

hewn. A more extensive system of water works is now in contemplation. The industries of New Westminster are considerable. Salmon canneries in or near the city give employment to twelve hundred men during the fishing season. Two saw and planing mills employ two hundred and fifty men. Besides these, there are two breweries, a shipyard, a tannery, a soda and syrup factory, a foundry, and several bakeries. The city's permanent population exceeds three thousand, exclusive of Indians. Two excellent papers, the *British Columbian* and the *Mainland Guardian*, are published here, the former daily and the latter semi-weekly. They are ably edited, and give much attention to news from the entire province. The hotel accommodations are excellent and ample, and for this reason, as well as because of the great beauty of the surrounding scenery and the splendid fishing and hunting in the immediate vicinity, it is a favorite place of resort for those seeking a few weeks of pleasure.

Surrounding New Westminster is the largest area of agricultural land in the province now contiguous to market. Besides its river facilities for transportation, it is practically a terminal point on the Canadian Pacific, with which it is connected by a short branch line. It will also, no doubt, be connected, by rail, with the great railroad systems of the United States, by way of a line along the east shore of Puget sound, to Seattle. The situation of New Westminster is such that it must always be a thriving commercial point, growing with the development of the country about it.

The other important city of the mainland coast is Port Moody, at the head of Burrard inlet, until recently the terminus of the railway. Yale, on the Fraser river, at the head of navigation, is quite an important point as a base of supplies for the mines and settlements to the south

and east. Kamloops, on Thompson river, at the upper end of Lake Kamloops, is a prosperous commercial point, enjoying both rail and water communication with the country east, west and south. It has a weekly paper, the *Island Sentinel*, and is a thriving town. Barkerville is the chief business point in the Cariboo mining region, and is the terminus of the great wagon road from Yale.

Besides Victoria, there is another city of importance on the island. This is Nanaimo, the northern terminus of the Island railway, and chief seat of the coal mining industry. The town was founded by the Hudson's Bay Company, in 1852, as a mining village and trading post; but with the growth of the mining industry, a town has sprung up possessing considerable commercial importance. The harbor has accommodations for a large amount of shipping, and a number of vessels may always be seen loading with coal or waiting for cargoes. There are a number of wharves at Nanaimo, belonging to the Vancouver Coal Company, to the Nanaimo saw mill, and to several private individuals. The business portion of the town lies on a rocky peninsula, separated from the residence part by a deep ravine, spanned by two substantial wooden bridges. As is usually the case in mining towns, but few buildings of an ornamental character have been erected, though the indications are that the future will see a change in that respect. The court house and a handsome stone postoffice are the buildings of an official character. There are four church edifices—Episcopalian, Methodist, Presbyterian and the Roman Catholic, the last named forming, with the parsonage and convent school of the sisterhood of St. Ann, the most striking group of structures in Nanaimo. Two excellent schools—one for boys and one for girls are supported at the public expense. The Literary Institute is a large,