

the city in this issue, is the largest, but perhaps not the handsomest, building on the street. It has been erected since the Province entered the confederation of the Dominion of Canada, at a cost to that country of some \$35,000 and is built in a very massive manner, of freestones obtained from the quarries on Thetes Island, situated in the Strait of Georgia. Besides containing the offices of the postal department, it also affords excellent accommodation for various Dominion officials, amongst them the Superintendent of Indians, the resident Dominion engineer and the Superintendent of telegraphic lines, whilst still another portion of the buildings is known as the Dominion Savings Bank. There are two other banking establishments in the city—branches of the Bank of British North America and the Bank of British Columbia—the former on Yates' street and the latter on Government street, both in close proximity to the post-office. Messrs. Wells, Fargo & Co. have also an extensive establishment on Government street and in the same building, Messrs. Garesche, Green & Co., transact a general banking and discount business. These are a few of the more important structures in the very heart of the city; but that large and handsome building which rises proudly from its foundation, situated at the distant head of View street is the new public school, where upwards of 250 boys and 350 girls are educated on the "free schools" system. The site of the building is one of the most beautiful which could have possibly been selected from the innumerable delightful spots in which the suburbs of the city abound, and, as may be seen from our engraving, the building graces its surroundings. It was erected a year or two ago at a cost of \$25,000, and is a lasting monument to the efficient educational policy adopted by our British neighbors. Owing to the already large number of pupils availing themselves of this admirable institution, an adjacent building, formerly used as a branch of the boys' school, has, of necessity, to be utilized for high school purposes. Whilst the tourist is in the vicinity of the public school, he will doubtless learn that he is at no great distance from another building of general interest, both from its peculiarity of architecture, and from the fact of its being the residence of the representative of Queen Victoria in the Province. The building alluded to is generally known as Government House, from the fact of the Lieutenant Governor residing there, but in former days it was designated "Carey Castle," a name which would at once appear to refer alike to the name of the person who erected it and to its resemblance, more or less, to the "castles" to be seen in a variety of places throughout England and Europe. It stands on very high ground and commands an extensive and delightful view of surrounding land and sea. Our engraving gives a very faithful representation of the structure; but it is scarcely within the limits of things possible that it should embrace a comprehensive scene of the lovely flower gardens, croquet lawns and shaded walks, which render the spot charming to a degree, and which, in days gone by, have been the locale of many outdoor entertainments given to the elite of the city by former occupants of the building, which, by the way, was originally erected by J. Hunter Carey, Esq., when he held the position of Attorney-General. Returning to the city, the most natural way to come is, via Fort street, and after passing a number of private residences, on either side, each with its well kept lawn or garden and a hovering fragrance of sweet flowers, the Mechanics' Literary

Institute is reached; a very desirable institution of its class, and one which offers, at the moderate cost of \$1.00 per month, an endless variety of useful and instructive mental food. A spacious skating rink is, at the present moment, in course of erection on the lot immediately adjoining the institution, so that it would appear, certain parties are strong in their belief of the future prosperity and popularity of this portion of the city. At the foot of Fort street, a good view of the harbor is gained, but, notwithstanding the lovely verdure which fringes its opposite shores, and the broad sheet of water which would seem all sufficient, it is entirely inadequate to the commerce of the port, and the staging with its temporary engine house, erected almost in the centre of the waters, point to the fact that some subaqueous strategy is being prosecuted. In reality, for several years past, efforts have been put forth to remove a mass of rock which seriously interferes with the navigation of the harbor. The success resulting therefrom, has, however, as yet been only partial. The city possesses natural drainage, and when funds permit of the undertaking, a complete system of sewage may be carried out at much lighter cost than would attend an undertaking of that nature elsewhere. The water supply is copious and is conveyed in iron pipes from Elk Lake, situated some six miles from the city. The cost, which the corporation has been put to already in this connection, foots up to a total of \$170,000. Victoria is also well lighted by a private Gas Company. A volunteer fire department is another of its public institutions, and the immunity of the city, with its large majority of wooden buildings, from the ravages of the fire fiend, speaks volumes both for the efficiency of the members of the various companies and the excellence of the machinery with which they are provided.

Besides the Marine Hospital, already alluded to, there are St. Joseph's Hospital, a new stone building, beautifully clean, and with admirable appointments throughout; the Royal Hospital and the French Hospital. The Royal is supported by public subscriptions and Government aid, whilst the French partakes more of the nature of a private institution, its advantages being open to members of the French Benevolent Society. There are also many other objects of interest to be seen in every part of the city, amongst them may be mentioned a fine building known as St. Ann's Convent, a most benevolent institution, situated on Humboldt street, and conducted by "Sisters of Charity." Almost every religious denomination has its church, and the general beauty of the city, as beheld from a distance, is greatly enhanced by the stately spires and towers of several of the edifices. Beacon Hill, which lies about a mile from the center of the city, is a natural park of unsurpassed loveliness, and in no part of the globe can the traveler find a place of resort, adjacent to an important business community, at once so charmingly rural and so easy of access to those who toil for their living in the heart of the city. From the summit of the hill, at early dawn, a most magnificent view may be beheld. Facing the spectator who is looking south, the stately chiefs of the Olympian range rise in their grandeur; away to the left, Mount Baker and the Cascades cleave the air for thousands of feet upwards, and on the right the lovely foliage of the opposing Vancouver Hills and the placid entrance to Esquimalt Harbor, render the scene superbly grand. Refreshed, as it were, with the gentle breeze which reaches him from the Straits of Fuca, the spectator turns his

face northward, or nearly so, and then he beholds, reposing almost at his feet, the city, its outskirts a little more than a stone's throw off, and yet so near to all the lovely verdure which surrounds him. Before he leaves he takes one more glance seaward, and now can just discern in the distance the white cliffs of Dungeness, which the rising sun has illuminated; and then again, looking a little to the right, Race Rocks and the light-house, standing boldly out against the misty background, catch his eye for the first time that morning. But apart from the beauty of the panoramic view obtainable from Beacon Hill, the Park is very naturally a fashionable promenade, and being surrounded by a race-track—which by the way requires to be graded—it is often the scene of trotting and running matches, whilst the youth of the city enjoy its spacious levels with base-ball, football, cricket, and other athletic exercises. The roads in the vicinity of the city are excellent, and branch out in almost every direction; favorite drives are consequently numerous, and in fact it would be difficult to select any road which has not its way-side charms of scenery. Regattas are held during the summer months, and the stretch of water which reaches from the harbor to "The Gorge,"—a narrow rapid some three miles distant—is rendered lovely and picturesque beyond description by the overhanging banks of verdure.

There are other charming spots to which allusion might well be made, but for the purposes of this article it must suffice to state that the city abounds in interesting features, and that the unprecedented number of new residences which are at the present time being erected, shows that the place is appreciated by those who live there, and that they have every intention of making it their permanent home. Already sash and door factories, tanneries, six breweries, soap and cigar factories, iron foundries, shoe, match, wagon and boot factories, are being successfully conducted, and but a very slight additional impetus to trade would doubtless provoke the erection of buildings for other industries and ventures. The population of the city as taken by the municipal authorities in 1876, was some 5,200, (exclusive of 2,000 Chinese and 1,000 natives,) but this number may be safely increased 50 per cent., as during many months out of the year a large influx is felt from the mainland of British Columbia and neighboring States. The city has mail communication direct with San Francisco four times a month, for which the Dominion Government pay a subsidy of \$50,000 per annum, and steamers ply between ports on Puget Sound and Victoria at least twice a week, carrying the overland mails and passengers, thereby creating a traffic which tends materially to build up and sustain the general prosperity of the community.

THE resources of Marion county are so great that to enumerate them in detail would be too tedious. She has unlimited water power, exhaustless forests of fine timber for building or manufacturing, and soil and climate for producing all kinds of grains, fruits and vegetables of this latitude to perfection, and as profitable as in any country under the sun, having most excellent means of transportation by both water and railroad.

"No," she said, and the wrinkles in her face smoothed out pleasantly, "No, I do not remember the last 17-year locusts. I was an infant then."

There is nothing but a plain slab at the head of the mound, but the simple inscription upon it tells its own sad story: "He was umpire in a close game."

FACTS CONCERNING OREGON.

HEALTHFULNESS OF THE CLIMATE.

The experience of the early missionaries, the employes of the Hudson's Bay Company, and the American settlers that followed them, during the course of a period of thirty years, is that the climate of Oregon is a healthy one. In comparing the rates of mortality in the Pacific States with that of some of the States east of the Rocky Mountains, the following facts are obtained: The deaths in Arkansas, in 1860, were at the rate of one person out of every 48; Massachusetts and Louisiana lost one in 57; Illinois and Indiana, one in 87; Kansas, one in 68; Vermont, the healthiest State on the Atlantic slope, lost one in 92; California lost one in 101; Oregon, one in 172 and Washington Territory, one in 228. "The equable temperature, summer and winter, the absence of high cold winds and sudden atmospheric changes, render people less subject to bronchial, rheumatic and inflammatory complaints than they are in countries where the thermometer swing entirely around the circle. In July and August, as at the East, children are troubled with summer complaint, but the disease is ordinarily quite amenable to treatment, and seldom runs into dysentery.

POLITICAL SUBDIVISIONS.

Oregon is divided into twenty-three counties, viz.: Baker, Benton, Clackamas, Clatsop, Columbia, Coos, Curry, Douglas, Grant, Jackson, Josephine, Lake, Linn, Lane, Marion, Multnomah, Polk, Tillamook, Union, Umatilla, Wasco, Washington and Yamhill.

Eastern Oregon comprises the counties of Baker, Grant, Lake, Union Umatilla and Wasco.

MARKET FACILITIES AND COST OF TRANSPORTATION.

The Columbia River forms the northern boundary of Oregon, and is navigable to the Willamette, one hundred miles from the sea, at all seasons of the year for sea-going steamers; and for steamboats to Wallula, a distance of two hundred and forty miles, with two interruptions, one of six miles at the Cascades, and one of fourteen miles at The Dalles, where portages are made by means of railroads forming connections with the boats. Above Wallula the Columbia and one of its tributaries, the Snake River, is navigated to Lewiston, during periods of high water, a point in Idaho Territory at the base of the Bitter Root Mountains, and over four hundred miles from the ocean.

The Willamette River is navigable to Portland, twelve miles from its mouth, for ocean steamers and sea-going vessels; and above Portland for river steamers as high as Harrisburg at all seasons, and during high water as high as Eugene City, a distance of two hundred miles from Portland, by the course of the river. The Yamhill and Tualatin Rivers, tributaries to the Willamette, flowing from the west, are navigable during periods of high water to the interior of large agricultural districts situated in Yamhill and Washington counties.

The business of that part of Oregon drained by these waters employs about thirty river steamboats. All points of the Columbia from The Dalles down, and on the Willamette from Salem down, are in daily communication with Portland. San Francisco is the principal market for the products of the Willamette Valley, although a large trade exists with British Columbia and the lumbering districts of Puget Sound, large cargoes of wheat, flour and other Oregon products are also shipped to the Sandwich Islands, China, Aus-