

of the dominion over the Canadian Pacific railway, and with the Nanaimo coal fields by the Island railway. A splendid system of water supply has been obtained, at an expense of \$300,000.00, water being brought from Elk lake, seven miles distant. An efficient fire brigade is thus enabled to furnish the fullest protection from extensive conflagrations. Coal and wood for fuel are both plentiful and cheap. Gas works supply light for both public and private uses, and several powerful electric lights are suspended upon high masts in different portions of the city. The Mechanics' Institute has a valuable library and spacious reading room, and there are a number of fraternal and benevolent associations. Iron works, saw mill, brass works, rice mill, planing mill, soap works, boot and shoe factory, match factory, cigar factory, glove factory and a number of other manufacturing industries are in full operation. Four banks and two express companies are of great assistance in the transaction of business. The population has already reached ten thousand. The universal impression of all visitors is that there will grow up a large city, combining commercial importance with beauty of location and elegance of appointments.

An adjunct to Victoria is the town of Esquimalt, where are located the naval station and the huge, stone dry dock. This great work was undertaken eleven years ago, by the provincial government, and has been completed by the dominion government, at a total expense of \$900,000.00. The contractors for the work of the past three years were Messrs. Larkin, Connely & Co., of Quebec. The length of the dock (see page 433) is four hundred and thirty feet, the width increasing from forty-one feet at the bottom, to ninety at the top, with a depth of thirty-six and one-half and thirty-five and one-half feet. The entrance is six-

ty-five feet wide. The whole is constructed of iron, and of granite from Salt Spring island. The harbor was once the only one for the city for large vessels, but now the harbor of Victoria proper has been so improved that Esquimalt has lost its former importance in that respect. Just outside the harbor are the Royal roads, where ships may lie at anchor in security. The proposed further improvements will give Victoria a harbor such as her commercial importance requires.

Another city of more than local fame, already the second in size in the province, though but one year old, is Vancouver, the terminus of the Canadian Pacific railway. One year ago, the town site was a dense forest, and now (see page 434) a large portion of it is covered with buildings, some of them of brick, and many streets are laid out, and planked, while the sound of the saw and hammer, the ring of the mason's trowel, and the loud reports of blasts, constantly salute the ear, impressing one with a sense of restless energy. Indeed, the present improvements have risen on the ashes of their predecessors, for, on the thirteenth of June, 1886, the city, then a few months old, was almost totally destroyed by fire, only two or three small buildings being saved. Since then, upwards of a million dollars have been expended in improvements, and a city of five thousand people has sprung into being, and is growing daily in population and structures. The greater number are for business purposes, but many cottages and a number of excellent residences (see page 436) have been erected. Several brick blocks have been completed, or are under way, one of which is being fitted up for two banks, the Bank of British Columbia and the Bank of Montreal. The improvements under way and projected, including the street improvements, gas works, water