

works, printing, registry, legislative hall and museum—the largest of which is the treasury building, a two-story brick structure, occupying the most prominent position in that locality. The grounds are tastefully laid out and much attention is given to keeping them in order so they always present a handsome appearance. The new court house is a massive building just completed at a cost of nearly \$60,000.00. The city hall, city and provincial jails, public and private school and college buildings, hospitals, a dozen churches, most of which have some special features that make them interesting, and the large number of fine business blocks and private residences contribute much to the attractive appearance of the city. The large stone residence begun by the late Robert Duns-muir, and now being completed at a cost of nearly \$250,000.00, is the most prominent structure of its class in the city, and it occupies an elevation in the western part that makes it visible from every quarter. A new public hospital is being built in the outskirts of the town at a cost of about \$60,000.00. It is located on a tract of nineteen acres of land, on which is a grove of oaks and ornamental trees that is unsurpassed for rustic beauty. A new Presbyterian church, preparations for the construction of which are now in progress, will be an important addition to the architectural features of the city.

The most casual observer in Victoria will notice that the city is not one that has grown up in a decade. It has not been boomed into existence as a property speculation by the methods that have obtained in so many western cities, nor is it a town associated with features of any great antiquity. The Hudson's Bay Company established a trading post at Victoria early in the present century. In 1847 a fort was built there. Five years later the town was platted, and in 1862 it was incorporated. The first vessel arrived from England in 1845. For many years the Hudson's Bay Company practically owned the entire Vancouver island, and whatever industrial operations were engaged in were related in some manner to the company's interests. This condition of affairs prevailed to a considerable extent till about the year 1858, when the Fraser river gold excitement drew throngs of miners to British Columbia. In a few months then Victoria developed into a flourishing city, though but few of the twenty-five or thirty thousand miners who spent the winter in that vicinity remained as permanent residents. Still its real growth began at that time, and it has had a gradual and healthy increase since. The population at the present date numbers about sixteen thousand. The city's mercantile, manufacturing and shipping interests have been developed by the support which it commanded as the central trading point of the province. Until 1868 Victo-

ria was the capital of only Vancouver island, which was a separate colony, still it profited from the trade of the mainland as well as the island. Previous to the year above mentioned, when Vancouver was made a part of British Columbia, New Westminster was the seat of government of the colony on the mainland, but when the two became united under the same provincial government Victoria was made the general capital, which it still is. From the first, however, Victoria was the chief trading point of the entire British possessions west of the Rocky mountains, because it was so accessible by water, which was the great highway for all commerce. It has been but a few years now that a practicable overland route has been in operation between Old Canada and the provinces of the west—connecting the two oceans. Until about five years ago the chief route for travel or traffic was by way of San Francisco or Portland, so it was no small advantage that Victoria was situated comparatively near these great commercial centers to the south. It is the oldest city in the province, and also the commercial metropolis and social center. Shipping from all parts of the world enters the harbor, making it an important port of the Pacific seaboard.

Victoria is increasing in size and importance from the force of its own momentum. The larger it grows the more rapid is its advancement. This is true because it possesses the elements of growth in and about its borders. Though it is in a new country, and near a better developed section, the national trade restrictions prevent competition from abroad, which would retard local industrial progress. The development of the natural wealth of the province is encouraged in every way possible. The government built a great railway for it and has subsidized lines of ocean steamships to ply to countries on the other side of the globe, in addition to the encouragement of home enterprises. These influences are now in full operation, and as a result unusual activity is infused in all lines of business.

As Victoria is the largest and the wealthiest city in the province, it also does most of the manufacturing. It has the largest iron works on the Pacific coast outside of San Francisco, and several smaller iron foundries and machine shops. Large numbers of stoves are manufactured. Five boot and shoe factories, a large lithographing and printing house, four wagon and carriage factories, two furniture factories, a saw mill, a planing mill, a box factory, wire works, a corset factory, vinegar and pickling establishment, meat packing house, cooperage works, a cigar box factory, half a dozen cigar factories, two book binderies, two soap works, two cracker bakeries and an oat meal mill constitute the other more important manufacturing establishments of the city, and they turn out a