

three thousand tons burthen, and cleared two hundred and seventy vessels, of a total burthen of ninety-eight thousand tons. The custom house collections were \$73,462.29, or more than double the amount of the previous year. The total imports increased in value \$74,868.00, and the exports \$121,461.00, over the previous year. The goods shipped to the United States were valued at \$20,087.75, and the shipments through Vancouver from the United States were valued at \$1,380,000.00. The post office business last year was about one hundred and fifty per cent. greater than for 1887, the stamp sales aggregating \$11,579.10, money orders \$114,793.99, postoffice savings bank deposits \$28,972.00, and the number of registered letters mailed was five thousand. These figures show specifically what advancement the city made in the lines which are quoted, and when the fact that the mercantile and manufacturing interests correspondingly increased in importance is considered, a definite idea may be formed of the unusually rapid growth which the city experienced; and this rate of advancement has not in the least abated, but rather increased. In another article in this number the value and extent of the manufacturing industries of the city are set forth.

The people of Vancouver take life easier than those on this side of the international boundary. The ceaseless hurry and worry that characterizes so many American cities is almost entirely absent there. The business of the city does not get fairly to moving until about 10:00 o'clock in the morning, and very little is done, even in the mercantile trades, after 5:00 or 6:00 in the evening. The people are genial in social intercourse, and seem to believe in enjoying life as they go. Many tourists are attracted to Vancouver by its society and its pleasant surroundings. It is growing to be quite a pleasure resort. The hotel accommodations are most excellent in every particular. Divertissements are numerous, and seem to have a very popular fascination. Besides the attractions of the city in its parks, drives, fishing, boating, etc., there are medicinal springs not far distant, and the wilds of the mountains may be reached a few miles from the city, where all kinds of game are found in abundance. There is railway and steamboat communication to the numerous points of interest in the interior and about the shores of that far-famed arm of the Pacific which separates the large island of Vancouver from the main land of the continent. A ride through the wonderful archipelago lying to the southwestward of Vancouver, by any one of the several routes radiating from the city, takes one through some of the most curious and beautiful scenery in the world. In two or three places steamers go through passages between rocky islands, which seem scarcely

wide enough to admit two boats abreast. The islands are of various sizes, some of them being mere rocks projecting above the surface of the water, and some so large that farming and lumbering and even mining operations are in progress on them. In almost any direction, when the weather is clear, the uneven line of mountain chains is in the horizon. From the hotel verandas in Vancouver a considerable variety of mountain scenery may be seen. Of special interest are the "Lions," on the summit across Burrard inlet to the northward. The rock formation there closely resembles two huge lions crouching side by side on the topmost peak.

In addition to the great transportation lines of the Canadian Pacific railway and the steamship line to China and Japan, the city has connections with all important points along the Pacific coast. The trans-Pacific steamship line receives a subsidy of \$300,000.00 from the British government, and the boats that have been employed in the service during the experimental stage of the line are soon to be superseded by new ones specially designed for that trade. A steamer leaves Vancouver for Yokohama and Hong Kong every three weeks. Steamers ply between Vancouver and all Puget sound ports, both in and out of the province, and to Portland and San Francisco. Recently a steamship line to Australia, with government subsidy, has been established. It would seem that the city had all the boat lines that could be desired, but its only railroad is the Canadian Pacific. No less than three railroads extending to the southeast are in contemplation, however, to tap resources that at present have no convenient outlet, and to connect with the Seattle, Lake Shore & Eastern and the Bellingham Bay road, thus getting other transcontinental routes to doing business in the city. The prospect for the immediate construction of these roads is very bright, and they must stimulate a much greater growth than has yet been experienced in Vancouver.

The vast region tributary to Vancouver is still, as a whole, almost entirely undeveloped. Some sections have been prospected with a fair degree of thoroughness, and development operations are in progress, showing that the resources are rich and abundant. The mountainous character of most parts of the province has tended to retard explorations, hitherto confining them almost entirely to strips of country along the coast or on the more important streams that drain that region. Fishing, lumbering, mining, cattle raising and farming exist, but they are all infant industries, and the possibilities which their full development will work are still, in a large degree, a matter of conjecture. Enough has been done, however, to give unmistakable indications of a basis for a rapid growth