruined, and persons procuring trees from him can be certain they are not introducing anything of that nature into their orchards. Send for catalogue of fruit, shade and nut trees, etc., to J. H. Settlemier, Woodburn, Or.

CHRONOLOGY OF EVENTS.

October.

- 26—Village destroyed and many people killed by caving of a quarry near Parguieux, France.
- 28—Turkish troops massed on the Balkan frontier ready for service against Bulgaria, Roumelia, Serbia and Greece.
- 29—\$5,000 fire at Walla Walla. W. T.... General George B. McClellan died at Orange, N. J.
- 30—\$1,000 fire at McMinnville, Or.

November.

- 1—Four killed and six wounded by explosion of tugboat boiler near Detroit.
- 3—Elections in many States of the United States.... Chinese forcibly expelled from Tacoma, W. T.
- 5—Conspiracy to kill King Milan of Serbia discovered.
- 6—Cyclones in Alabama and Texas; 18 killed and many wounded.
- 7—Last spike driven on Canadian Pacific Railway at Craiglea, B. C.... Troops sent to Tacoma and Seattle to prevent anti-Chinese riots.
- 8—John McCullough, the actor, died in Philadelphia.... Steamer *Brooklyn* wrecked in Gulf of St. Lawrence; no lives lost.
- 9—Steamer *Algoma* wrecked in Lake Superior; 37 lives lost.... Oregon Legislature assembled in special session.
- 10—The North, South and Central American Exposition opened at New Orleans.... England declared war against Burmah.
- 12—Sixteen killed in railroad accident near Connellsville, Pa.
- 13—\$2,000,000 fire at Galveston, Texas.... Serbia declared war against Bulgaria.... Ex-Senator William Sharon died in San Francisco.
- 14—Leland Stanford, Jr., University founded in California by Hon. Leland Stanford, and endowed with \$3,500,000.... Bulgaria invaded by three Servian armies.
- 16—Louis Riel, leader of the half-breed rebellion in Canada, hanged at Regina. Bulgarians defeated by Servians at Raptcha.

Agriculture in the Northwest.

The *Willamette Farmer*, published at Salem, the centre of the agricultural region of Oregon, is the oldest established paper in the agricultural line. It is now in its seventeenth year. Any one desiring information regarding agriculture in the Northwest would do well to send for a sample copy, which will be sent upon receipt of letter containing stamp. The subscription price is \$2 a year; six months, \$1; three months, 50 cents. In clubs of two or more, \$1.50 each per year. To any one subscribing now the balance of the year will be given free of charge. Address Willamette Farmer Pub. Co., Salem, Or.

The attention of ladies is called to the great cloak and suit house of H. B. Litt, which has grown to its present proportions from a small beginning six years ago. This success has been attained by the ability and integrity of Mr. Litt, as well as the elegance and quality of his work. He makes a specialty of dresses for country orders, made from measurements sent by mail, and if satisfactory references are given sends goods without previous payment. Upon application he will send samples of dress goods, silks and velvets, and instructions for measurement. Address H. B. Litt, Third and Alder streets, Portland, Oregon.

We have received from George Stinson & Co., of Portland, Maine, the well-known Art Publishers, a magnificent, full length, steel Engraving of General Grant. It is after Anderson's celebrated photograph, which was made while the general was still in full vigor, and represents him in his sturdy, manly strength, as the people wish to remember him. It is undoubtedly the best portrait ever made of the general. Messrs. Stinson & Co. are in need of agents for several important, popular, new publications, and offer inducements that should be heeded by those in need of profitable work; those who write to them will receive, free, full particulars.

The Woman's Temperance Publishing Association has issued a temperance calendar, handsomely lithographed in colors. It is an elegant design, executed by Prang & Co., the celebrated publishers of picture and chromo cards, and bears a fine portrait of Miss Francis E. Willard, President of the W. C. T. U. The calendar block has one strip for each day, and each strip has printed on it the day, date and month, under which is an utterance on the temperance question by some well-known person, such as the following by Stonewall Jackson: "I never touch it (liquor). I am more afraid of it than of Yankee bullets." It is handsome as an ornament, useful as a calendar, instructive as a temperance teacher, and should be in every home, office and school in the land. Price, \$1. For sale by the trade and by the Woman's Temperance Publishing Association, 161 La Salle st., Chicago.

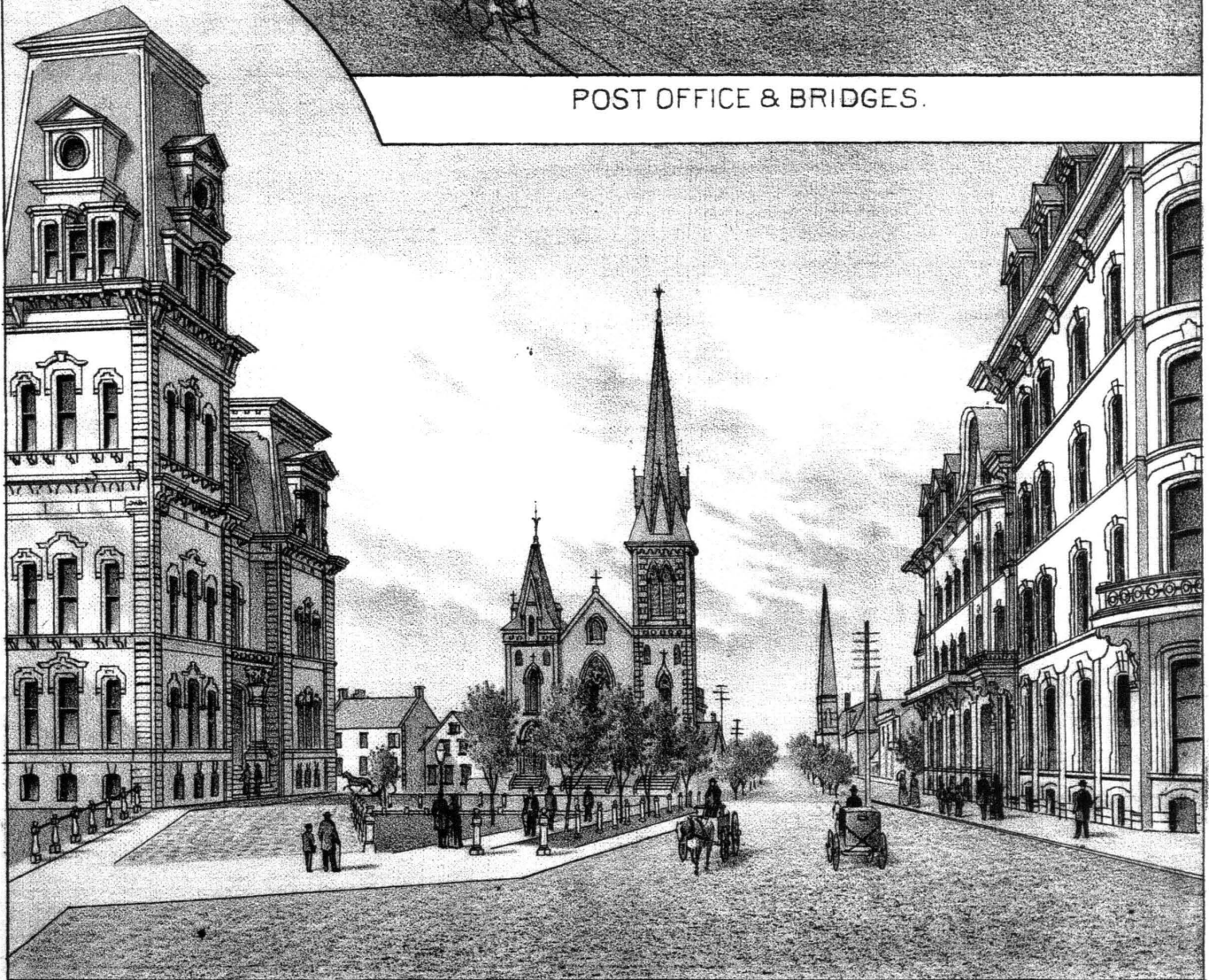
Johnston's Journal exhibits signs of well-merited prosperity in increasing its size from 16 pages to 32 pages and a cover. This "Illustrated Magazine for the People," as its sub-title defines it, was established in 1874, but a change was recently made in its shape and contents, and its appeal to a wider public has been so successful that the readers want more of it—hence the enlargement. The issue of November 14 contains, among other profusely illustrated and timely articles, one on "Riel and His Rebellion"; another on "The Theatre of Conflict in Central Asia"; another on "Civilization and Savagery in Africa," being the humorous experiences and exploits of a missionary in that dark continent; and a full page of sketches showing how cattle are brought from the West to supply Eastern and European markets. There are also illustrated book reviews, and a number of bright and readable articles on miscellaneous topics and questions of the hour. Published every other week by W. J. Johnston, 9 Murray st., New York. The price is only 10 cents a copy, or \$2 a year, and it may be ordered of any news dealer.

The favorite Pacific Mutual Life Insurance Company of California has entered upon its nineteenth year in full possession of public confidence. During its life of nearly two decades it has paid to policy holders and their representatives \$3,000,000, and has to-day assets equal to one-half that great sum. The company does both a life and accident business, and is the only one loaning money to policy holders on this Coast, thereby assisting to build up its farming and manufacturing interests. For this reason it is, and should be, the most popular on the Coast. Every one who contemplates taking either life or accident insurance should examine into the merits and claims of the Pacific Mutual, and compare the liberal provisions of its policies with those of other companies. Such a comparison shows our home company in an extremely favorable light. The great success of the Pacific Mutual is largely due to honest and careful management by President Moore and his valuable assistants. The Portland office is located at 40 First street, corner of Ash, in charge of Donald Ross, Manager of the Northwest Department, and Ward Douglas, District Agent.

THE WEST SHORE.

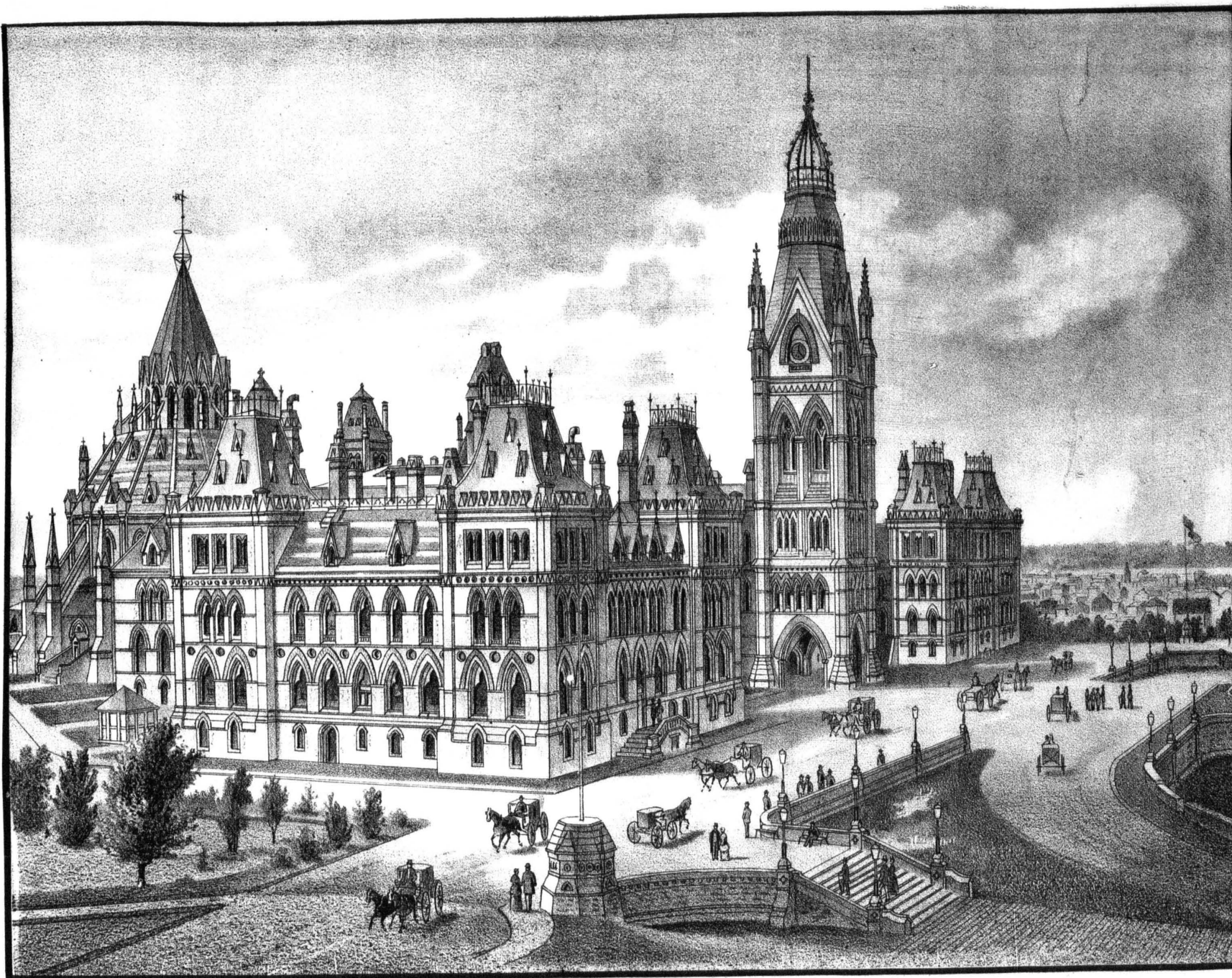


POST OFFICE & BRIDGES.



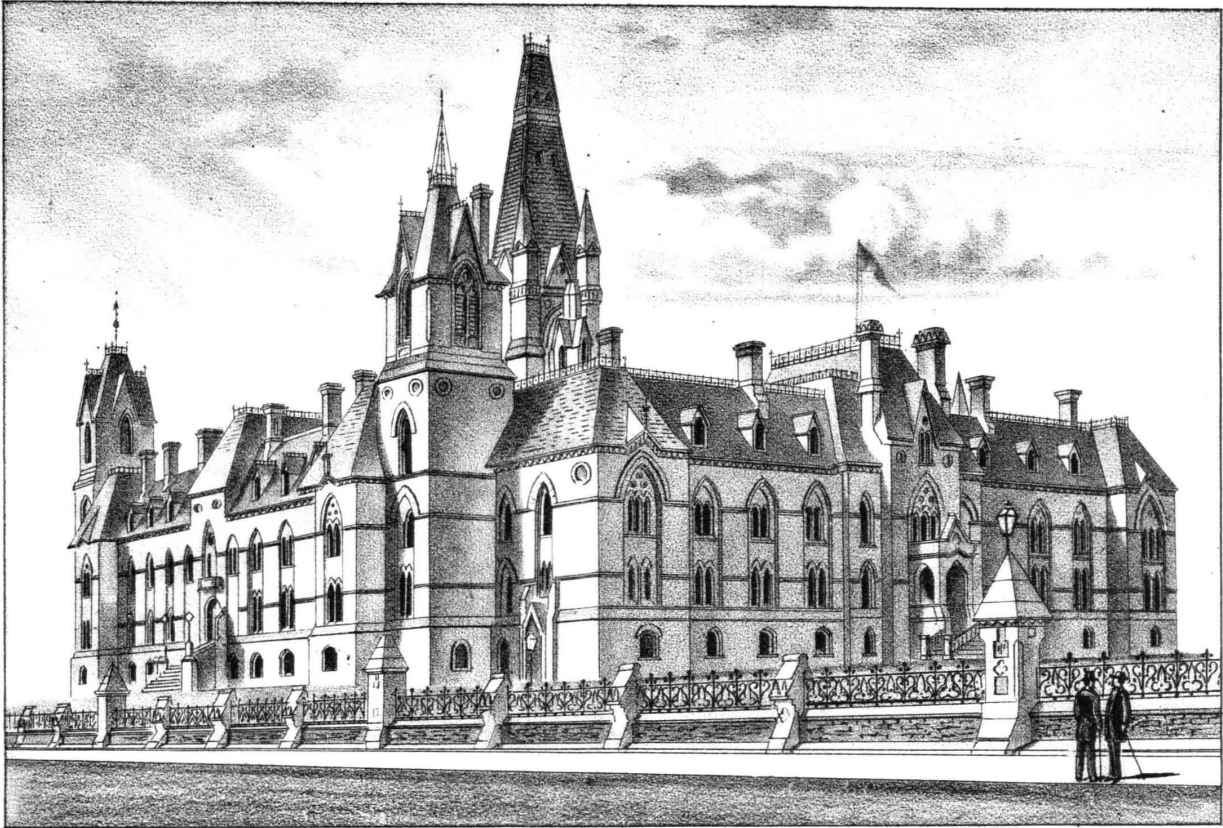
CITY HALL.

KNOX CHURCH.
OTTAWA.

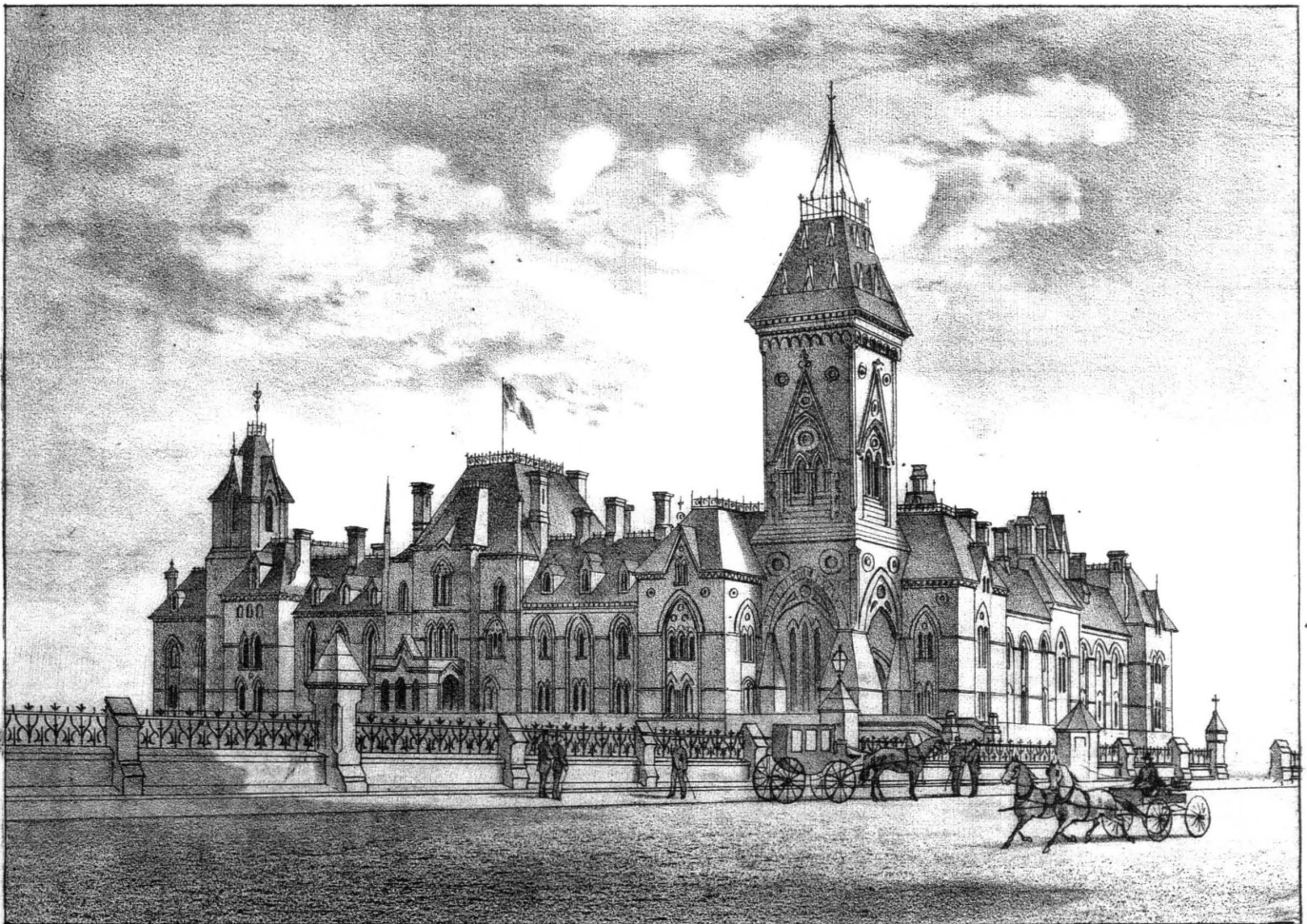


— PARLIAMENT BUILDINGS. OTTAWA —

THE WEST SHORE.



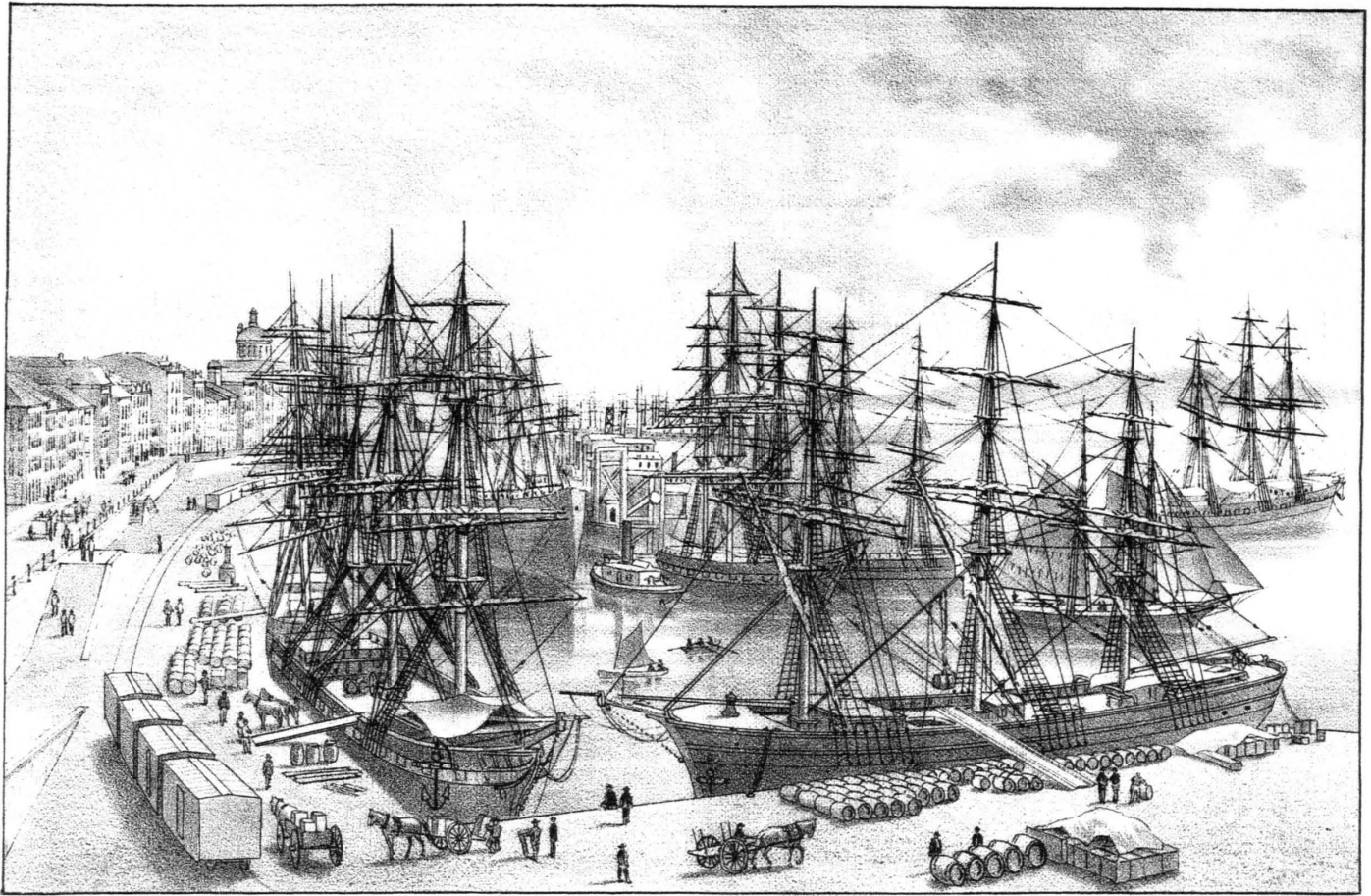
· WESTERN BLOCK ·



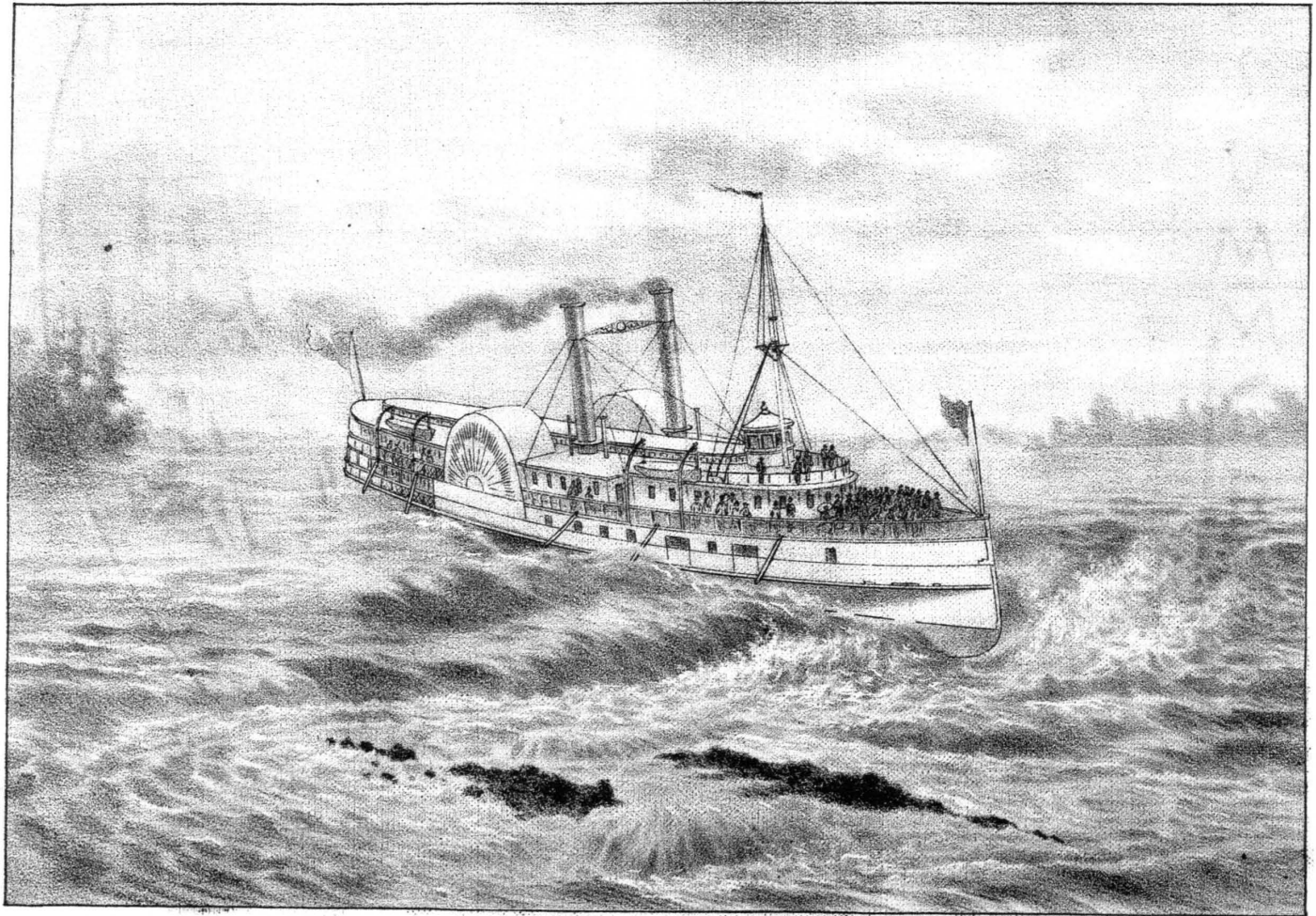
❖ DEPARTMENTAL BUILDINGS. OTTAWA ❖

· EASTERN BLOCK ·

THE WEST SHORE.



MONTREAL HARBOUR.



LACHINE RAPIDS.

An Interesting Letter from a Reliable Real Estate Firm.

SEATTLE, Wash. Ter., Dec. 1, 1885.

Dear Sir:—Appreciating the great interest manifested in Western Washington throughout the United States, we take pleasure in calling attention to the vast resources and wealth of King County, the commercial and manufacturing advantages of Seattle, its remarkable growth and great future, and the fine opportunities afforded here for safe and profitable investments in real estate. King County, with its iron, coal, timber, marble, slate, soapstone, gypsum, limestone, building stone, fire clay, pottery clay, all of superior quality and inexhaustible quantity, combined with its vast extent of agricultural land, is the most richly favored county in the Territory.

Seattle, because of its magnificent system of navigable lakes and rivers and unsurpassed harbor and central location, is the natural commercial and manufacturing centre for the vast resources of Western Washington; and the railroad now being constructed, connecting Seattle with Eastern Washington, will make a large part of that wonderful wheat growing empire tributary to the "Queen City." Seattle's population in 1881 was only 4,500: now it has over 12,000, and is rapidly growing.

Considering the foregoing facts and remarkable growth of Minneapolis, Denver, Kansas City, Omaha and many American cities in the past ten years, all with natural advantages and resources inferior to those of Seattle, we can confidently recommend you to buy some of the \$33, \$66 or \$99 Seattle lots for a safe and profitable investment; or, if you have more money, buy one or more of the five-acre suburban tracts we have for sale. Many have become rich in a very few years by owning such small tracts near a rapidly growing city, and so it will prove in Seattle. We also have a full line of timber, coal and farming lands for sale in large or small tracts.

To the many who ask us the best route to Seattle we say: From Chicago, take the Chicago, Milwaukee & St. Paul Railroad to Omaha, Nebraska; from Omaha, take Union Pacific and Oregon Short Line to Portland, and then the Northern Pacific to Seattle, and you will think as we do that this route cannot be improved upon. Our references are First National Bank, Puget Sound National Bank, Merchants' National Bank. Send stamp for pamphlet giving full information. Very respectfully yours,

ESHELMAN, LLEWELLYN & CO.,

Real Estate and Money Brokers,
SEATTLE, WASHINGTON TERRITORY.

A Word to the Wise.

VANCOUVER, the terminus of the Canadian Pacific Railway on Coal Harbor, and the future great city of British Columbia, is drawing to it some of the best men of the Coast—men of practical experience in new towns, and possessing sufficient foresight, founded upon this experience, to recognize the great future before that embryo city. That such men should cast their lot there is of itself a sufficient reason why others of less experience should acquiesce in their judgment and accept Vancouver as a reality and not a "boom" fiction. Actions appeal to men of thought when mere words are unheeded, and the presence of these men in Vancouver, as well as the erection of numerous costly buildings and the beginning by the railway company of the construction of terminal works, which will cost millions of dollars, are acts that are deeply significant. Among those who have located in Vancouver is Mr. George W. Traver, well known in this region as one of the foremost business men of Tacoma, where his extended experience in real estate transactions has made his judgment of property and investments of great value. As a man of integrity, carefulness, attention to business and scrupulous regard for the interests of all who intrust him with property to sell or money to invest, Mr. Traver has in Tacoma an enviable reputation which follows him to his new location. Mr. Traver has opened an office in Vancouver, and will be pleased to answer all letters of inquiry in regard to that city and the chances for profitable investment.

VANCOUVER,

The Terminus of the Canadian Pacific Railway,
ON COAL HARBOR.

The advantages of this place as a terminal point are well known, and already building operations are quite lively, a number of buildings being in course of erection and many others contracted for. Among these is a block of five stores, 80x120 feet, and also a three-story hotel, 50x80. In a very short time construction will be commenced on the Coal Harbor extension and C. P. R. terminal wharves and buildings, which will give employment to a great many men. We are therefore confident that investors in real estate now will make large profits before next spring, by which time the Canadian Pacific Railway will be in operation from the Atlantic to the Pacific.

The town site is all that could be desired, and it is doubtful if a more beautiful and picturesque location could be found on the continent. Looking north, across the harbor, a magnificent view of snow-capped mountains is obtained, and to the south Mount Baker is seen to better advantage than from any other point on the Coast; in fact, look where you will, an entrancing view of woods, mountains and water meets the gaze. The town site is gently undulating, with just sufficient slope for perfect drainage, and is covered with a growth of fine maple and other trees. The climate is undoubtedly the best on the Coast—days warm and pleasant, nights pleasantly cool, rainfall moderate. The country in this vicinity presents great attraction to the sportsman, the lakes and streams being full of trout; in the woods deer, bears and smaller game, and on the mountains numbers of goats. Burrard Inlet and the adjoining waters of Gulf of Georgia and Howe Sound are unrivaled for yachting and boating. In fact, this district is the sportsman's paradise.

General Manager Van Horne has stated that the Canadian Pacific will spend many millions in this place in the erection of wharves, workshops, rolling mills and depot, and has given it as his opinion that the terminal city will become one of the largest two on the Pacific Coast. Lots that can now be bought for a few hundred dollars will, beyond a doubt, be worth as many thousands within a year or two. A large number of people are looking for this property to come on the market, and hundreds of thousands are awaiting investment here, and we have no hesitation in stating that lots must double in value within a few months after they are first placed on the market. It is only once in a lifetime that the public have such a chance as the present, and we would recommend those that have money to invest to examine the merits of Vancouver, on Coal Harbor, before making other investments.

Being established on the ground we are in a position to advise intending investors to their advantage. Plans, price lists and full particulars as to location of town site, etc., will be sent on application. We have a free reading room for travelers and shall be glad to have all who visit this locality avail themselves of it.

F. C. INNES & CO.,

Real Estate Brokers,

Vancouver, Coal Harbor, B. C.

P. O. address: Granville, B. C.

J. P. DAVIES & CO., Auctioneers.

VANCOUVER.

Under instructions from the Hon. William Smithe, Chief Commissioner of Lands and Works, on behalf of the Government of the Province of British Columbia, we will sell by Public Auction, at noon, at our Sales-room, Wharf Street, Victoria,

MONDAY, JANUARY 18, 1886,

A number of TOWN LOTS, being subdivisions of the MOST VALUABLE and desirable Property now in possession of the Government, and having fine water frontage on

ENGLISH BAY,

Together with several blocks of land, each two and one-half acres, adjoining the land granted to the

CANADIAN PACIFIC RAILWAY

For TERMINAL PURPOSES, and upon which are to be erected the principal railway factories, workshops, round houses, etc.

Terms: One-half cash, one-half in six months, without interest, Crown Grants each \$5.

Maps containing full particulars will be ready for FREE delivery on December 1, 1885.

JOSHUA DAVIES, Auctioneer.

INDEX TO THE WEST SHORE.

VOLUME XI-1885.

Agriculture—	Page		Page	John Day—	Page
British Columbia	382	Crocker Testimonial	163	Prairie	119
Canada	370	Crook County, Oregon	126	Town	44
Idaho	300, 302	Crow Indian Reservation	4, 33	Valley	42, 125
Montana	34, 92, 224	Crystal Cave, Montana	198	Jordan Valley, Oregon	39
Oregon	96, 106, 116, 119, 126	Curry County, Oregon	115	Josephine County, Oregon	118
Adams, Oregon	14			Juan Hallado, a story	279
A Ghostly Festival	17	Dairying—		Jugglers of India	150
Alaska—		Associated	151	Junction City, Oregon	103
Exploration	159	Notes About	80, 105, 106, 108, 115, 117, 118, 127, 132		
Indians	151	Dallas, Oregon	104	Kamloops, B. C.	394
Mines	224, 228	Dalles City, Oregon	119	Keep Out the Cold	59
Sitka	183	Dayton, Oregon	105	Ketchum, Idaho	91, 304
Albany, Oregon	102	Deer Lodge County, Montana	237	Kicking Horse Pass	362
Albani, B. C.	385	Dillon, Montana	309	Kingston, Ontario	372
Alberta District, Canada	380	Dominion of Canada	302	Kirbyville, Oregon	119
Alderton, W. T.	71	Don't Work on an Empty Stomach	269		
Alfalfa Clover	62, 92, 138	Douglas County, Oregon	114, 116	Klamath—	
Alkali, Oregon	120	Drain, Oregon	117, 182	County	126
Alsea Valley, Oregon	113	Drewsy, Oregon	44	Indians and River	205
American Falls	293	Dressed Meat, Shipping of	192, 195	Kootenay District, B. C.	386
Amity, Oregon	105				
A Mysterious Dwelling	213	Eads' Ship Railway	332	Label the Little Ones	257
Artificial Stone	189	Eagle Pass, B. C.	360	Lachine Rapids	363
Artesian Wells	32, 34, 191	Early Days on Puget Sound	249	La Conner, W. T.	185
Ashland, Oregon	118	Eastern Oregon	119	Lafayette, Oregon	104
A Silesian Love Story	168	Echo, Oregon	15	La Grande, Oregon	22, 123
Assiniboia District, Canada	380	Education in—		Lake County and Lakeview, Oregon	126
Assiniboine River	379	Canada	370	Lakeview, W. T.	71
Astoria, Oregon	107	Montana	189		
Athabasca District, Canada	380	Oregon	126, 260	Land—	
		Electric Sun Column	167	Of Moses	70
Baker City, Oregon	34, 124	Ellensburg, Oregon	115	Sharks	131
Baker County, Oregon	27, 124	Empire City, Oregon	115	Lane County, Oregon	102, 113
Beat Sugar	230	Endurance of Woods	237	Langley, B. C.	386
Beaver Head County, Montana	236, 310	Eugene City, Oregon	103, 290	Lebanon, Oregon	102
Bellevue, Idaho	303	Exemption Laws of Montana	289	Lewis County, W. T.	79
Bench Lands of Montana	224			Lillooet, B. C.	391
Benton County, Oregon	103, 113	Farwell, B. C.	190	Lime in Washington Territory	72
Blackfoot Reservation	82	Firing of Blasts in Mines	298	Linkville, Oregon	126
Black Walnut Culture	67	Fish Hatchery	32	Linn County, Oregon	102
Blaine, W. T.	91, 189	Fisheries of—		Local Prejudice and Rivalry	229
Board of Immigration	32, 93, 250	British Columbia	256, 383	London, Ontario	372
Boise City and Valley, Idaho	158, 298	Canada	370	Lumber Industry, 33, 63, 72, 73, 83, 105, 198, 224, 326, 384	
Boisfort Prairie, W. T.	80	Oregon	107, 114, 115, 132		
British Columbia, Description of	381	Foothill Lands	97	Madison County, Montana	236
Brownsville, Oregon	102	Forest Fires, Prevention of	157	Malheur Valley	38, 124
Building a Town	135	Forest Grove, Oregon	105	Manitoba, Province of	374
Building Stone	72, 91	Fossil Deposits	49, 320	Manufacturing—	
Burns, Oregon	44, 91	Foster Oregon	15	Aid Society	292
Burnt River Valley	38, 124	Fraser River	360, 361, 385	And Advertising	326
Butte, Montana	233	Fruit—		Maple Ridge, B. C.	386
		Canadian	369	Marion County, Oregon	101
Camas Prairie, Idaho	158, 309	Oregon	40, 62, 117, 118, 127	Marshfield, Oregon	115
Canada, Dominion of	362	Shipments	320	Mary Abbot's Trust	342
Canadian Pacific Railway	33, 91, 193, 196, 352, 353			McMinnville, Oregon	104
Cantilever Bridge, Fraser River	360, 361	Gardiner, Oregon	114	Meagher County, Montana	223
Canyon City, Oregon	41	Gilliam County, Oregon	120	Mechanics' Fair	326
Carbonado, W. T.	71	Glendale, Montana	130	Medford, Oregon	118
Cariboo and Cassiar, B. C.	391	Goose Lake Canal	158	Methow Valley	70
Cast Iron Cutlery	59	Government Lands Disposed of	289	Mica and Gypsum	227
Castle Rock, Oregon	15	Grande Ronde Valley	21, 123	Miles City, Montana	162
Cave in—		Grant County, Oregon	41, 125	Milton, Oregon	15
Oregon	158	Gray's Harbor, W. T.	189		
Montana	198			Mining—	
Centraria, W. T.	81	Hailey, Idaho	303	British Columbia	225, 288, 320, 349, 384
Centerville, Oregon	14	Halifax, N. S.	374	Idaho	158, 190, 303, 320
Charlottetown, Prince Edward Island	374	Hamilton, Ontario	371	Klamath River	205
Cheap Life Insurance	184	Harney Valley	43, 125, 158, 197	Montana, 33, 189 to 191, 224, 225, 233, 287, 309, 319, 320	
Chenails City, Valley and River, W. T.	79, 80, 81	Helena, Montana	191, 225, 251	Ocean Beach	190, 320
Chemamus, B. C.	385	Heppner, Oregon	15, 120	Oregon, 39, 44, 114, 115, 118, 119, 124, 127, 189, 190, 224	
Chilliwhack, B. C.	386	Her Story and His	238	288, 300, 320	
Chronology of Events, 30, 60, 92, 127, 180, 193, 226, 257, 290, 321, 350, 384		Hillhurst, W. T.	71	Washington Territory	135, 319
		Hillsboro, Oregon	105	Wood River	303
Clackamas County, Oregon	98	Hindu Temples	151	Missionary Car	259
Clatsop, W. T.	80	Hood River, Oregon	119	Missoula, Montana	225, 237
Clatsop County, Oregon	107	Hop Culture	71, 79, 102, 103		
Cleaving Stumps with Dynamite	159	Horse Heaven, W. T.	190	Montana—	
Climate of—		Huntington, Oregon	124	Governor of	262
British Columbia	381			Northern	34
Canada	367	Idaho, Southern	298, 302, 309	Western	236
Central Washington	136	Iguano, The	151	Montreal, Canada	373
Manitoba	379	Illinois Valley, Oregon	119	Morrow County, Oregon	120
Oregon	95	Immigration—		Mother of Pearl	154
Southern Idaho	300	Board of	32, 93, 260	Mount Rainier	73, 265
Southern Oregon	116	Difficulties	130	Mount Vernon, Oregon	44
Western Montana	237	Notes	32, 33	Moving Large Trees	182
Clinton, B. C.	391	Imnaha Canyon	123	Mullen's Bridge, a story	83
Coal Harbor, B. C.	33, 393	Independence, Oregon	104	Multnomah County, Oregon	98
Coal in—		Indians—			
British Columbia	349, 384	Of British Columbia	381	Nanaimo, B. C.	255, 384, 393
The Northwest	34	Of Canada	367	Napavine, W. T.	80
Washington Territory	67, 72, 91, 224	Reservations	4, 33, 62, 82, 192	New Brunswick, Province of	373
Coast of—		Wars	67	Newaukum, W. T.	80
British Columbia	381, 391	Interior World	354	Newport, Oregon	113
Oregon	106	Interlopers at the Knap	311	New Tea Route	228, 262
Cold Spring Country, Oregon	11	Irontide, W. T.	153	New Westminster, B. C.	256, 385, 393
College of Montana	189	Iron—		Nez Perce Indians	161
Columbia—		Ore in British Columbia	385	Nicola Valley, B. C.	386
City	106	Works in Washington Territory	34, 72	North Powder, Oregon	23
County	105	Works in British Columbia	33	North Yakima, W. T.	137
River Snow Blockade	29	Works in Washington Territory	153	North Yamhill, Oregon	105
Comox, B. C.	385	Irrigation	34, 37, 126, 312	Northwest Territory, Canada	380
Coos County, Oregon	114	Island City, Oregon	22, 126	Notes of the Northwest, 33, 91, 158, 189, 224, 287, 319, 349	
Copper Mines	228, 233	Islands of—		Nova Scotia, Province of	374
Coquille City and River	115	British Columbia	381, 391		
Corvallis, Oregon	103	Puget Sound	201	Oakland, Oregon	117
Cottage Grove, Oregon	103			Oil in—	
Cove, Oregon	22	Jackson County, Oregon	117	British Columbia	349
Cow and the Cowboy	270	Jacksonville, Oregon	118	Puyallup Valley	256
Cowboy vs. Home-Builder	4	Japan, Old and New	272, 298, 329	Wyoming	319
Cowichan, B. C.	385	Japanese City	159	Okanagan Valley, B. C.	386
Cowlitz River and Valley	80, 349	Jefferson County, W. T.	152	Olympia, W. T.	63, 186
Cranberry Marshes	189	Jefferson County, Montana	237	Olympic Range	228, 319
				Ontario, Province of	371

THE WEST SHORE.

Oregon—	Page	Rainier, Oregon	Page	Sunny Rooms	Page
City	98, 101	Reduction Works—	106	Swamp Land Decision	150
Coast Region	106	Butte	233		288
Eastern	119	Portland	196	Table of Water Rates	325
Enterprise	1	Refrigerator Cars	192, 195	Tacoma, W. T.	72, 129
General Description	95	Rogers' Pass, B. C.	360	Harbor	164
Paralyzer	2	Rogue River Valley	117, 118	Oil Company	256
Population	354	Roseburg, Oregon	117	Tea Routes	228, 262
Scenery	331	Russians at Bodega and Fort Ross	202	Tehuantepec Ship Railway	332
Southern	116			Tenino, W. T.	64
State University	260	Sacramento, Crocker Testimonial	163	Terra Cotta Lumber	149
Willamette Valley	96	Salem, Oregon	102, 220	The Little Hatchet	59
Oro Dell, Oregon	22	Salmon Canning	107, 114, 115, 132, 256, 383	Thurston County, W. T.	63
Ottawa, Ontario	371	Saskatchewan River and District	379, 380	Tillamook County, Oregon	108
Our British Neighbors	255	Saw Mills (see Lumber)	15, 40, 149	Timber—	
Owyhee River Valley	39	Schools (see Education)		British Columbia	383
Oyster Beds	287	Science Applied to Agriculture	229	Canada	369
Parkersburg, Oregon	115	Scottsburg, Oregon	114	Land Laws	31
Patent Rights	354	Seal Fisheries	183	Oregon and Washington Ter., 63, 81, 95, 106, 114, 159	
Peace River Country	380	Shade Trees	32	Tin Ore Discoveries	197, 349
Pendleton, Oregon	13, 120	Sheep		Toronto, Ontario	371
Phoenix, Oregon	118	Adaptation to Climate	21	Tracing Paper	50
Pierce County, W. T.	71	Herder's Life	139	Training Elephants	59
Pilot Rock, Oregon	15	Notes	16, 117, 119, 120, 332	Tumwater, W. T.	64
Pine Creek Mines	288, 300	Ship Railway			
Plaster Decorations	82	Shoshone Falls	158, 206	Umatilla—	
Polk County, Oregon	104	Town	303	County	9, 120
Polled Cattle	257	Similkameen River and Mines	386	Reservation	10, 62, 120, 162
Portland	98	Siskiyou Mountains	167	Town	15
Lethargy and Remedy	61, 94	Sitka, Alaska	183	Umpqua River and Valley	114, 116
Mechanics' Fair	326	Siuslaw Valley	159	Union, Oregon—	
Statistics	29	Skagit County, W. T.	185	County	21, 120
Port Hammond	190	Smelting of Ore	233	Town	22, 123
Port Ludlow	153	Smith River Valley	114, 185	Valley of the Laughing Waters	220
Port Moody	393	Snake River Valley	39, 91	Vancouver City, B. C.	393
Port Townsend	152, 261	Snow Blockade on the Columbia	29	Vancouver Island	16, 191, 385
Powder River Valley	37, 124	Softening Leather	151	Victoria, B. C.	255, 261, 391
Prairie City, Oregon	44	Something for Everybody	59, 150		
Pre-emption Frauds	195, 352	Sorghum	181	Wallowa Valley	23, 113
Prince Edward Island	374	Spallumcheen Valley, B. C.	201, 386	Walrus Fishing	183
Prineville, Oregon	126	Spokane Falls, W. T.	91	Warm Spring Reservation	192
Puget Sound—		Stanwood, W. T.	154	Wasco County, Oregon	119, 192
Islands	201	Steilacoom, W. T.	71	Washington County, Oregon	105
Reminiscences	249	Stevens County, W. T.	70	Washington Territory Population	31
Steamers	354	Steptoe and Wright's Campaigns	67	Waterway Convention	196, 292, 323, 353
Putnam River	159	St. Helens, Oregon	105	Water Works, Portland	324, 351
Puyallup Valley, W. T.	71	Stillaguamish Valley, W. T.	154	Wellington, B. C.	384, 393
		St. John, N. B.	374	Weston, Oregon	14
Quebec, City and Province	372	Stock—		What Are My Chances?	160
Queen Charlotte Islands	391	Notes, 16, 33, 39, 41, 43, 49, 62, 91, 119, 120, 125, 126, 132, 158, 161, 162, 190, 191, 197, 224, 257, 287, 353	127, 287, 353	Whatecom County, W. T.	34
		Ranges	287	Wheat Crop	153, 227, 292, 349
Railroad—		Shipping and Handling	270	White Sulphur Springs	223
Bellingham Bay	91	vs. Farms	4	Wilkeson, W. T.	71
Boise City	158	Stories—		Willamette Valley—	
Canadian Pacific	33, 91, 193, 196, 359	A Ghostly Festival	17	Description	96
Cascades Branch Northern Pacific	323, 352	A Mysterious Dwelling	213	History	161
Cascades Coal and Lumber	158	A Sheep-Herder's Life	139	Willapa Valley, W. T.	157
Clarke County, W. T.	91, 319	A Silesian Love Story	168	Winlock, W. T.	80
Clarke's Fork Mines	349	Her Story and His	238	Winnipeg, Manitoba	379
Coming West	191, 323	Interlopers at the Knap	311	Wood River Mines	303
Fort Benton	158, 189	Ju-n Hallado	297		
Moscow and Pataha Extensions	349	Mary Abbot's Tryst	342	Yakima, W. T.—	
O. & C. and C. P.	292	Mullen's Bridge	83	City	62
Oregon Short Line	236	The Little Hatchet	50	County	135
Seattle	190	Summerville, Oregon	23	Yale, B. C.	386, 393
Utah & Northern	236	Sunken Continent in the Pacific	248	Yamhill County, Oregon	104
Vancouver Island	385			Yaquina Bay, Oregon	113

ILLUSTRATIONS.

Page.	Page.	Page.	Page.
5—Adams, Or.	110—Eugene City, Or.—285	390—McGill College.	176—Sacramento, Cal.
175—Alaska Scenery.	235—Falls—American.	110—McMinnville College.	169—Salem, Or.—112, 199.
263—Under Gulch.	327—Bridal Veil.	346—Meacham Creek.	122—Salmon Fishing.
24—Alice Mine—244.	328—Des Chutes River.	243—Montana Copper Co's Smelter.	317—Sheep Camp in Montana.
—Anaconda Smelters.	345—La Tourelle.	357—Montreal, Canada—388, 389, 390, 398	160—Ship Yard at Coos Bay.
109—Asylum for the Insane, Oregon.	346—Mosier.	242—Moulton Mill and Mine.	210—Shoshone Falls.
	328—Multnomah.	156—Mt. Baker—200.	241—Silver Reduction Works—242, 244, 306.
35—Baker Co. and City, Or.—36, 44, 46	100—Santiam River.	164—Mt. Rainier (Tacoma).	
295—Boise City, Idaho—295, 305.	328—White River.		166—Siskiyou Mountains.
188—British Columbia Scenery—200, 351 to 377, 435 to 408.	111—Willamette.	406—Nanaimo, B. C.—407.	175—Sitka, Alaska.
232—Butte, Montana—242, 253, 254.	357—Fraser River Scenery—363 to 365.	99—Nehalem River, Or.	365—Skirting the Fraser.
		366—New Westminster, B. C.	100—Smith's Rock, Or.
57—Canyon City, Or.	200—Giant's Castle, B. C.	144—North Yakima, W. T.	121—Snake River, O. S. L.
363—Cantilever Bridge, Fraser River.	308—Glendale, Montana.		Scenery—295.
327—Cape Horn, Or.	27—Grande Ronde Valley.	65—Olympia, W. T.—66, 68, 186.	28—Snow Blockade on the Columbia
286—Capitol Square, Boise City.	388—Grey Nunnery, Montreal.	327—Oneonta Gorge, Or.	364—Spuzzum Crossing, B. C.
112—Capitol of Oregon.		111—Oregon City.	112—State Capitol, Oregon.
345—Cascades, Or.—346.	306—Hailey, Idaho.	112—Capitol.	110—
221—Castle Mountain, Montana.	308—Hecla Con. M. Co's Reduction Works.	109—Insane Asylum.	285—State University at Eugene City.
35—Cattle Drive—273.	178—Helena, Montana—264, 286.	395—Ottawa, Canada—396, 397.	100—Stein's Pillar, Or.
88—Chehalis, W. T.	35—Hydraulic Miniug.		273—Stock Yards at Helena.
376—Coal Harbor, Terminus of Canadian Pacific.		396—Parliament Building, Ottawa a.	58—Strawberry Mountain, Or.
166—Cole's Station, Cal.	296—Idaho Capitol Building.	243—Parrot Silver & C. S.	357—Suspension Bridge, Fraser River
28—Columbia River Scenery—122, 327, 328, 345, 346.	143—Irondale, W. T.	6—Pendleton, Or.—7, 8.	
99—Coos Bay Ship Yard.	58—John Day, Or.	306—Philadelphia M. & S. W.	75—Tacoma, W. T.—76, 77, 78, 274.
231—Copper Smelters—242.	357—Kamloops, B. C., Lake.	132—Port Townsend, W. T.—133, 146, 155, 156, 276.	164—Tacoma Harbor.
35—Cow and the Cowboy—273.	358—Kamloops, B. C., Town.	263—Portrait of Hon. S. T. Hauser.	358—Thompson River, B. C.
176—Crocker Art Gallery, etc.	306—Ketchum, Idaho.	48—Portrait of Hon. Phil. Metschan.	66—Tumwater, W. T.
100—Crooked River, Or.	375—Kicking Horse Pass.	45—Powder River Valley.	364—Tunnels on Canadian Pacific.
295—Crossing American Falls, O.S.L.	199—Klamath River, Cal.	263—Prickley Pear Valley, Montana.	345—Twin Rocks, Or.
213—Crystal Cave, Montana.		295—Product of the Plow, Net & Rifle	
		65—Puget Sound—200, 274.	295—U. S. Assay Office, Boise City.
345—Dalles of the Columbia.	166—La Conner, W. T.		
317—Dillon, Montana—318.	25—La Grande, Or.	45—Quartz Mines and Mining—231, 242, 306.	206—Valley of the Laughing Waters.
187—Drain, Or.	398—La Chine Rapids, St. Lawrence River.	306—Queen of the Hills Mine.	276—Victoria, B. C.—351 to 354.
338—Eads' Ship Railway—336, 340, 341	242—Lexington Mine—243.	122—Rogue River Valley.	
408—Esquimalt, B. C.	356—Lumbering in British Columbia.		378—Winnipeg, Manitoba.
			306—Wood River Mines.
			144—Yakima County, W. T.
			363—Yale, B. C.

Trees and Shrubbery.



700,000 FRUIT TREES.

RITZ'S NURSERIES

AT WALLA WALLA

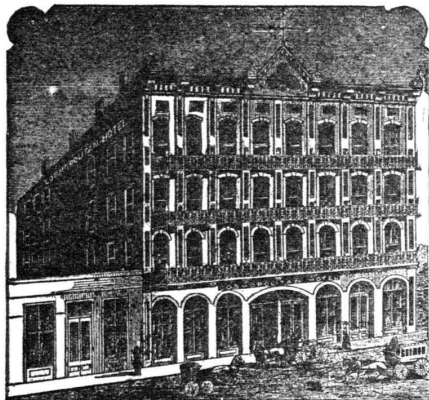
Are the largest, best and most complete on the Pacific Coast. He deals in no new, worthless kinds; nothing but the very best and tried varieties.

PHILIP RITZ,

WALLA WALLA, W. T.

THE COSMOPOLITAN HOTEL,

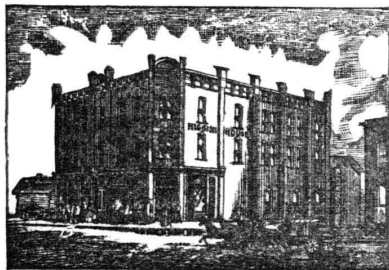
HELENA, MONTANA.



Is again under the personal management of Schwab & Zimmerman, who have made this house the most popular in Montana. It is centrally located, is first class in every respect, and charges will always be moderate. We shall be pleased to see all our old friends, and invite the public in general to give the Cosmopolitan a trial.

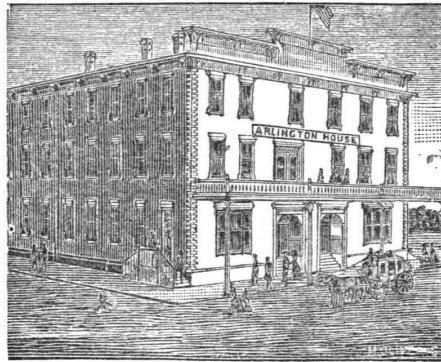
HIGGINS HOUSE,

Three-story Fireproof Brick Hotel.



Only First Class House at White Sulphur Springs, M. T.

JONAS HIGGINS, Proprietor.



THE ARLINGTON.

Southeast cor. of Main and Commercial sts., Seattle, W. T. Julius W. Smith, Proprietor. Rates, with board, \$2, \$2 50, \$3. Especial accommodations for families.

CARLTON HOUSE,

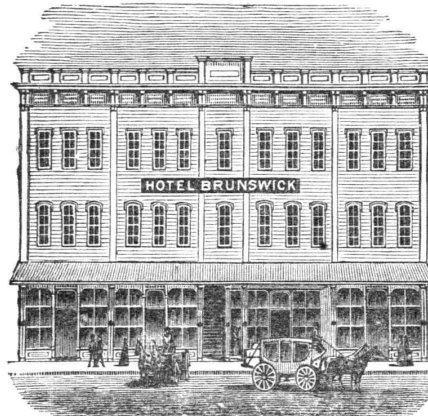
OLYMPIA, W. T.

A. D. WHITNEY, Proprietor.



ONLY FIRST CLASS HOTEL IN THE CITY ON EUROPEAN PLAN.

FIRST CLASS RESTAURANT in the HOUSE.



216 Commercial Street, Seattle, W. T.

M. S. BOOTH, Manager.

McGLINN HOUSE,

LACONNER, W. T.

No pains will be spared in keeping up the well-established reputation of the house as one of the quietest and best kept hotels in the Territory.

NO LIQUORS SOLD.

Everything neat and clean about the premises. Special efforts will be made to keep the table supplied with the best the market can afford, and to see that the meals are cooked and served second to no other house in the Territory. A large reading room for the accommodation of guests.

JOHN McGLINN.

WOODBURN NURSERY



Keeps the largest and finest lot of Fruit, Shade and Nut Trees, Vines and Shrubbery, on the Northwest Coast. No aphid or other insect pest on trees, which are ruining most nurseries. Send for catalogue and price list. Address

J. H. SETTLEMIER,

Woodburn, Oregon.

1886.

Harper's Bazar.

ILLUSTRATED.

HARPER'S BAZAR is the only paper in the world that combines the choicest literature and the finest art illustrations with the latest fashions and methods of household adornment. Its weekly illustrations and descriptions of the newest Paris and New York styles, with its useful pattern-sheet supplements and cut patterns, by enabling ladies to be their own dressmakers, save many times the cost of subscription. Its papers on cooking, the management of servants, and housekeeping in its various details are eminently practical. Much attention is given to the interesting topic of social etiquette, and its illustrations of art needle-work are acknowledged to be unequalled. Its literary merit is of the highest excellence, and the unique character of its humorous pictures has won for it the name of the American *Punch*.

HARPER'S PERIODICALS.

Per Year:

HARPER'S BAZAR.....	\$4 00
HARPER'S MAGAZINE.....	4 00
HARPER'S WEEKLY.....	4 00
HARPER'S YOUNG PEOPLE.....	2 00
HARPER'S FRANKLIN SQUARE LIBRARY,	
One year (52 Numbers).....	16 00

Postage Free to all subscribers in the United States or Canada.

The Volumes of the BAZAR begin with the first Number for January of each year. When no time is mentioned, it will be understood that the subscriber wishes to commence with the Number next after the receipt of order.

Bound Volumes of HARPER'S BAZAR, for three years back, in neat cloth binding, will be sent by mail, postage paid, or by express, free of expense (provided the freight does not exceed one dollar per volume), for \$7 00 per volume.

Cloth Cases for each volume suitable for binding, will be sent by mail, postpaid, on receipt of \$1 each. Remittances should be made by Post-Office Money Order or Draft, to avoid chance of loss.

Newspapers are not to copy this advertisement without the express order of HARPER & BROTHERS.

Address HARPER & BROTHERS, New York.

SAMUEL'S

Souvenir of Portland.

Contains large panoramic and twenty-one other views in and about Portland, finished in the very highest style of the art. For sale by

W. B. AYER & CO.,

93 FIRST ST., PORTLAND.

THE WEST SHORE.



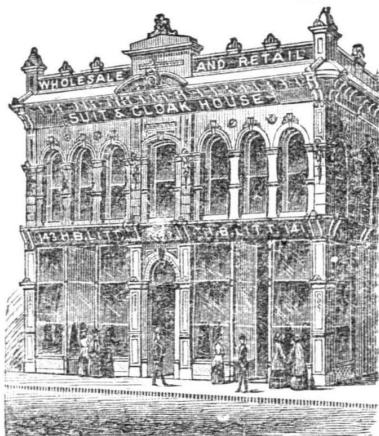
LEVELAND PAINT

OUR BRANDS ARE
"WILLAMETTE"
COTTAGE COLORS,
AND "IMPERIAL"
Cement Fire Proof Paint.



GRANDS OF FINE COLORS, PUTTY, &c. The "Willamette" Cottage Colors is a superior lead and oil paint, mixed ready for use, put up in convenient packages, and guaranteed superior to Paints mixed by hand. Our "Imperial" Cement Paints are unexcelled. Send for Price List and Sample Card of colors. NO. 266 FOURTH STREET, PORTLAND, OREGON.

Ladies' Cloak and Suit House.



Ladies send in your measure for all wool Dresses, ready made or made to order. Send references and goods will be shipped without C. O. D., or payment in advance.

Send for samples of all wool Dress Goods, Silks and Velvets.

H. B. LITT,

Corner Third and Alder Streets, Portland, Or.

EDWARD B. DOWNING & CO.,
Bankers & Brokers,
SEATTLE, W. T.

10 PER CENT. First Mortgage Loans on Improved Farms in the famous White River Valley and La Conner Oat District. Time three years.

CORRESPONDENCE SOLICITED.

MILLER AND WEST
COMMISSION MERCHANTS
BROOKLYN MILLS FLOUR AGENCY
111 FRONT ST
BET WASHINGTON & STARK
PORTLAND, OREGON.

Consignments solicited and returns promptly made.

Flour, Feed, Hay, Grain, Potatoes, Butter, Eggs, Cheese, Dry and Fresh Fruits handled.

CRESCENT CREAMERY BUTTER.

J. C. MILLER.

WILL H. WEST.

Portland Steam Candy Manufactory..

ALISKY, BAUM & CO., Proprietors,
MANUFACTURERS OF

French and American Candies and Confectionery.

Retail department, 145 First st. Wholesale department and factory, cor. E and Sixth, Portland, Or.

THOS. VARWIG, SANITARY PLUMBER, GAS and Steam Fitter, No. 78 Washington street, between Third and Fourth, Portland, Or.

Dealer in Lead and Iron Pipe, Copper Bath Tubs, latest improved Water Closets, Marble Basins, Rubber Hose, &c.

A. ANDERSON & CO.
LITHOGRAPHERS
MAP ENGRAVERS, PUBLISHERS
BINDERS, RULERS
106 FRONT STREET
PORTLAND, OREGON
Correspondence Solicited

NERVOUS DEBILITATED MEN.

You are allowed a free trial of thirty days of the use of Dr. Dye's Celebrated Voltaic Belt with Electric Suspensory Appliances, for the speedy relief and permanent cure of Nervous Debility, loss of Vitality and Manhood, and all kindred troubles. Also for many other diseases. Complete restoration to Health, Vigor, and Manhood guaranteed. No risk is incurred. Illustrated pamphlet in sealed envelope mailed free, by addressing VOLTAIC BELT CO., Marshall, Mich.

The Royal Route,

COMPOSED OF THE

Chicago, St. Paul, Minneapolis and Omaha

—AND—

Chicago and Northwestern Railways,

From St. Paul to Chicago, and running in close connection with the

Northern Pacific Railway,

Is the best and most popular route with all classes of travelers. No transfers, no delays, and the equipment and track is the very best between St. Paul and Chicago.

Try THE ROYAL ROUTE when you travel.

W. H. Mead, General Agent, Portland.

T. W. Teasdale, Gen. Pass. Agent, St. Paul.

A GIFT Send 10 cents postage, and we will mail you free a royal, valuable sample box of goods that will put you in the way of making more money at once than anything else in America. Both sexes of all ages can live at home and work in spare time, or all the time. Capital not required. We will start you. Immense pay sure for those who start at once.
STINSON & CO. Portland, Maine.

1886.

Harper's Magazine.

ILLUSTRATED.

The December Number will beg Seventy-second Volume of HARPER'S MAGAZINE. Miss WOOLSON'S novel, "East Angels," and Mr. HOWELL'S "Indian Summer"—holding the foremost place in current serial fiction—will run through several numbers, and will be followed by serial stories from R. D. BLACKMORE and Mrs. D. M. CRAIK. A new editorial department, discussing topics suggested by the current literature of America and Europe, will be contributed by W. D. HOWELLS, beginning with the January Number. The great literary event of the year will be the publication of a series of papers—taking the shape of a story, and depicting characteristic features of American society as seen at our leading pleasure resorts—written by CHARLES DUDLEY WARNER, and illustrated by C. S. REINHART. THE MAGAZINE will give especial attention to American subjects, treated by the best American writers, and illustrated by leading American artists.

HARPER'S PERIODICALS.

Per Year.

HARPER'S MAGAZINE.....	\$4 00
HARPER'S WEEKLY.....	4 00
HARPER'S BAZAR.....	4 00
HARPER'S YOUNG PEOPLE.....	2 00
HARPER'S FRANKLIN SQUARE LIBRARY, One Year (52 Numbers).....	10 00

Postage free to all subscribers in the United States or Canada.

The volumes of the MAGAZINE begin with the Numbers for June and December of each year. When no time is specified, it will be understood that the subscriber wishes to begin with the current Number.

Bound Volumes of HARPER'S MAGAZINE, for three years back, in neat cloth binding, will be sent by mail, postpaid, on receipt of \$3 00 per volume. Cloth Cases, for binding, 50 cents each—by mail, postpaid.

Index to HARPER'S MAGAZINE, Alphabetical, Analytical, and Classified, for Volumes 1 to 60, inclusive, from June, 1850, to June, 1880, one vol., 8vo, Cloth, \$4.

Remittances should be made by Post-Office Money Order or Draft, to avoid chance of loss.

Newspapers are not to copy this advertisement without the express order of HARPER & BROTHERS.

Address HARPER & BROTHERS, New York.

1886.

Harper's Young People.

AN ILLUSTRATED WEEKLY.

The position of HARPER'S YOUNG PEOPLE as the leading weekly periodical for young readers is well established. The publishers spare no pains to provide the best and most attractive reading and illustrations. The serial and short stories have strong dramatic interest, while they are wholly free from whatever is pernicious or vulgarly sensational; the papers on natural history and science, travel, and the facts of life, are by writers whose names give the best assurance of accuracy and value. Illustrated papers on athletic sports, games, and pastimes give full information on these subjects. There is nothing cheap about it but its price.

An epitome of everything that is attractive and desirable in juvenile literature.—*Boston Courier*.
A weekly feast of good things to the boys and girls in every family which it visits.—*Brooklyn Union*.
It is wonderful in its wealth of pictures, information, and interest.—*Christian Advocate*, N. Y.

TERMS: Postage Prepaid, \$2.00 Per Year.
Vol. VII. commences November 3, 1885.

SINGLE NUMBERS, Five Cents each.
Remittances should be made by Post-Office Money Order or Draft, to avoid chance of loss.

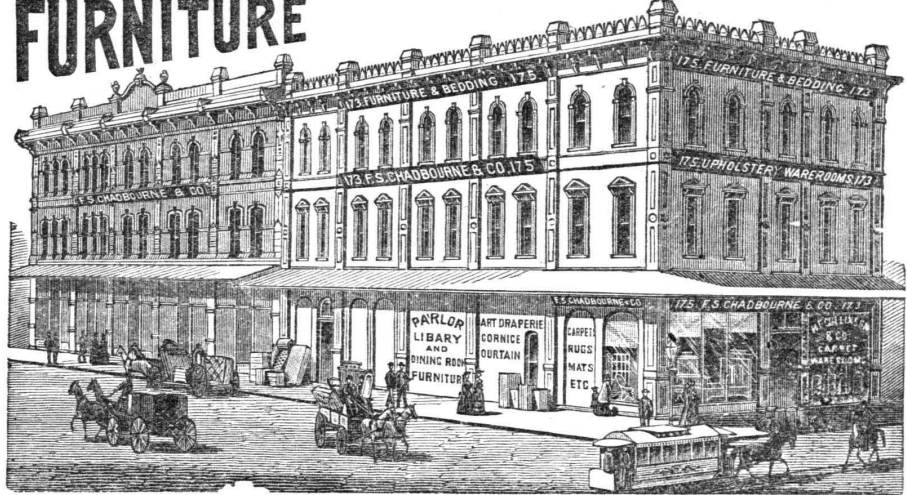
Newspapers are not to copy this advertisement without the express order of HARPER & BROTHERS.

Address HARPER & BROTHERS, New York.

F. S. CHADBOURNE & CO.,

Wholesale and Retail Dealers in

FURNITURE



FIRST AND YAMHILL STREETS, PORTLAND, OREGON.

C. S. Meußdorffer,

THE HATTER.

151 FRONT STREET.

Oregon Railway and Navigation Company.

OCEAN DIVISION.

Between Portland and San Francisco.

From Portland—12 Mid.	From San Fran.—10 A. M.
State.....Dec. 5	Columbia.....Dec. 4
Oregon.....Dec. 10	Oregon.....Dec. 9
Columbia.....Dec. 15	State.....Dec. 14
State.....Dec. 20	Columbia.....Dec. 19
Oregon.....Dec. 25	Oregon.....Dec. 24
Columbia.....Dec. 30	State.....Dec. 29
State.....Jan. 4	Columbia.....Jan. 3

RAIL DIVISION.

Transfer steamer connecting with Atlantic Express leaves Ash street wharf, Portland, daily at 3 p. m.

Pacific Exp. arrives at Portland daily at 10:30 a. m.

Main Line Passenger Trains run daily, connecting at Wallula Junction for points on Northern Pacific Railroad.

Through Sleeping Cars—Pullman Palace Drawing Room Sleeping Cars between Portland and St. Paul.

Emigrant Sleepers are run from Wallula Junction to St. Paul, and from Huntington to Council Bluffs, without change.

MIDDLE COLUMBIA RIVER DIVISION.

Daily, except Sunday. Boat leaves Portland for Dalles at 7 a. m. Boat arrives at Portland from Dalles at 5 p. m. Leaves Portland for Astoria at 6 a. m.

Leave Portland for	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Astoria & Low'r Columbia.....	a. m. 6 00	a. m. 6 00	a. m. 6 00	a. m. 6 00	a. m. 6 00	a. m. 6 00
Dayton, Or.....	7 00	7 00	7 00	7 00	7 00	7 00
Corvallis.....	6 00	6 00	6 00	6 00	6 00	6 00
Salem.....	6 00	6 00	6 00	6 00	6 00	6 00

General Offices, cor. Front and D Sts.
C. H. PRESCOTT, Manager.

JOHN MUIR, Traffic Manager.

A. L. MAXWELL, Ticket Agent, Portland.

JNO. J. BYRNE, Gen. Pass. and Ticket Agent.

NEIMEYER,



128 FIRST ST., UP STAIRS, Portland, Or.

"We regard the Northwestern Mutual Life as an instance of what life insurance ought to be."—Trade Reporter, New York.

The reasons for the pre-eminent position occupied by the Northwestern among the leading life companies are, in part, indicated in the following statement of facts and experiences.

First—She is the only purely Mutual Life Company in the West, and, therefore, earns the largest ratio of net interest.

Second—Her average of death losses for many years has been below that of any other company.

Third—Resulting from the above two facts, she affords the BEST SECURITY, having a larger amount of securely invested assets (aside from Tom-tine accumulations) to offset each \$100 of liabilities than either of the other ten largest companies.

Fourth—The testimony of many of the leading business men of the country shows that, as the result of experience in all the best companies, their best secured and cheapest life insurance has been furnished by THE NORTHWESTERN of Milwaukee, Wis.

For proof of these facts, reference is made to the following well-known men, who, with tens of thousands of others, are now carrying over one hundred millions of insurance in the Northwestern.

C. H. WOODARD..... Merchant..... Portland, Or.

J. B. CONGLE..... Merchant..... Portland, Or.

J. V. FARWELL..... Merchant..... Chicago, Ill.

DEXTER HORTON..... Banker..... Seattle, W. T.

WM. REID..... Banker..... Portland, Or.

GEO. F. ORCHARD..... Banker..... Tacoma, W. T.

J. F. BOYER..... Banker..... Walla Walla, W. T.

WAHL BROS..... Manufacturers..... Chicago, Ill.

H. BENEDICT..... Manufacturer..... Milwaukee, Wis.

JOHN GATES..... Mayor..... Portland, Or.

After more than a quarter of a century of business, "The Northwestern challenges comparison with any company in existence."—*Philadelphia North American*.

The Toledo Blade says: "There has never been a smirch upon it."

The policy contract is free from objectionable technicalities, and after three years is non-contestable, except for wilful fraud.

Horace Greeley wrote: "Beware of frauds, and shams, and specious false pretenses. Proceed with wise and vigilant circumspection, and you will have reason to bless the forecast that induced you to invest in life insurance."

FRANCIS & REED,

General Agents for Oregon and Washington,
P. O. Box 428. Office, No. 9 Stark st., Portland, Or.

COINS—Stamps, 24 pp. book, 10c.; Egg lists, 2c. W. F. Greany, 827 Brannan st., San Francisco, Cal.

THE WEST SHORE.

THE LEADING BUSINESS FIRMS OF MONTANA.

S. T. HAUSER, President.
E. W. KNIGHT, Cashier.

A. I. DAVIS, Vice-President.
T. H. KLEINSCHMIDT, Assistant Cashier.

FIRST NATIONAL BANK OF HELENA.

PIONEER NATIONAL BANK OF MONTANA.

Designated Depository and Financial Agent of the United States.

Paid in Capital, - - - - - \$500,000
Surplus and Profits, - - - - - 300,000

AUTHORIZED CAPITAL.....\$1,000,000
PAID-UP CAPITAL.....250,000

MONTANA NATIONAL BANK,

U. S. DEPOSITORY, HELENA, MONT.

OFFICERS—C. A. Broadwater, President; A. G. Clarke, Vice-President; E. Sharpe, Cashier; S. E. Atkinson, Assistant Cashier.

DIRECTORS—S. C. Ashby, B. F. Potts, N. H. Webster, H. Gans, H. F. Galen, S. H. Crounse, C. W. Cannon, R. B. Harrison, A. H. Wilder.

Refer to the following stockholders: Senator John Sherman, Ohio; Senator S. J. R. McMillan, Minnesota; A. H. Wilder, St. Paul; Hon. W. C. DePauw, New Albany, Ind.

Grand Central Hotel,

REED & RINDA, Props.



Largest hotel in Helena, Montana. Entirely new and first class in every respect. Single and in suits. Charges moderate. Private dining rooms for ladies.

HELENA IRON WORKS.

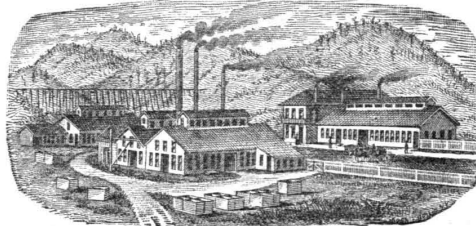
ESTABLISHED 1867.

WEST MAIN ST., HELENA, MONTANA,
B. H. TATEM, Proprietor.

Mining, Milling and General Machinery.
Iron and Brass Castings of every description.

Chilled Castings of unexcelled quality.
Special Machinery Ordered from the Manufacturers.

Fargo's Patent Stamp Guide.
Anthracite, Bituminous and Blacksmith's Coal Wholesale and Retail.



A. SANDS, Denver. J. SANDS, New York.
M. SANDS, Helena. SANDS & BOYCE, Butte, Mon.

SANDS BROTHERS,

HELENA, MONTANA,

Wholesale and Retail Dealers in

Dry Goods, Carpets, Wall Papers, House Furnishing
Goods, Ladies' & Children's Cloaks & Suits, &c.

Orders by mail promptly and carefully filled.

R. S. HALE & CO.,

Wholesale and Retail Druggists,

—AND DEALERS IN—

Assay Goods and Lubricating Oils,

MAIN STREET,

HELENA, MONTANA.

JNO. R. DREW.

MATT CARROLL.

J. R. DREW & CO.,

Successors to Nick Millen,

DEALERS IN BOOTS AND SHOES,

SIGN OF THE BIG BOOT,

MAIN ST., HELENA, MONTANA.

ALBERT KLEINSCHMIDT COMMERCIAL COMPANY,

GRANITE BLOCK, HELENA.

Heaviest Importers in Montana of every grade of

GENERAL MERCHANDISE.

CRAWFORD'S VIEWS

—OF THE—

PACIFIC NORTHWEST.

ASK YOUR DEALER FOR THEM.

They are the finest in the market, made by the Pioneer Landscape Photographer of Oregon, and are published in three sizes—Stereoscopic, Boudoir, 5x8, and Imperial, 7x9. The Boudoir and Imperial are finished on dark mounts, with beveled gilt edge. The Stereoscopic is the popular size, 4x7. All views have names on them. Send for descriptive catalogue to

CRAWFORD BROS.,

Albany, Oregon.

DAYTON & HALL,

IMPORTERS

ELECTRICAL GOODS,

BATTERIES, BELLS, WIRE, &c.

Send for Illustrated Price List.

PORTLAND, OREGON.



The BUYERS' GUIDE is issued March and Sept., each year. 256 pages, 8 1/2 x 11 1/2 inches, with over 3,500 illustrations—a whole Picture Gallery. GIVES Wholesale Prices

direct to consumers on all goods for personal or family use. Tells how to order, and gives exact cost of everything you use, eat, drink, wear, or have fun with. These INVALUABLE BOOKS contain information gleaned from the markets of the world. We will mail a copy FREE to any address upon receipt of 10 cts. to defray expense of mailing. Let us hear from you. Respectfully,

MONTGOMERY WARD & CO.
227 & 229 Wabash Avenue, Chicago, Ill.

A. H. JOHNSON,

Stock Broker, Wholesale Butcher and Packer, and Dealer in all kinds of

Fresh and Cured Meats, Bacon, Hams and Lard.

Special attention given to supplying ships. Stalls 26, 27 and 28, Central Market, Portland, Or.

THE BISHOP SCOTT GRAMMAR SCHOOL.

A Boarding and Day School for Boys.

The eighth year under its present management begins September 1. Boys of any age or degree of advancement admitted. Boys fitted for college or business. Three Yale graduates among the teachers. Special instruction in penmanship, drawing, music and modern languages. Discipline strict. No bad boys admitted. For catalogue and circular, or any information, address J. W. HILL, Head Master, P. O. Drawer 17, Portland, Or.

EVERY LADY send-

ing me 25 cents in stamps, I will mail the "Chinese Secret" of ironing and polishing Shirts, Collars, Cuffs and Skirts, with material enough to do up 4 doz. articles. Address Mrs. E. W. RAYMOND Coupeville, Island County, W. T. Agents wanted.



10 CENTS WILL SECURE A COPY OF THE OREGON SPECTATOR, published Feb. 5, 1846. Address L. SAMUEL, Portland, Or.

AGENTS coin money collecting Family Pictures to enlarge; all styles. Pictures guaranteed. Special inducements. EMPIRE COPYING CO., 361 Canal Street, N.Y.

THE WEST SHORE.

Canadian Pacific Navigation Company,
(LIMITED,) *Company,*
VICTORIA, B. C.

FRASER RIVER ROUTE.

Steamers leave Victoria for New Westminster and way ports every Monday, Wednesday and Friday, at 7 a. m., connecting at Port Hammond each trip with trains of the Canadian Pacific Railway. Making connection at Victoria with steamers of O. R. & N. Co. and P. C. S. S. Co. Making connection at New Westminster with steamers for Hope and way landings on Fraser River.

BURRARD INLET ROUTE.

Steamers leave Victoria every Tuesday, at 8 a. m., for Granville, Coal Harbor, Moodyville and Port Moody.

NORTHERN ROUTE.

A steamer will leave twice each month, about 1st and 15th, for Fort Simpson and way ports. For Comox every Wednesday, at 7 a. m.

The scenery on the different routes traversed by this Company is unsurpassed by any on the Coast, and a trip up the noble Fraser, a voyage North, or a tour to Burrard Inlet, will well repay tourists, to whom reduced rates will be given.

JOHN IRVING, Manager.

THE WEST SHORE.

W. PROTHERO & CO.,
Manufacturers & Dealers in Furniture of all kinds.

MATRASSES, LOUNGES, CHAIRS, &c., MADE TO ORDER.

We call special attention to our ruling **LOW PRICES**. Our fine Stock of Furniture will always bear inspection.

Holbrook's Stone Building, Columbia Street, New Westminster, B. C.

J. C. HUGHES,
Notary Public.

T. C. ATKINSON.

HUGHES & ATKINSON,

Real Estate Brokers & Conveyancers,

Opposite Post Office,

NEW WESTMINSTER, B. C.

TOWN AND COUNTRY LANDS FOR SALE.

Timber Lands Purchased and Sold.

Accounts Collected and Loans Negotiated.

Colonial Hotel,

NEW WESTMINSTER, B. C.

John E. Insley, Proprietor.

The only first class Hotel on the Mainland. The building is just completed and is fire-proof. The furniture is new, and every convenience for guests has been introduced. Every bedroom is thoroughly ventilated and can be heated. The table will always be supplied with the choicest of the market.

LARGE BILLIARD HALL.

Sample Rooms for Commercial Travelers.

ELEGANT BAR AND BATH ROOMS.

CLOTHING, HATS, &c.

UMBRELLAS,

HOSIERY, GLOVES,

SCARFS,

&c., &c.

W. & J. WILSON.

LATEST STYLES

JUST RECEIVED.

THE

BEST & CHEAPEST GOODS

IN VICTORIA.

THE WEST SHORE.

THE



BOOT AND SHOE STORE

HAS THE LARGEST SELECTION OF

Boots and Shoes of all Grades in the Province, embracing all the very Latest Styles.

RUBBER GOODS in Boots, Shoes, Arctics, etc., a specialty. The Manufacturing Department is carried on by the most skilled white labor. Motto: Best quality, latest styles, lowest cash prices. Country orders receive special attention. P. O. Box 34.

H. MANSELL, GOVERNMENT STREET, VICTORIA, B. C.

HOMER & SON,

IMPORTERS,

Shipping & Commission Merchants,

FRONT STREET,

New Westminster, B. C.

AGENTS PACIFIC COAST STEAMSHIP COMPANY.

J. A. MARA,

Dealer in General Merchandise,

KAMLOOPS, B. C.

SUNNYSIDE HOTEL,

H. HEMLOW, Proprietor,

GRANVILLE, B. C.

FIRST CLASS IN EVERY PARTICULAR.

House new, including furniture and finishings. Table always supplied with the best the market affords. Fine Wines, Liquors and Cigars always on hand. Rates moderate.

TO TRAVELERS.

When in Nanaimo do not fail to stop at the "Royal," the only first class hotel in the city.

THE ROYAL HOTEL,

R. WATKINS, Proprietor,

COMMERCIAL ST., NANAIMO, B. C.

DOMINION HOTEL,

KAMLOOPS, B. C.,

E. CANNELL, Proprietor.

The oldest established hotel in the city. House recently refurnished and refitted throughout. Finest Wines, Liquors and Cigars always in stock. A fine Billiard Table for the accommodation of guests.

ARLINGTON HOTEL

KAMLOOPS, B. C.,

McNicholl & Sears, Proprietors.

Tables always supplied with the best the market affords. House new and furnished with new furniture throughout. A fine Bar for the accommodation of guests, where the best of Wines, Liquors and Cigars can always be obtained.

THE WEST SHORE.

VICTORIA TRANSFER COMPANY,

(LIMITED.)

INCORPORATED. \$50,000 CAPITAL.

LIVERY & HACK STABLES,

BROUGHTON ST., FOOT OF BROAD, VICTORIA, B. C.

These Stables have the largest and finest Stock of Horses, Carriages, Buggies, Phaetons, &c., in the city.

Excursion Parties desiring Carriages can be accommodated at the steamer by telegraphing their order.

BAGGAGE TRANSFERRED TO AND FROM STEAMERS.

Shuswap Milling Company, STEAM SAW AND GRIST MILLS, KAMLOOPS, BRITISH COLUMBIA.

MANUFACTURERS AND DEALERS IN

Rough and Dressed Lumber,

Flour, Cracked Feed and Grain.

JAMES McINTOSH, Manager.

THE WEST SHORE.

THE LEADING BUSINESS FIRMS OF MONTANA.

S. T. HAUSER, President.
E. W. KNIGHT, Cashier.

A. I. DAVIS, Vice-President.
T. H. KLEINSCHMIDT, Assistant Cashier.

FIRST NATIONAL BANK OF HELENA.

PIONEER NATIONAL BANK OF MONTANA.

Designated Depository and Financial Agent of the United States.

Paid in Capital, - - - - - \$500,000
Surplus and Profits, - - - - - 300,000

AUTHORIZED CAPITAL.....\$1,000,000
PAID-UP CAPITAL..... 250,000

MONTANA NATIONAL BANK,

U. S. DEPOSITORY, HELENA, MONT.

OFFICERS—C. A. Broadwater, President; A. G. Clarke, Vice-President; E. Sharpe, Cashier; S. E. Atkinson, Assistant Cashier.

DIRECTORS—S. C. Ashby, B. F. Potts, N. H. Webster, H. Gans, H. F. Galen, S. H. Crounse, C. W. Cannon, R. B. Harrison, A. H. Wilder.

Refer to the following stockholders: Senator John Sherman, Ohio; Senator S. J. R. McMillan, Minnesota; A. H. Wilder, St. Paul; Hon. W. C. DePauw, New Albany, Ind.

Grand Central Hotel,

REED & RINDA, Props.



Largest hotel in Helena, Montana. Entirely new and first class in every respect. Single and in suits. Charges moderate. Private dining rooms for ladies.

HELENA IRON WORKS.

ESTABLISHED 1867.

WEST MAIN ST., HELENA, MONTANA.

B. H. TATEM, Proprietor.

Mining, Milling and General Machinery. Iron and Brass Castings of every description.

Chilled Castings of unexcelled quality. Special Machinery Ordered from the Manufacturers.

Fargo's Patent Stamp Guide. Anthracite, Bituminous and Blacksmith's Coal Wholesale and Retail.

A. SANDS, Denver. J. SANDS, New York.
M. SANDS, Helena. SANDS & BOYCE, Butte, Mon.

SANDS BROTHERS,

HELENA, MONTANA,

Wholesale and Retail Dealers in

Dry Goods, Carpets, Wall Papers, House Furnishing Goods, Ladies' & Children's Cloaks & Suits, &c.

Orders by mail promptly and carefully filled.

R. S. HALE & CO.,

Wholesale and Retail Druggists.

—AND DEALERS IN—

Assay Goods and Lubricating Oils,

MAIN STREET,

HELENA, MONTANA.

JNO. R. DREW.

MATT CARROLL.

J. R. DREW & CO.,

Successors to Nick Millen,

DEALERS IN BOOTS AND SHOES,

SIGN OF THE BIG BOOT,

MAIN ST., HELENA, MONTANA.

ALBERT KLEINSCHMIDT COMMERCIAL COMPANY,

GRANITE BLOCK, HELENA.

Heaviest Importers in Montana of every grade of

GENERAL MERCHANDISE.

BOUND VOLUMES OF THE WEST SHORE

FOR 1883, 1884 AND 1885.

For the convenience of those who desire complete volumes of THE WEST SHORE, we have bound 1883, 1884 and 1885. Any one or all of these will be forwarded postpaid to any address upon the receipt of the following prices: In paper cover, \$2 per volume, \$3.50 for two volumes, \$5 for three volumes; handsomely bound in cloth and leather cover, \$3 per volume, \$5.50 for two volumes, \$7.75 for three volumes. A volume of THE WEST SHORE will give more interesting information and more handsome engravings of the Pacific Northwest than can be procured in any other form for ten times the price. Address

THE WEST SHORE, Portland, Oregon.

HENRY SAUNDERS,

IMPORTER AND DEALER

—IN—

Groceries, Provisions, Feed, &c.,

WINES AND SPIRITS,

JOHNSON STREET,

VICTORIA, B. C.

A. GILMORE,

Merchant Tailor,

JOHNSON STREET,

VICTORIA, B. C.

Garments of all kinds made to order and a perfect fit guaranteed.

A. G. JOHNSTON,

Books, Stationery and Fancy Goods,

YALE, B. C.

GROTTO SALOON,

WM. McNIFFE, Manager,

Government Street, Corner Trounce Alley,

VICTORIA, B. C.

A FREE LUNCH DAILY.

JOSEPH GOSNELL,

IMPORTER AND DEALER IN

Groceries, Provisions,

Island and Oregon Produce,

Corner of Douglas and Cormorant Streets,

VICTORIA, B. C.

Keep constantly on hand Tea, Coffee, Butter, Eggs, Flour, Oilman's Stores, etc., of the best quality. Gosnell's own home-cured Hams, Bacon, Corned Pork, Pigs' Feet, always on hand. Agent for Colwood Lime Company and Tacoma Lime Company. Goods delivered. P. O. Box 205.

VICTORIA MARBLE WORKS.

GEORGE RUDGE, Proprietor.

Manufacturer and Dealer in

Monuments, Tablets, Tombs,

Mantels, Furniture Work, &c.,

DOUGLAS STREET,

VICTORIA, B. C.



Stone Furnished for Building Purposes.

W. G. BOWMAN,

Livery & Hack Stable,

Broad Street, opp. Trounce Alley,

—AND—

View Street, opp. Driard House,

VICTORIA, B. C.

Largest and best Livery Stable in the Province. Horses, Wagons, Carriages, etc., on hire. Careful and experienced drivers, well acquainted with all places of interest in and about Victoria, furnished to tourists at reasonable prices.

Victoria and Esquimalt Mail, four times daily each way.

FARE, 25 CENTS.

W. G. BOWMAN, contractor for the carrying of H. M. mails between Victoria and Esquimalt, begs to announce that a conveyance will run between the above places on schedule time, as follows:

LEAVE
VICTORIA AT
8 A. M.
11 A. M.
2 P. M.
5 P. M.

LEAVE
ESQUIMALT AT
9 A. M.
12 M.
3 P. M.
6 P. M.

VICTORIA, BRITISH COLUMBIA,

The Pleasantest Summer or Winter
Resort on the Pacific Coast.

Grand Scenery, Safe Boating, Magnificent
Drives, Good Fishing and Hunting.

Every requisite to make a stay of a few days pleasant and profitable.

THE DRIARD

Is the leading Hotel, and its cuisine is unmatched. Airy Apartments, in suits or singly, can be secured by telegraphing. It is located in the very healthiest part of the city. Its capacity has been doubled by the addition of a magnificent brick building fully as large as the substantial structure formerly in use.

REDON & HARTNAGEL, Proprietors,

VICTORIA, B. C.

Queen's Market



GOVERNMENT STREET,
VICTORIA, B. C.

LAWRENCE GOODACRE,
WHOLESALE AND RETAIL BUTCHER.

The Largest Family Butcher on the Pacific Coast.

Cotractor by Appointment to Her
Majesty's Royal Navy.

SHIPPING SUPPLIED AT LOWEST RATES.

MRS. R. MAYNARD,
Photographic Artist

AND DEALER IN ALL KINDS OF

Photographic Materials.

Views of Victoria and British Columbia,
also Alaska and the Carvings of the West
Coast Indians, on hand in large variety, and
for sale at reasonable rates.

DOUGLAS STREET, VICTORIA, B. C.

THE OCCIDENTAL,

(Fireproof Building.)

Corner Wharf

—AND—

Johnson Streets,

VICTORIA, B. C.



LUKE PITHER,
Proprietor.

This Hotel, with its new Addition, is the largest and best appointed house in the city, fronting on wharves of the California, Puget Sound and Fraser River steamers, making it very convenient for the travelling public. Rooms large and airy. Table supplied with best the market affords. Spacious Bar and Billiard Rooms in connection with the house.

Rates: \$1, \$1.25 and \$1.50 per day, according to room.

N. B.—This is the only place in the Province where the celebrated imported Burton and Edinburgh Ales can be had on draught.

The Colonist, The Leading Paper of British Columbia.

THE DAILY COLONIST is published every day except Monday, and is the standard paper of the Province. Its telegraphic news, local intelligence, correspondence from every section of the Province, and high moral standard taken in its editorial columns, render it the best and most influential newspaper in British Columbia.

TERMS: Daily, per year, \$10; parts of year at same rate. Per week (delivered), 25 cents.

THE WEEKLY COLONIST

Is issued every Friday morning, and contains all the news of the week, information from every portion of the Province, and a mass of general matter of interest.

TERMS: Per year, \$2.50; six months, \$1.50; three months, 75 cents.

JOB PRINTING AND LITHOGRAPHING

Are special features of the Colonist establishment, which is the largest north of San Francisco and the only complete office in the Province. Address

THE COLONIST, Victoria, B. C.

THE VICTORIA Daily Evening Post,

Published every evening (except Sunday) by

W. J. McDOWELL, Editor and Proprietor.

THE POST is acknowledged by the public to be the most popular and best local Journal in British Columbia, and its circulation being large and constantly on the increase, as an advertising medium it is unequalled.

The Inland Sentinel, KAMLOOPS, B. C.

THE SENTINEL is the only paper published in the interior of British Columbia, and is published weekly at the town of Kamloops, the largest and most prosperous commercial centre of that region.

THE SENTINEL is the nearest paper to Nicola Valley, Okanagan Valley, Similkameen Mines, Spallumcheen Valley, the whole region of Shuswap Lake and Thompson River, Lillooet, Clinton, and the mines of Cariboo and Cassiar.

M. HAGAN, Proprietor,

KAMLOOPS, B. C.

The Mainland Guardian, —THE— Most Thorough Newspaper in British Columbia.

Published Every Wednesday and Saturday

By J. K. SUTER, at

NEW WESTMINSTER, B. C.

Terms: One year, \$5; 6 months, \$3; 3 months, \$1.50.

The Victoria Daily Times,

The Most Popular Newspaper Published in British Columbia.

It is first class in every Department, having full Associated Press Dispatches.

It advocates those principles which are in harmony with, and it is ever alive to, the best interests of the greatest number of the people. It is wide awake and progressive, straightforward and impartial, unflinching in its course, with decided views on all subjects. Its advertising columns have a careful watch and jurisdiction maintained over them. No impure or improper advertising is permitted. Thus a responsibility is claimed for the character of its advertising, as well as its news and editorial columns. The extraordinary success of this enterprising journal has been remarkable from its first issue. It has the finest circulation, as it carries the most influence, of any newspaper in the Province.

Published at Victoria, B. C., by the Times Publishing Company.

The Victoria Daily Standard

Now appears before the public in a more acceptable form than ever. It is STRICTLY THE PAPER OF THE PEOPLE, and the popular subscription rates place it within the reach of all. Its circulation makes it invaluable to advertisers.

THE WEEKLY STANDARD

Is the largest and best weekly paper printed in the Province. For transmission to other lands, and for circulation in the agricultural districts, it is the Journal of British Columbia.

C. McK. SMITH, Publisher and Proprietor,
Government Street, Victoria, B. C.

Nanaimo Free Press, NANAIMO, B. C.

GEO. NORRIS, - - Proprietor.

THE FREE PRESS is the only paper published in the great coal mining region of Vancouver Island, and is issued every Wednesday and Saturday. It contains telegraphic news and full local intelligence.

Terms: One year, \$4; six months, \$2. If paid in advance, one year, \$3; six months, \$1.50. Per month (delivered), 50 cents.

Victoria Agent, - C. McCORMAC.

THE BRITISH COLUMBIAN Newspaper and Printing Establishment, Columbia Street, New Westminster, B. C.

THE COLUMBIAN is published every Wednesday and Saturday morning, and mailed to any part of Canada or the United States for \$3 a year.

As an advertising medium it has no rival on the Mainland of British Columbia.

D. ROBSON & CO., Proprietors.

THE WEST SHORE.

R. Dunsmuir ^{AND} Sons,

— ∴ PROPRIETORS ∴ —

WELLINGTON COLLIERIES,

DEPARTURE BAY, NEAR NANAIMO.

OFFICES:

Departure Bay and Victoria, B. C.

SAN FRANCISCO OFFICE:

620 East Street, between Pacific and Jackson.

THE WEST SHORE.

ALBION IRON WORKS CO., Limited,

VICTORIA, B. C.

Engineers, Iron and Brass Founders, &c.

WORKS: ON STORE, DISCOVERY, CHATHAM AND HERALD STS.

OFFICES: ON CHATHAM STREET.

Manufacturers of Marine & Land Engines & Boilers

OF EVERY DESIGN.

RAILWAY AND MINING PLANTS A SPECIALTY.

Box, Flat, Mine and Coal Cars for Standard and Narrow Gauge Railways, Saw Mills and Agricultural Machinery, Hoisting Engines, Steam Pumps, Hydraulic Pumps and Presses, Screw and Lever Presses, Cranes, Winches, Derricks, Jackscrews.

BLACKSMITHING.

Ship Work, Iron Doors and Shutters, Anchors, Ventilators, Cresting and all kinds of Forgings, Cast and Wrought Iron Fencing, Grave Fences.

FISH CANNING MACHINERY.

A complete stock always on hand or in course of construction.

BRASS GOODS.

Injectors, Lubricators, Check and Globe Valves, Cocks, Steam Gauges, Safety Valves, Bells, Hose Couplings, etc., etc

CONTRACTORS' PLANT.

Car Wheels, Bridge Bolts and Castings, etc.

STOVE DEPARTMENT.

A complete set of improved modern Patterns, suitable to the requirements of the Province, and of heavier and more durable construction than the imported article. None but the BEST WORKMANSHIP and MATERIAL employed. A complete stock always on hand of best finish Cooking Stoves, Ranges, French Ranges, Parlor, Box and Hall Stoves, American Parlor Grates (plain and nickel-plated), English Fenders, Tea Kettles, Fire Dogs, Fountains, etc.

ELECTRO-PLATING.

Spoons, Forks, Knives, Cruets, Harness and Buggy Mountings, Stirrups, Bits, Musical Instruments, Pistols, Dental and Surgical Instruments, and all polished articles nickel-plated and made to look as good as new.

ROBERT DUNSMUIR, President.

W. F. BULLEN, Secretary.

R. P. RITHET, Vice-President.

A. GRAY, Manager.

TACOMA MILL COMPANY, TACOMA, W. T.

San Francisco House, Pier 11, Stewart St.

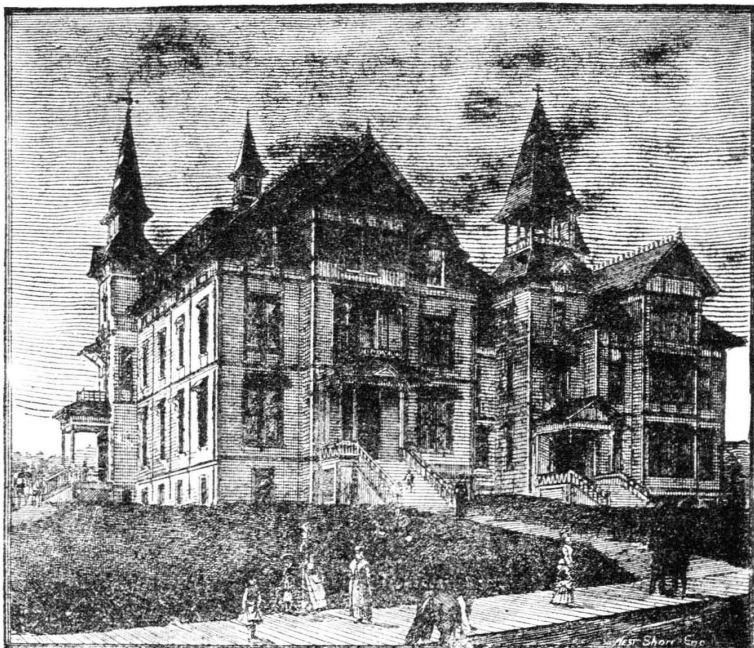
HANSON & CO., Agents,

Manufacture Rough and Dressed Lumber, furnish Cargoes of Ships' Spars and Masts, and have special facilities for the manufacture of Extra Large and Long Timber.

THE TACOMA MILLS are the most extensive in the Northwest. This mammoth establishment employs an average of 200 men about the mill and 600 in the eighteen logging camps it keeps in operation. In 1882 the mill cut 32,000,000 feet of lumber, but during the past year \$100,000 were expended in enlarging its capacity, and the total product was 50,000,000 feet of lumber and 10,000,000 laths. Seventy-two cargoes of lumber were shipped from their wharves during the year, twenty-four of which went to foreign ports. The capital invested in mill, warehouses, vessels, tugboats, animals, etc., connected with this enterprise is fully one million dollars, and the monthly expense of operation exceeds one hundred thousand dollars. This is one of the largest, and in many respects the most complete, lumbering enterprises in the world.

FOREIGN CORRESPONDENCE SOLICITED.

Annie Wright Seminary, Tacoma, W. T.



A Boarding and Day School for Girls.

\$50,000 endowment. Christmas Term begins September 3, 1885. Easter Term begins January 21, 1886. The best instruction is given in English, German, French, Latin, Music, Drawing and Painting. Pupils are taken at all ages and at any time. It is important, however, to enter early in the term. The design of the school is to furnish a pleasant Christian home where girls can receive thorough systematic instruction, combined with culture and refinement. For catalogue and particulars address the Principal,

Mrs. LEMUEL H. WELLS, Tacoma, W. T.

JOHN CARSON,
Manufacturer & Dealer in Lumber of all kinds,
TACOMA, W. T.

ALSO SASH, DOORS, ETC.

INDIAN MONEY.

INDIAN CURIOS

E. J. SALMON & CO.,

JOHNSON STREET, VICTORIA, B. C.,

—DEALERS IN—

Indian Curiosities, Carvings, Haiqua or Chinook Indian Money.

Samples of the latter sent postpaid anywhere on receipt of 50 cents in stamps.

This is one of the most interesting places for tourists to visit when in Victoria.

The *Evening Post*, mentioning the visit of Princess Louise, says: "Yesterday afternoon Her Royal Highness, accompanied by Miss Hervey, Miss O'Neil, Dr. Bennet and others, strolled through the principal streets and visited the London Bazar, S. L. Kelly's and E. J. Salmon's, Johnson street. At the last mentioned place Her Royal Highness spent nearly half an hour examining the numerous Indian curios, the use and manufacture of which were described by Mr. Salmon. The Princess seemed to take great interest in the native bead work, mats, painted figures, etc., and before leaving made many purchases."

INDIAN CURIOSITIES

—AND—

STONE CARVINGS.

A complete assortment of all kinds of Curiosities, manufactured in stone and wood by Haida and other Indians of the Northwest Coast (as illustrated in the August number of *The West Shore*), can always be found in stock at

A. A. AARONSON'S,

Johnson St., bet. Government & Broad,
VICTORIA, B. C.

Museums and Libraries supplied at lowest possible rates. All purchases carefully packed so as to carry safely to any part of the world.

Correspondence solicited. Please mention *The West Shore*.

BUTTERFIELD BROS.,

Watchmakers, Jewellers and Engravers to the trade. Orders from the country promptly attended to. 162½ First street, Portland, Or.

50 Latest Style Chromo Cards, no two alike, with name, 10c. GLOBE CARD CO., Derby Line, Vt.
Best Printing. Best Cards. No Trash.

VANCOUVER, ON COAL HARBOR,

THE WESTERN TERMINUS OF THE CANADIAN PACIFIC RAILWAY,

Offers the best prospect on the Continent for
Investors with large or small capital.

The Town Site is all that could be desired, and it is doubtful if a more beautiful and picturesque location could be found on the continent. Looking north, across the harbor, a magnificent view of snow-capped mountains is obtained, and to the south Mount Baker is seen to better advantage than from any other point on the Coast; in fact, look where you will, an entrancing view of woods, mountains and water meets the gaze.

The Town Site is gently undulating, with just sufficient slope for perfect drainage, and is covered with a growth of fine maple and other trees. The climate is undoubtedly the best on the Coast—days warm and pleasant, nights pleasantly cool, rainfall moderate. The country in this vicinity presents great attraction to the sportsman, the lakes and streams being full of trout; in the woods deer, bears and smaller game, and on the mountains numbers of goats. Burrard Inlet and the adjoining waters of Gulf of Georgia and Howe Sound are unrivaled for yachting and boating. In fact, this district is the sportsman's paradise.

General Manager Van Horne has stated that the Canadian Pacific will spend many millions in this place in the erection of hotel, wharves, workshops, rolling mills and depot, and has given it as his opinion that the Terminal City will become one of the two largest on the Pacific Coast. The Canadian Pacific Railway will employ at least two thousand men in their different shops, and these will have to be supplied with the necessaries of life, thus creating first class openings for business men of all classes. Within the next year and a half large wholesale and importing houses will spring into existence here, also foundries, woolen factories, furniture factories, etc., and, as a great portion of the grain grown in the Northwest will be shipped from this port, it will necessitate elevators. Business men of all classes looking for good openings would do well to consider these points.

S. & G. GUMP, 581-583 Market Street, San Francisco.

S. & G. GUMP,
184 FIRST ST., PORTLAND, OREGON, R. COWAN, Manager,
IMPORTERS AND MANUFACTURERS OF
Mirrors, Mouldings, Pictures, Hardwood Mantels and Bric-a-Brack Fur-
niture, Rich Gold and Oxydized Portrait and Picture Frames, &c.
FRAMING AND REGILDING DONE AT REASONABLE PRICES.

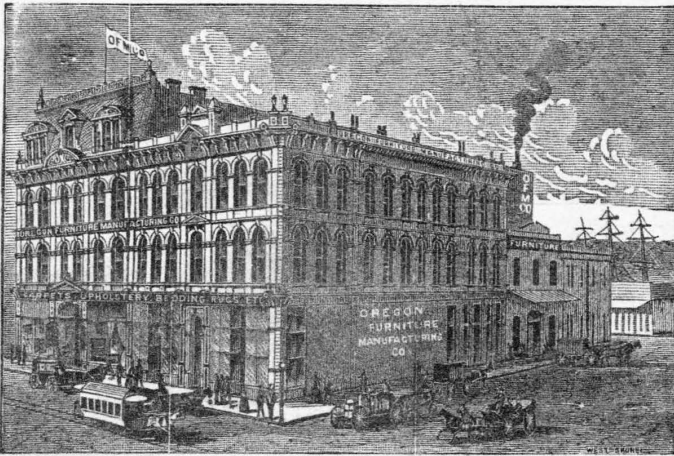
THE OLDEST RETAIL DRUG BUSINESS IN THE CITY. ESTABLISHED 1867.

S. G. SKIDMORE & CO.,
(CHARLES E. SITTON),
DRUGGISTS AND APOTHECARIES,
No. 151 First Street, between Morrison and Alder, Portland, Or.

Manufacturers and Proprietors of Pectoral Balsam (Trade Mark registered), for Coughs, Colds, Throat and Lung Diseases. Physicians' Prescriptions and Private Recipes a Specialty.

Samuel Lowenstein, Pres.
Wm. Kapus, Sec'y.
Oregon Furniture Manufacturing Company.

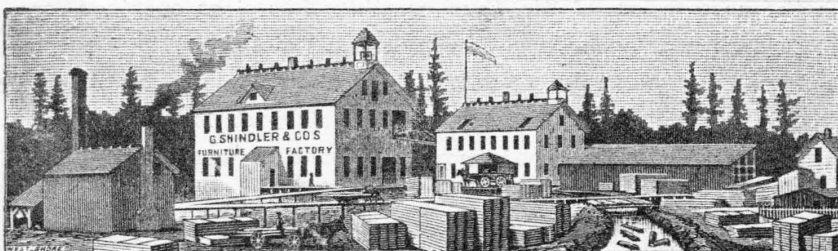
Manufacturers of Furniture and Dealers in Carpets, Bedding, Upholstery Goods, etc. Office and Ware-rooms, Nos. 208 and 210 First st., Factory, Nos. 209 and 211 Front st., Shipping Department, Nos. 7 and 9 Salmon st., Portland, Or.



Occupy an immense four-story brick building, a full block in length, enjoy facilities unequaled on the Pacific Coast. The public is respectfully invited to inspect the premises and the stock of Furniture, Car-
pets and Upholstery Goods.

STONES JEWELRY STORE
HANDSOMEST JEWELRY STORE ON THE PACIFIC COAST
CLOCKS, SILVER & SILVER PLATED WARE
OPTICAL GOODS OF ALL DESCRIPTIONS
DIAMONDS WATCHES
ADDRESS ALL ORDERS TO
ALBERT FELDENHEIMER PROPRIETOR
MANUFACTURING AND REPAIRING A SPECIALTY
ALL THE MOST FASHIONABLE NOVELTIES
FIRST ST & MORRISON ST. PORTLAND, OREGON.

G. SHINDLER & CO.



FURNITURE, CARPETS, WALL PAPER, at Cost, to Close Out their Retail Business.
166 First st., through 200 feet to 187-189 Front st., next door St. Charles Hotel, Portland, Or.

IF YOU HAVE SICK HEADACHE, DYSPEPSIA, CONSTIPATION, BILIOUSNESS, NERVOUS AND GENERAL DEBILITY, IMPURITY OF THE BLOOD, ETC.,

USE ROSE PILLS,

WHICH PROMPTLY

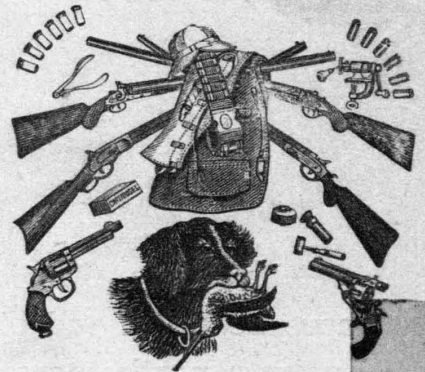
Relieve and Cure Those Disorders.

IN CONSTIPATION THEY HAVE NEVER BEEN KNOWN TO FAIL.

WILLIAM BECK & SON,

Wholesale and Retail Dealers in

Sharp's, Remington's, Ballard's, Marlin and Winchester Repeating Rifles, Colt's, Remington's, Parker's, Moore's and Baner's Double and Three Barrel Breech-loading Shotguns.



Fishing Tackle of every description and quality. Leaders, Fly-Books, Baskets, Braided and Tapered Oil Silk Lines, six-spliced Split Bamboo Rods. Sturgeon Lines and Hooks of all kinds.

165 & 167 SECOND ST., PORTLAND, OR.



The Corbett Fireproof Livery, Hack & Feed Stables,

Corner Third and Madison Sts., Portland, Or.

L. B. MAGOON, Proprietor. Telephone No. 331

WILL
Cut Faster
AND
EASIER
Than any other Axe made.
Hundreds of wood-
men testify to its su-
periority. IT GOES
DEEP AND NEVER
STICKS.
DUPLEX AXE.
Patented Aug. 30, 1881.
J. C. Trullinger
CARNAHAN & CO.,
Agents, Astoria.
Price, \$1.50.

MARK LEVY
WHOLESALE
FRUIT & PRODUCE
AND GENERAL
COMMISSION MERCHANT

122 FRONT ST., PORTLAND, OR.