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BRITISH COLUMBIA CATALOGUE

50 MANUSCRIPT, PHOTOGRAPHIC & PRINTED ITEMS

for the
2019 VANCOUVER RARE BOOK, PHOTOGRAPH & PAPER SHOW
October 12-13, 2019
Heritage Hall, 3102 Main St., Vancouver, Canada
EXPLORATION, TRAVELS & VOYAGES

British Columbia catalogue

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PART 1. RARE MANUSCRIPTS, WATERCOLOURS, PHOTOGRAPH ALBUMS AND PRINTED ITEMS ABOUT BRITISH COLUMBIA

1. [BRITISH COLUMBIA - ILLUSTRATED]

WELLS, Henry L.

*British Columbia Illustrated // The West Shore: An Illustrated Western Magazine.*


*With nine lithographed plates. Original publisher’s illustrated wrappers. Wrappers slightly soiled and with minor tears and losses on the corners, magazine loose on hinges, but overall a very good copy.*

A special issue of the famous “West Shore” magazine (Portland, 1875-91) dedicated to British Columbia and promoting its rich natural resources, the recently completed Canadian Pacific Railway, fast-growing economy and bustling cities, including then “but one year old” Vancouver (est. March 1886). The issue includes nine articles about BC climate & topography, forests, “marine resources,” cities, minerals, government, agriculture, and Harrison Hot Springs. The first article titled “British Columbia by Land and Sea” was written by the “West Shore” editor Henry H. Wells and describes his trip to Vancouver Island, Vancouver and a train journey to the Rocky Mountains along the newly constructed CPR. The first and the last pages of the magazine are filled with ads by Portland, Victoria & Vancouver businesses, including those by several real estate agents offering lots in Vancouver for the amounts from $80 (“a good lot 50x120, one mile from the centre of the city”) to $1200 (a good business lot on Hastings St., readily lease at $20 a month”). The well-executed lithographs show the early views of Vancouver, Victoria and Canadian Pacific Railway. Overall a picturesque historically significant early description of British Columbia and Vancouver.

Lithographed plates:

a) Her Majesty Queen Victoria/ British Columbia – the Lieut.-Governor and Cabinet;

b) B.C. – Bath Cascades, Rocky Mountains, C.P.Ry./ B.C. Mt. Stephens (hight 10523 feet), C.P.Ry.


d) B.C. Vancouver, Terminus C.P.Ry. Hotel Vancouver/ B.C. Residences at Vancouver. Mr. Abbott’s. Mr. Ferguson’s.

e) B.C. Along the Fraser River/ B.C. Harrison Lake Hot Springs.

f) B.C. C.P.Ry. Crossing the Columbia River/ B.C. Ascending the Selkirks by the Double Loop, C.P. Ry.

g) British Columbia – The Island Railway crossing the Nanaimo River/ British Columbia – The Island Railway crossing Arbutus Canyon.

h) British Columbia – Goldstream, famous home of trout/ B.C. Surprise Creek, Canadian Pacific Railway.


$1250CAD
2. **[BRITISH COLUMBIA - IMMIGRATION]**

**[BIGGAR, Emerson Bristol] (1853-1921)**


A rare early brochure promoting immigration to British Columbia, preserved in the original publisher’s wrappers in perfect condition. It contains information about British Columbia’s: Discovery and Settlement; Geographical Position; Climate & Geography; Scenery; Minerals; The Fisheries; Forests; Agricultural & Horticultural; Communications; General Information [process of obtaining land and mining claims, school system, main wages etc.] The illustrations show a “British Columbia Forest Scene” and “A British Columbia Salmon River.” The brochure is an offprint from: “Canada: a memorial volume. General reference book on Canada; describing the dominion at large, and its various provinces and territories; with statistics relating to its commerce and the development of its resources. Maps and illustrations” (ed. and published by E.B. Biggar, Montreal, 1889).


$175CAD
3. **[BRITISH COLUMBIA - IMMIGRATION]**

Province of British Columbia, Canada. Its Climate and Resources; with Information for Emigrants. Published under Direction of the Minister of Agriculture.


Victoria: Richard Wolfenden, Government Printer, 1883 & Victoria: R.T. Williams, 1883. Two pamphlets bound together. Small Octavo (ca. 23x15 cm). 136 & [1], 33 pp. With two identical folding lithographed maps. Period brown half sheep with marbled boards; spine with raised bands and a gilt-lettered title; marbled endpapers. An ex-library copy (bookplate of the Indiana Historical Society on the front pastedown endpaper and a blind stamp of the San Diego State College Library on the title page). Binding with minor stains, cracked on the front hinge but neatly repaired, one map with a tear neatly repaired, but overall a very good copy.

A collection of two early rare government publications issued to promote immigration to the young Canadian province of British Columbia and addressed to the “emigrants of all nations” overseas (p. 101). The first brochure is a detailed professionally prepared review of British Columbia resources, economy, labour market, transport infrastructure, land claims, mining regulations, wages, etc., with the characteristics of “Who should come” and a thorough description of “How to reach British Columbia.” The second brochure is another “compendium” of BC’s “history, general features, climate, resources, etc,” with the directory of government officials and prices for main types of produce. Each publication is supplemented with a “New Map of British Columbia,” issued by a noted Victoria bookbinder and publisher of BC directories Robert Taylor Williams (1849-1934). The map marks the main mountains, lakes, rivers, and settlements of BC; Vancouver city is still named “Granville;” the red line follows the future Canadian Pacific Railway (titled as “Railway now under construction”) from “Granville” to the western shore of the Kamloops Lake. First publication: not in Lowther, second publication: Lowther 625.

$1250CAD
4. [BC CANNERIES & VANCOUVER]

BROADBRIDGE, Richard (fl. 1908-1915) and others

[Historically Important Album with 16 Original Gelatin Silver Photographs of the Salmon Canneries of Anglo-British Columbia Packing Co. and Vancouver Street Views, Including Six Photos by the Studio of Richard Broadbridge.]

Ca. 1910s. Oblong Folio album ca. 23x32,5 cm (9 x 12 ¾). 13 grey card stock leaves. 16 original gelatin silver photographs, two loosely inserted and sixteen mounted on the leaves (attached by the left margin); twelve photos are large, ca. 19,5x25 cm (7 ¾ x 9 ¾ in) or slightly smaller, the rest are from ca. 15x20,5 cm (6x8 in) to ca. 8x14 cm (3 ¼ x 5 ½ in). Eight photos captioned and signed in negative, six photos with pen captions on the lower margins, one photo with a pencil caption on verso. With two photos of grain elevators in Ontario and Illinois: a two-part panorama ca. 19x48 cm (7 ½ x 19 in) and a large photo ca. 19x24 cm (7 ¼ x 9 ½ in); both photos are linen-backed and with detailed typewritten notes on versos. Period brown card stock album fastened with a string. Covers rubbed and with minor tears on extremities, Mild wear at album extremities, otherwise a very good album.

Interesting album with large interesting photos of British Columbia salmon canneries and canning operations. Six large photos show the canneries of the Anglo-British Columbia Packing Co. founded by Henry O. Bell-Irving in 1899; the company “produced slightly more than one-quarter of B.C.’s total salmon pack by 1895” (City of Vancouver Archives) and closed in 1974. The photos show the Good Hope Cannery (1894); B[ritish]. A[merican]. Cannery, Skeena; Port Nelson cannery, Naas [River] (1910); the company’s “Ivy Leaf” steamboat; Ketchikan Cannery, Alaska; and North Pacific Cannery, Skeena (1891). Four other large photos by Richard Broadbridge show the canning operations on Fraser River (piles of caught salmon, machinery, canned fish, etc.): 4011. Salmon fishing on the Fraser River, B.C.; 4118. Salmon fishing on the Fraser River, B.C. Canned salmon; 4119. Salmon fishing in B.C. “The Iron Chink;” “Salmon cuts ready for canning.” The smaller photos show a pack of salmon encircled by a net of a fishing vessel, a “suction dredger, mouth of Fraser River, Steveston B.C., 14 miles from Vancouver,” Ketchikan cannery (Alaska), etc.

The album also includes two large excellent views of Hastings Street, Vancouver by Richard Broadbridge. The first one shows the street looking west from Cambie street, with the Flack Block, Dominion Building, the Bank of Hamilton, and the clock tower of the Post Office; the second one shows the street looking east from Granville street, with the first Birks Building and Clock (originally George Trovey’s jewelry store), the Bank of Commerce (1908), and Canada Life Building (1908). Overall a nice album with large well-preserved views of BC salmon canneries and Hastings street in Vancouver.

$2500CAD
5. **[CANADIAN PACIFIC RAILWAY - ALTERNATIVE ROUTE]**

[TRUCH, Hon. Sir Joseph William] (1826-1904)

Map of British Columbia Compiled from the Map of the Province Recently Prepared under the Direction of the Hon. J.W. Trutch Lieut. Govr. of the Province, With Additions from the Maps of the Post Office Department.

[Montreal & Toronto], ca. 1875 or 1878. Lithographed map ca. 41x61,5 cm (16 ½ x 24 ½ in). With lithographed topographical illustrations on verso. Original centerfold, otherwise a very good map.

Historically significant early map of British Columbia published shortly after it had entered the Canadian Confederation in 1871. The map outlines one of the alternative routes of the proposed Canadian Pacific Railway – via the Yellowhead Pass and along the upper Fraser River. This route has been surveyed in 1872 by Sir Sandford Fleming (1827-1915), but was eventually rejected in favour of a more southerly, although steeper Kicking Horse Pass. Three proposed routes of the railway terminus lead to the Bute Inlet, Dean Channel, and Gardner Canal. The city of Vancouver is still named “Granville.” The map was first published in “The New Standard Atlas of the Dominion of Canada” (Montreal & Toronto: Walker & Miles, 1875).

"Following the establishment of the Canadian Confederation in 1867 [Trutch] worked to negotiate British Columbia's entry, which occurred in 1871 after [he] secured a promise for the construction of the Canadian Pacific Railway. Trutch was the first Lieutenant Governor of British Columbia following Confederation, a position he retained from 1871-1876. Following his tenure as lieutenant governor, Trutch was appointed a "Dominion agent for British Columbia", and helped to oversee the construction of the CPR in the province" (Wikipedia).

$450CAD
6. [CANADIAN PACIFIC RAILWAY BELT - SHUSWAP]

[Map of the:] British Columbia Railway Belt, Sicamous Sheet West of Sixth Meridian...
[Ottawa]: Department of the Interior, 1913. Large folding colour map ca. 33x27 in; the map is backed on linen and housed in a period black leather folder. Rubbed, contemporary notations in ink on front pastedown. Map bright and clean. Very good.

Prepared under the direction of F.C.C. Lynch, Superintendent of Railway Lands, the map illustrates the disposition of lands around the Canadian Pacific railway in the Shuswap Country, covering the region from Monte Creek in the east to Revelstoke in the west, and from Adams and Shuswap Lakes in the north down to Mable Lake and Armstrong in the south. Various regions of the map are color-coded to mark homesteads, lands disposed of by the government, land sales (including mining lands), forest reserves, timber berths, grazing land, and Indian reservations. Potential routes, surveyed and unsurveyed, are also noted, along with post offices, railway stations, ranger stations, and townships. A legend in the upper left corner corresponds to the colors used on the map, an insert in the lower right corner provides elevations. An informative look at railway development in the Canadian west.

$525CAD
7. **[CARIBOO GOLD RUSH]**

[Historically Important Album with 190 Original Gelatin Silver Photographs Taken by a French Gold Prospector in the Cariboo Region, Showing in Great Detail the Gold Claims and Equipment on the Middle and Upper Quesnel River, Portraits of the Prospectors from the “French Claims” and First Nations People from the “Rancherie” near Quesnel Mouth, Views of the Quesnel River and Canyon, the town of Quesnel, Cariboo Wagon Road, Ashcroft, Vancouver, Victoria, CPR Stations Across Canada etc.]

Ca. 1900s. Oblong Folio album ca. 25x34 cm (9 ¾ x 13 ¼ in). 190 original gelatin silver photographs each ca. 5.5x8 cm (2x3 in) mounted in windows four per page on recto and verso of 24 stiff card leaves, including 16 matte photographs and the rest glossy, all captioned in French in period manuscript pencil on the mounts. Period red half morocco album with red pebbled cloth covers, with small period manuscript black ink label “Ile de Vancouver et Colombie Britannique” on the spine; marbled endpapers. Mild wear at album extremities, a few minor chips on covers, one leaf with small tear, and very mild foxing at leaf extremities but otherwise a very good album with historically interesting strong sharp photographs.

Very interesting extensive collection of carefully captioned original photos taken by a French gold prospector and surveyor in the Cariboo District in the early 1900s. The album’s compiler travelled to the remote British Columbia goldfields from France to complete a surveying “mission” of the “French [gold] claims” on the middle Quesnel River. As follows from the photos’ captions, the “French Claims” were located near the “Johnson” and “Sullivan” claims which, according to the 2012 study of Andrew Nelson and Michael Kennedy, were staked somewhere between Dear and Towler Creeks (Fraser River Gold Mines and Their Place Names// BC Studies 172, 2012, pp. 105-125; with: A Map from Hope to Quesnel Forks// BC Studies 172, insert in back cover), about 30 to 50 kilometers north of the modern-day ghost town of Quesnel Forks.

The album contains over 95 photographs of the central and upper Quesnel River gold claims, including “French,” Johnson’s, Columbia [Hydraulic Mining Co.’s], Sullivan’s, E. de Loyne’s, and Thompson’s, several views of the “Dredge Hall” which was located “3 miles south of the French claims,” apparently discontinued “Fader’s dredging camp” with the abandoned wooden house and dredges on the river bank, mines and camps near the Quesnel Forks town, including the Little Lake and Gold Point mines (the latter shows the Quesnel Forks village in the background, one photo portrays Japanese workers having lunch at the worksite), views of the Quesnel River valley, banks, canyons and gravel bars, Morehead Lake, Beaver Creek, a section of the First Creek, etc. Very interesting are the photos of the “French Claims” camp and workers, showing a canvas tent and a quickly erected wooden house, an “open-air kitchen,” portraits of the workers taking samples of gravel, gold panning with a sluice and a rocker box, digging trenches, traversing the Quesnel River on a raft, posing next to an erratic boulder or a post marking the “claim Green” (H.E. Green hydraulic claim); there are also portraits of “Ha-Sching,” “the mission cook” (in work and fancy outfits) and one of the workers named “Mr. Warner.” A couple of images show the digging works and the “entrance to Gallery No. 1” on the “French Claims.”
There are also about thirty interesting photos of the Cariboo Region and Cariboo Wagon Road, including views of the Fraser River and the Quesnel Mouth (modern-day town of Quesnel), showing the river near Fort Alexandra, “Charlotte” river steamer, a boat of Hudson's Bay Company arriving to Quesnel, a “wooden bridge” over the Quesnel river, views of the town from the river, the main street with the store of “James Reid General Merchant” (est. 1873), the store of “Wa Lee Co.” (captioned “House of Qua Li, Chinese merchant”), a portrait of a “Chinese boy in Quesnel” etc. A dozen views show Ashcroft (the CPR station, the main street with the “General merchandise” store, a street in the Chinese quarter, Thompson river bridge) and Cariboo Wagon Road (a wagon in Clinton street in front of the store of “Wm. J Kelly, Harness & Saddle master,” an “Indian house” on the road, 83-miles house and 150-miles house).

Over twenty interesting photographs portray the First Nations people from the Cariboo district. A series of photos taken on a “rancherie” or native village near Quesnel show the local chief, his wife and children, an elder, a man chopping wood, women with children (one woman wearing a European type of dress and a hat), an open “summer house,” a “cache” where provisions are stored, and the cemetery. The other photos show a family in front of their permanent house, three men with a catch of salmon, a “young Shilkotin man” [Tsilhqot’in/Chilcotin], native girls from Fort Alexandra, an “Indian porter in Fort George,” and a view of the “Indian houses” taken on the trail to the “French claims.”

The album also houses a series of photos taken during the travel to the Cariboo gold district across Canada. There are over twenty views of Vancouver showing the “new CPR station” (second CPR station, 1899-1914), the first Hotel Vancouver (1888-1916), Christ Church Cathedral (1895), the first Hudson’s Bay Company’s store (1893), “Scottish Baronial” Bank of Montreal (1893), the first Vancouver courthouse (1890), Granville and West Georgia streets, Stanley Park, Cordova Street with a tram car, “Railway street,” the “Velodrome” (Hastings racecourse?), and others. The other photos show Victoria (Government street and tennis courts), stations and settlements along the Canadian Pacific Railway (Nipigon, Fort William, Port Arthur (all in Ontario), Russian Dukhobor settlers (mujiks) in Manitoba, Brandon (debris from a train crash), Laggan (Lake Louise Alberta), a CPR snowplow), Ottawa and New York.

Overall a very interesting historically significant large collection of rare photos of the remote Cariboo goldfields and towns.

$8500CAD
8. **[COURT OF BRITISH COLUMBIA]**

BEGBIE, Matthew Baillie, Sir (1819-1894)

[Leaflet Titled]: Court of British Columbia. Order of Court. Whereas, by a Proclamation under the public seal of the said Colony, issued at Victoria, V.I., the 24th day of December, I, Matthew Baillie Begbie, Judge in the said Court, am authorised, while resident in Victoria, Vancouver Island, to make general Rules and Orders of Court in the same manner and of the same force and validity as if I were resident in British Columbia...

[Victoria, B.C.], 24 December, [1858]. Large Octavo (ca. 28x20 cm or 11 x 7 ¾ in) with the Royal Arms of the British Empire. 4 pp. Mild stain on the first page, minor creases on corners, otherwise a very good copy.

Rare B.C. incunabula, the founding document for the Supreme Court of Civil Justice of the new Colony of British Columbia which itself had been established just a few months prior (2 August 1858). This document authored by the first Chief Justice of BC Matthew Begbie contains 14 paragraphs and three forms of declarations by barristers, attorneys or solicitors, and attorneys on temporary rolls.

"Begbie reached Fort Victoria on November 16, 1858. He was sworn into office in Fort Langley on November 19, as the new Colony of British Columbia was proclaimed. Given the influx of prospectors and others during the Fraser Canyon Gold Rush and the following Cariboo Gold Rush of 1861, Begbie played a crucial role in the establishment of law and order throughout the new colony" (Wikipedia).

"Sir Matthew Baillie Begbie was the first Chief Justice of the Crown Colony of British Columbia in colonial times and the first decades after the confederation of Canada. Begbie served as the first Judge of the Supreme Court, Colony of British Columbia 1858 to 1866 and then, in the same capacity in the Supreme Court, the United Colonies of Vancouver Island and British Columbia from 1866 to 1870. He was Chief Justice of the Supreme Court of the United Colonies from 1870 to 1871 and, following British Columbia joining confederation in 1871, he served as the first Chief Justice of the Supreme Court of the new Province of British Columbia until his death on June 11, 1894. In the years after his death, Begbie came to be known as the Hanging Judge. However, it appears that he does not deserve this reputation. The death penalty was mandatory in murder cases in those days unless the government approved a judge's recommendation for clemency. Indeed, Begbie successfully argued for clemency in several cases" (Wikipedia).

$525CAD
9. [ESQUIMALT]
[Original Unsigned Panoramic Watercolour, Titled and Dated:] From Esquimalt, May 1894.
May 1894. Watercolour and pencil on paper ca. 17x49,5 cm (7 x 19 ½ in). Titled and dated in pencil in the right lower corner. Recently matted, very good watercolour.
An attractive view of the Olympic Mountains and the Strait of Juan de Fuca as seen from Esquimalt, looking towards Port Angeles. The watercolour was produced during an anonymous artist’s travel across Canada on the Canadian Pacific Railroad.
$850CAD

10. [ESQUIMALT – LAND PURCHASE]
[Original Receipt of Land Purchase in the Esquimalt District, Signed by Colonial Surveyor J.D. Pemberton]:
Vancouver’s Island Colony. Esquimalt District. Received, this 9th day of August 1859, from John Matthias Ollis...
9 August 1859. Folio (ca. 33x19,5 cm). Printed document on blue paper, completed in brown ink. Signed “Joseph Pemberton”, docketed in brown ink on verso and signed “Graham Elson, [1865]”. Fold marks, slightly browned at extremities, otherwise a very good document.
Very early original receipt of a land transaction on Vancouver Island given to John Matthias Ollis, who bought a parcel of land in the Esquimalt District, lots LXI-LXII, for $196.00. The form is signed by Joseph Despard Pemberton (1821-1893), Surveyor-General of the Colony of Vancouver Island, and docketed on verso by Graham Alston in 1865 registering the land in Absolute [Fees Book?]. J.M. Ollis was an Engineer in the Royal Navy, apparently stationed in Esquimalt; the “First Victoria Directory” (Victoria: E. Mallandaine, 1869, 3rd issue), listed a certain “Ollis John R. No fixed residence, freehold, Esquimalt district” in the district’s list of voters (p. 68).
$325CAD
11. [ESQUIMALT – CRIMEAN HUTS]

[Very Early Original Pencil Drawing of the Three “Crimean Huts” or the First Hospital Buildings at Duntze Head, Esquimalt Harbour, Captioned on Verso:] Esquimalt Hospital. 1861

Ca. 1861. Pencil drawing on paper, ca. 8,5x16,5 cm (3 ½ x 6 ⅜ in). Period pencil caption on verso. Paper mildly soiled on verso, otherwise a very good drawing.

Early historically significant pencil drawing of the famous “Crimean Huts” in the Esquimalt Harbour which became the first shore establishment of the Royal Navy in the Pacific Northwest and one of the oldest hospital establishments in British Columbia. Apparently created by a British naval officer or sailor in 1861, the well-executed pencil sketch depicts the three wooden frame structures built in 1855 at Duntze Head, the southern point of the harbor. The construction was carried on under the supervision of James Douglas, the Governor of Vancouver Island, who was asked by the Commander of the RN Pacific Station Rear-Admiral Henry Bruce to provide hospital beds in expectation of casualties from the Pacific theatre of the Crimean War. Since no wounded arrived during the war, only one hut remained as a hospital, with the second one becoming a store for provisions in 1857, and the third one being converted into an office of the R.N. Hydrographic Survey in 1858 (and a residence of Assistant Surgeon Samuel Campbell of HMS “Plumper”). In 1862 the hospital was relocated from the Duntze Head to the former Royal Engineers’ huts at the head of the nearby Skinner’s Cove, and the vacated building became a store for provisions for the Royal Navy. Later the buildings were used as private residences and warehouses and were significantly rebuilt or demolished in 1885, 1936 and 1939. The site formed the nucleus of the Royal Navy Dockyard (modern-day Canadian Forces Base Esquimalt), which is now a part of the Esquimalt Naval Sites National Historic Site of Canada. The drawing shows the original structure and location of the buildings when the naval hospital was still housed at the Duntze Head.


“Building No. 1. This building was first used as a store and provision room for the hospital from 1856 until 1859, when it became a hospital ward. From 1862, when the hospital was transferred to Skinner Cove, it apparently was vacant. Presumably from 1871 until 1879, when another residence was built, it
was used by the Chief Engineer of the Dockyard. After 1885 and until 1910 it served as a double residence for the Chief Boatswain and Carpenter of the dockyard; in 1891 it was added to. From 1910 and until 1914 the Chief Clerk of the Naval Stores Officer lived in part of it, the other part remaining vacant. During World War I the building became the office of H.M.C.S. Shearwater Shore Establishment. The rear section, originally kitchens, was condemned in 1917 and torn down. The main portion of the building stood empty after the conclusion of hostilities and until 1936, when it was demolished.

Building No. 2. From 1856 until 1862 this was the Naval Hospital proper. In 1865, when Paymaster S. J. Spark was appointed Paymaster-in-Charge of Victualling Stores, it became his office and continued as the office of the Naval Storekeeper until the withdrawal of the Imperial forces in 1905. Quarters were also provided in it for the Commander-in-Chief Pacific Coast, when ashore. Alterations were effected in 1901. From 1905 onwards it was the office of the Naval Agent, and later of the Superintendent of the Dockyard. In 1913 it was in use as the general office of the Dockyard Civilian staff, and during World War I it was enlarged to accommodate a larger staff. Though condemned in 1936 because of the ravages of dry-rot, it was not finally demolished until 1939.

Building No. 3. This building seems to have remained unused until 1858, when it was converted into a drawing office for the use of the officers of H.M.S. Plumper. Upon Doctor Campbell's appointment to the hospital, half of it was used by him as a residence. Between 1867 and 1870 it was converted into a two-story dwelling-house for the Naval Storekeeper. Altered in 1873 to accommodate the large family of Mr. J. H. Innes, it was demolished in 1885, to make room for the brick dwelling now designated "Dockyard House."

$650CAD

12. [FORT LANGLEY]

[Interesting Album of Twenty-One Original Gelatin Silver Photographs and Two Real Photo Postcards Views of Fort Langley, Taken around Its Centennial Celebration on May 2, 1925].

Ca. 1925. Oblong 12mo (ca. 14,5x20,5 cm). 18 card stock leaves. With two real photo postcards ca. 9x14 cm (3 ½ x 5 ½ in) and 21 gelatin silver photos, all but one ca. 9x14 cm (3 ½ x 5 ½ in), one small panorama is ca. 5,5x15 cm (2x6 in). One studio photo captioned, dated and signed "Stride photo" in negative, nine photos with period pen captions on the lower margins. Period brown card stock album fastened with a string. Overall a very good album.

Interesting private album with lively original views of Fort Langley in the mid-1920s, including a rare photo of the inauguration of the Centennial Monument to Fort Langley on May 2, 1925. The photo shows a public gathering with the town officials and prominent citizens, including Jason Ovid Allard (1848-1931, a son of Ovid Allard, the Chief Trader at HBC's post in Fort Langley in the 1860s), sitting on a platform next to the monument, which is still covered with the flags of B.C.
There are also views of Fort Langley’s railway station (built by the Canadian Northern Railway in 1915, absorbed by the Canadian National Railway in 1918, now a museum operated by the Langley Heritage Society), interior and exterior of St. George’s Anglican Church (1901), the old Hudson’s Bay store - “all that remains of old <…> Fort, Langley, built 1824,” a street view with heritage houses, a panorama of Fort Langley with Fraser River on the right, a rare view of a Fort Langley house with a gas pump, etc. The real photo postcards show a local bus and the SS “Skeena” at the Fort Langley dock. SS “Skeena” was in service first on the Skeena River and later on the Fraser River in 1909-1925 and became the last sternwheeler to operate on the Fraser River. The photos were taken by a local couple “Dick” and “Josie,” and show their house, garden with rock- and flower beds, and cats, the compilers are portrayed in the garden next to the blossoming foxgloves, “Dick” is also shown with a rake next to a pile of hay. There are also a group portrait of loggers moving a large tree trunk by truck, and a view of “Pauline Johnson’s monument” in Stanley Park (erected in 1922). Overall an attractive album showing some interesting sites of Fort Langley in the 1920s.

$650CAD

13.  [FRASER RIVER]
PEDDER, John (1850-1929) & CAINE, William Sproston (1842-1903)
[Original Ink Drawing of "Indians catching Salmon. Fraser River. British Columbia" used for the Illustration in William Caine’s Printed Travel Account].
Ca. 1887-8. Ink on paper, ca. 13,5x15,5 cm (5 ¼ x 6 in). Signed “J.P.” in the left lower corner, captioned in ink on the lower margin. Mounted on a larger sheet of Japanese paper and recently matted. Blank margins chipped, otherwise a very good bright drawing.

Original ink drawing captioned "Indians catching Salmon. Fraser River. British Columbia" and used as the illustration to p. 121 of William Caine’s “A Trip Around the World in 1887-8” (London: Routledge, 1888). “There are three separate runs of salmon every year. They run for fresh water in the spawning season, ascending as far inland as possible, after the manner of salmon at home. Those entering the Fraser River work their way to a point 800 miles from salt water. The main seat of the salmon fishing is New Westminster, and for miles above the town the river swarms with boats, manned chiefly by Indians, who scoop the fish out of the water with nets like the ordinary landing net, but much larger” (p. 120-121).
W.S. Caine, a British politician and Temperance advocate, travelled around the world with his daughter Hannah in August 1887 - March 1886. He went across the Atlantic Ocean on a steam liner from Liverpool to Quebec, crossed Canada overland through the Rocky Mountains and British Columbia, went on a steamer from Vancouver to San Francisco and continued his trip to Japan, Hong Kong, Singapore, Ceylon, and India. Caine’s numerous sketches and photographs taken during the journey were used as illustrations to his book, some in the original state, and some being reworked “by my old friend, Mr. John Pedder, of Maidenhead, who has evolved the greater portion of the illustrations, with accuracy and artistic skill” (Caine. A Trip around the World, p. x).

John Pedder was an English watercolour artist, a member of the Liverpool Academy and a Secretary of the Liverpool Society of Painters in Watercolours. He actively exhibited at the Royal Academy and the Royal Society of British Artists.

Four other ink drawings used as illustrations for the book and depicting the scenery of British Columbia are now in the B.C. Archives.

$650CAD

14. **[STRAIT OF JUAN DE FUCA]**

**STODHARD, T. & [MEARES, John] (1756?-1809)**  
[Aquatint Titled:] Entrance to the Strait of John de Fuca.  
Plate 12 from Meares’ "Voyages in the Years 1788-'9 from China to the Northwest Coast of America." "One of the early and fundamental books on the Northwest coast of America in general and on Alaska in particular" (Lada-Mocarski 46). "Meares’ voyages resulted in the Nootka Sound affair between Britain and Spain, and were the foundation of Britain’s claim to Oregon, later ceded to the United States" (Abbey Travel 594).

The Strait of Juan de Fuca, located at the southern entrance to Georgia Strait, separates Vancouver Island from Washington’s Olympic Peninsula and forms part of the international boundary. It was named by Capt Charles Barkley in 1787 after a Greek mariner who claimed to have discovered it in 1592. For 200 years the strait was considered the possible entrance to a Northwest Passage. De Fuca’s claims have always been doubted, but the name remains. The strait is susceptible to heavy weather and the Vancouver Island shoreline has been called "the Graveyard of the Pacific" (Encyclopaedia of British Columbia on-line); Cox Vol. II, page 29; Sabin 47260; Staton & Tremaine 612.  
$450CAD
15. [TARIFFS - BRITISH COLUMBIA]

Comparative Statement of the Duties of Customs Levied on Certain Staple Articles in British Columbia, United Kingdom, United States of America, Canada, and Other Principal British Colonies.

New Westminster, B.C.: Government Printing Office, 17 March 1868. Four Elephant Folio broadsides, each ca. 43x68,5 cm. Folded twice, with visible fold marks, otherwise near fine documents.

Rare early large-format BC imprints. A detailed comparative statement listing customs duties for over 200 items, from Ale to Yeast, arriving in British Columbia and seventeen other countries and colonies, including the United Kingdom, the United States, Canada, Prince Edward Island, several British colonies in the Caribbean (Bermuda, Jamaica, Bahamas) and Australia (New South Wales, Victoria, Tasmania, Queensland etc.), as well as New Zealand, Ceylon, and Natal. The statement was prepared to find possible sources of income for the Colony struggling with the overwhelming debt inherited from the initial Colonies of British Columbia and Vancouver Island, as well as with the economic depression caused by the end of the gold rush. The other reason could be a necessity to work out the finances involved in the contemplated confederation with Canada.

See the note from the meeting of the 5th Session of the Legislative Council of BC, 21 April 1868: “Frederick Seymour. Message No. 6. The Governor lays before the Legislative Council a Return that he has caused to be prepared, showing the Duties of Customs levied on certain staple articles in British Columbia, Great Britain, the United States, Canada, and other principal British Colonies. The Return will be interesting to the Honorable Council. It is not, however, the Governor’s intention to introduce any measure for altering the Duties of Customs during the present Session” (Journals of the Colonial Legislatures of the Colonies of Vancouver Island and British Columbia, 1851-1871/ Ed. By James E. Hendrickson. Vol. 5. Journals of the Legislative Council of British Columbia, 1867-1871, p. 136).

It is interesting to compare custom duties for the import of books and manuscripts in all 17 listed regions: There was no duty on books in eleven of them, including British Columbia. Customs applied for reprints of British authors in Prince Edward Island and foreign reprints in the Bahamas and Natal. The customs duties in the UK give an early example of regulations based on the age of books, with books printed prior 1801 being free of customs, and books printed later having a levy of – from 15 to 30 s. Per cwt. US customs applied to all books at “25 per cent generally”.

$650CAD
16. [UNION OF VANCOUVER ISLAND AND B.C., 1866]

[Leaflet Titled]: Despatches [A letter dated 12 December 1865 from Governor Kennedy to the Legislative Assembly enclosing despatches concerning crown lands].

[Victoria B.C., 1865]. Large Octavo (ca. 26.5x18 cm or 10 ¼ x 7 ¼ in). 4 pp., printed in double-columns. Signed “J.D. Pemberton” in brown ink, in the right upper corner. Near fine, clean copy.

A very rare leaflet as no copies located in Worldcat. This copy very likely belonged to Joseph Despard Pemberton (1821-1893), Surveyor-General of the Colony of Vancouver Island at the time. The document contains several despatches from the Governor of Vancouver Island Arthur Edward Kennedy (1809-1883), J.D. Pemberton himself, attorney general of the Vancouver Island George Hunter Cary (1832-1866), and acting surveyor-general of Vancouver Island Benjamin William Pearse (1832-1902) regarding surveys of the lands of the Hudson’s Bay Company and other proprietors, in order to facilitate terms of the Union of the Colonies of Vancouver Island and British Columbia. Lowther 261.

$850CAD

17. [VANCOUVER – BROCKTON POINT]

BROWN, S.

[Original Signed Watercolour Dated and Titled:] Behind Waterworks’ House, Brockton Point, Vancouver.

8 September 1898.

Watercolour ca, 21x29,5 cm (8 ½ x 11 ½ in), recently matted. With a couple of minor mild spots of foxing but overall a very good watercolour.

Early interesting watercolour view of the forested shoreline of Vancouver’s Stanley Park featuring a wooden structure belonging to the Vancouver Waterworks Company at Brockton Point. "In 1889, the Vancouver Waterworks Company completed construction of a freshwater pipeline from the Capilano River that ran beneath First Narrows and through Stanley Park" (activehistory.ca).
Brockton Point is the most easterly part of Stanley Park, housing a hundred-year-old lighthouse, several hand-carved totem poles, and the Brockton Oval sports field. The peninsula has been a site of an early lumber mill (1860s) which later moved east and became the Hastings Mill, and housed a small community of European settlers since the 1860s; the last resident of Brockton Point Tim Cummings lived there until his death in 1958.

$525CAD

18. [VANCOUVER – HARBOUR]


A large-scale, detailed chart of Vancouver harbour published by the Hydrographic Office of the U.S. Navy and based on a detailed continuous survey by the Canadian Hydrographic Service. This is the third edition, published during WW2 (the first edition was issued in 1922). The chart shows Vancouver harbour from the First Narrows and the Lions Gate Bridge on the west, to the Columbia Grain Elevator located on the modern-day Commissioner Street on the east, the Second Narrows bridge constructed in 1925 is not shown (would be beyond the chart’s right border). The surveyors indicated the sea depths, anchorages, shoals, adjacent islands and rocks, marked the character of the sea bottom and shores (clay, mud, gravel, sand, shells, stones, rocks), as well as lighthouses, beacons, lights, buoys, the location of the underwater telephone cables, marine gas filling station in the Coal harbour, etc. Densely marked shorelines show numerous wharves, piers, docks, dolphins and other port structures, ferry terminals, lines of the CPR and Pacific Great Eastern Railways, sawmills, and the main streets on both sides of the harbour. Overall a very attractive hand coloured map showing the quick development of the Port of Vancouver and the industrial development of the North Shore in the first half of the 20th century.

$750CAD
19. [VANCOUVER - WATERFRONT]  

[Portland, 1889]. Tinted lithograph ca. 23,5x37 cm (9 3/8 x 23 ½ in). Original centerfold. Recently matted. A minor tear on the top of the centerfold neatly repaired, otherwise a very good lithograph.

Attractive lithographed view of the Vancouver waterfront, featuring the first CPR station (1887) and issued just three years after the city had been incorporated (1886). The lithograph was published in the famous Portland magazine “The West Shore” (1875-91) which promoted the Pacific Northwest region for immigration and investments. This view of Vancouver waterfront illustrated the article “Vancouver, British Columbia” published in the “West Shore’s” issue for May 1889 (pp. 227-233), and shows the CPR station with passenger and cargo trains, numerous ships in the harbour, a part of the Deadman’s Island, and the North Shore Mountains in the background.

“The rapidly increasing importance of this young and enterprising city entitles it to more than passing note, and The West Shore is pleased to present this month an account of its progress, present conditions and prospects, with illustrations, which will give an excellent idea of the appearance of the city. <…> The capacity of the city for marine commerce can never be outgrown, no matter what magnitude it may attain. Its adaptability to the demands of commerce, the means it has for focusing a large volume of business at that point, and its capacity for expansion, must make Vancouver one of the most important cities of the Pacific coast. The healthful climate and location and altogether pleasant surroundings render it a very desirable residence place, and the control which it exercises over the products of the interior is already making a prominent manufacturing city. As the terminus of the longest single railway line in the world it has an advantage that places it entirely beyond competition, and to this, as well as to its natural features of excellence, is due its phenomenal growth” (p. 227).

$750CAD
20. [VANCOUVER ISLAND - COWICHAN VALLEY]

WELLS, Oliver

Victoria: Col. Sec. Office, 22 March 1860. Quarto (ca. 27,5x20 cm). 2 pp., printed in double columns. Paper age-toned, with creases and minor tears and chips on extremities. Overall a good copy.

Very rare offprint of the early colonial government survey of the Cowichan Valley (southern Vancouver Island) with only three paper copies found in Worldcat. “Located in Canada’s only maritime Mediterranean climatic zone, and home to the warmest year-round temperatures in the country” (tourismcowichan.com), Cowichan houses a dozen of wineries and producers of craft beer and cider, and has been nicknamed the “Napa of the North.”

The report praises the geographical location of the valley, its climate and soils, water sources and minerals; lists local woods, plants, fish and game; and predicts successful farming in the valley:

“I am firmly persuaded that under a common, judicious system of farming, as good returns can be obtained from these lands as in any parts of the Continent of America. The climate, it may be noted, is one especially adapted to the pursuits of agriculture, not being subject to the heats and droughts of California, or the colds of the other British American Provinces, and the Eastern United States”.

The survey was carried out by Benjamin William Pearse (1832-1902) and Oliver Wells in 1859, on special assignment of the Surveyor-General of the Colony of Vancouver Island Joseph Despard Pemberton (1821-1893). Acknowledged as “containing matter of interest to the public, [it] is herewith published for general information by command of his Excellency, William A.G. Young, Acting Colonial Secretary”. The full report by Pearse and Wells was published in London later that year under the title “Vancouver’s Island. Survey of the Districts of Nanaimo and Cowichan Valley” (London, G. Eyre & W. Spottiswoode, 1859).

Nowadays the Cowichan Valley is the home of “a growing number of vineyards and wineries. They include Cherry Point Vineyards, Blue Grouse, Glenterra, Vigneti Zanatta, Venturi-Schulze Vineyards, and Averil Creek. Locals claim that the warm, dry summers and mild, moist winters are reminiscent of a cool Mediterranean climate, providing ideal growing conditions for many grape varieties” (Wikipedia).

Lowther 135.

$650CAD
21. [VANCOUVER ISLAND - FIRST DETAILED MAP OF]

VANCOUVER, George, Captain (1757-1798)
Côte Nort-Ouest de L’Amérique Reconnue par le Cape. Vancouver. 3e Partie depuis 45°30’ de Latitude Septle et 236°12’ de Longitude jusqu’à 52°15’ de Late et 232°40’ de Longe [Northwest Coast of America Surveyed by Captain Vancouver. Part 3].
[Paris: De l’Imprimerie de la Republique, 1800]. First French edition. Large wide-margined copper-engraved double-page map, plate size ca. 82,5x66,5 cm (32 ½ x 26 in); the whole map with the margins ca. 99x67 cm (39 x 26 ¼ in). Prime meridian Greenwich. Centrefold, occasional minor stains, but overall a very good bright map.

Map no. 6 from the first French edition of the official account of Vancouver’s exploratory voyage in search of Northwest Passage («Voyage de découvertes a l’Ocean Pacifique du Nord, et autour du monde dans lequel la côte nord-ouest de l’Amérique a été soigneusement reconnue et exactement revelée... et exécuté en 1790, 1791, 1792, 1793, 1794 et 1795, par le Capitaine George Vancouver», Paris, 1800, 3 vols. text & atlas). The map, which is considered the best out of the Atlas, shows in detail the coast of modern-day British Columbia, Washington and a northern tip of Oregon, from Hunter and Calvert Islands in the north down to the mouth of Columbia River and Cape Lookout in the south. The map gives a beautiful outline of the coast of Vancouver Island and numerous fjords and islands of the BC part of the Inside Passage, as well as of the Strait of Juan de Fuca, the Gulf Islands, and Puget Sound. The track of Vancouver’s ship is marked, with the dates of their movements and places of anchorage, including Port Susan and Port Orchard (Puget Sound), Friendly Cove (Nootka Sound), Deep Sea Bluff (Tribune Channel), etc. The three inserts show the mouth of the Columbia River, Grays Harbour (Washington) and Port Discovery (now Discovery Bay, Washington).

"George Vancouver, who had served on Captain Cook's second and third voyages, was made commander of a grand-scale expedition to reclaim Britain’s rights, resulting from the Nootka Convention, at Nootka Sound, to examine thoroughly the coast south of 60° in order to find a possible passage to the Atlantic, and to learn what establishments had been founded by other powers. This voyage became one of the most important made in the interests of geographical knowledge. Vancouver sailed by way of the Cape of Good Hope to Australia, where he discovered King George’s Sound and Cape Hood, then to New Zealand, Hawaii, and the northwest coast of America. In three season’s work Vancouver surveyed the coast of California, visited San Francisco, San Diego (one of the folded charts, dated 1798, depicts the port of San Diego), and other Spanish settlements in Alta California; settled the necessary formalities with the Spanish at Nootka; investigated the Strait of Juan de Fuca; discovered the Strait of Georgia; Circumnavigated Vancouver Island; and disproved the existence of any passage between the Pacific and
Hudson's Bay. Vancouver died before the narrative was finished; his brother John, assisted by Captain Peter Puget, edited and published the complete record” (Hill 1753).

"The voyage was remarkable for the accuracy of its surveys, the charts of the coasts surveyed needing little improvement to the present day. When Charles Wilkes resurveyed Puget Sound for the U.S. Navy in 1841, he was amazed at the accuracy Vancouver had achieved under such adverse conditions and despite his failing health. Well into the 1880’s Vancouver’s charts of the Alaskan coastline remained the accepted standard" (Howgego V13). “Copies of the French edition are printed both in a more attractive manner and on better paper than the English edition” (Hawaiian National Bibliography 324).


$4500CAD

22. [VANCOUVER ISLAND - SAILING]

George Henry, Captain R.N. (1820-1896)

The Vancouver Island Pilot, containing sailing directions for the Coasts of Vancouver Island, and part of British Columbia. Compiled from the surveys made by... In H.M. Ships Plumper and Hecate, between the years 1858 and 1864.


Very rare first edition. "Valuable for early description" (Lowther 229). In 1856, the British Admiralty appointed Captain Richards to the Anglo-American boundary commission to settle the Oregon Boundary dispute by ordering a new survey of the coastal waters around British Columbia. Richards was given command of the steam survey vessel H.M.S. Plumper so he could provide a British military presence on Vancouver Island as well. He surveyed the international boundary through the San Juan Islands and although he met several times with American Commissioner, Archibald Campbell, the two sides failed to settle the boundary until 1871-72. In addition, over 14,000 gold miners had arrived by June 1858 from the California gold-fields, and the Admiralty desperately needed Richards to finish the survey up the Fraser River, which was going slowly because the Plumper was inadequate for the tides which ran up to 8 knots. In 1860, the Hecate, a paddle-sloop arrived at Esquimalt to replace the Plumper and for the next 2 years they made excellent progress. After Richards departed to complete his third circumnavigation of the globe, his senior assistant surveyor, Daniel Pender, stayed behind to complete the survey of the British Columbia coastline using the famous paddle Steamer, Beaver, hired from the Hudson’s Bay Company. Captain Richards’ original manuscript letter-book, field notebook, and captain’s journal from the survey remain in private hands. Walbran p.421-2.
"In 1852 [Richards] served again under Belcher, this time on a voyage to the Arctic in search of the Franklin expedition. No sign of Franklin was found, despite a number of prodigious sledge journeys, including one by Richards which lasted for ninety-three days. Belcher proved more overbearing and unreasonable than ever on this mission and Richards's tact and judgment was critical in holding the operation together. He was promoted captain in 1854. Between 1856 and 1863 he carried out surveys of Vancouver Island and parts of British Columbia.

In 1863 Richards was appointed hydrographer to the Royal Navy, and began work in January 1864. Among his innovations was to make charts readily available for general use on Royal Navy ships, so that all officers, not only those responsible for navigation, would become familiar with them. He also organized the compilation and publication of charts showing prevailing winds and currents for each quarter of the year and improved the training of pilots. Under Richards hydrographic activity concentrated on areas of strategic importance, such as Canada when the USA was expanding into Alaska, or the newly opened Suez Canal in 1870, and areas of economic expansion such as Japan and Chile in the 1860s. Following the successful laying of an Atlantic submarine cable from the Great Eastern in 1866, British ships began laying cables in other parts of the world. Naval surveying ships undertook preliminary work, taking soundings along the proposed routes and sampling the seabed: these activities coincided with a surge of interest in the scientific exploration of the sea" (Oxford DNB).

$2250CAD

23. [VICTORIA]
   [Two Lithographed Views, Titled:] View of Victoria [&] A Street in Victoria.
   London: Clayton & Co., 1865. Printed images ca. 11x18 cm (4 ½ x 7 in). Two lithographs matted in one, both lithographs in fine condition.
   Two early lithographed views of Victoria, showing the panorama of the Inner Harbor with the wooden bridge across the original James Bay before it was filled in 1903-1904, and a view of the Wharf Street. The lithographs were originally published in Thomas Rawlings' "The Confederation of the British North American Provinces; Their Past History and Future Prospects; including also British Columbia & Hudson's Bay Territory; with a Map and Suggestions in Reference to the True and Only Practicable Route from the Atlantic to the Pacific Ocean" (London: Sampson, Low, Son, and Marston, 1865).
“With the discovery of gold on the British Columbia mainland in 1855, Victoria became the port, supply base, and outfitting center for miners on their way to the Fraser Canyon gold fields, mushrooming from a population of 300 to over 5000 literally within a few days. Victoria was incorporated as a city in 1862. In 1865, Esquimalt was made the North Pacific home of the Royal Navy and remains Canada’s west coast naval base” (Wikipedia).

$375CAD

24. [VICTORIA]

Victoria Illustrated. Published under the Auspices of the Corporation of the City of Victoria. Containing a General Description of the Province of British Columbia, and a Review of the Resources, Terminal Advantages, General Industries, and Climate of Victoria, the “Queen City,” and Its Tributary Country. Finely Illustrated Throughout.


One of the earliest publications especially dedicated the city of Victoria and its promotion as “the richest and most important city in the province of British Columbia” (from the Preface). Prepared by the “Ellis and Co.” (W.H. Ellis & A.G. Sargison), the publishers of the famous “Daily Colonist,” the oldest newspaper in Western Canada (1858 - nowadays as the “Times Colonist”). The book was addressed to the “public at large” outside Victoria and was most likely published in an attempt to support Victoria’s case as the main city in British Columbia, at the time of growing dominance of still very young, but rapidly developing Vancouver. It talks at large about Victoria’s economy and infrastructure, industries, government, real estate prices, climate, public buildings, schools, societies, lifestyle, etc. Separate
chapters are dedicated to the “Early History of British Columbia,” the Esquimalt and Nanaimo Railway, Vancouver Island, its resources, forms of production (mining, fisheries, lumber, and agriculture), and trade. There are also biographies of over thirty notable city residents, and descriptions of 79 “leading business houses and manufactories of Victoria.” The book is illustrated with numerous reproductions of photos views of Victoria’s streets, sites, businesses, and private houses, and portraits of public figures, many reproductions were made after original photos of the local “Maynard” studio.


25. [VICTORIA & ESQUIMALT RAILWAY]
[Broadside Titled]: An Act to Authorize the Victoria and Esquimalt Railway Company Limited to Make a Railway from Esquimalt to Victoria.
[Victoria B.C.], 1862. Folio (ca. 35,5x21,5 cm or 14 x 8 ½ in). 1 pp. on a bifolium. Pale blue paper. A fine copy.

Very rare broadside with Worldcat only locating a copy at UBC. This is a draft of an act for a railway between Victoria and Esquimalt which most likely hadn’t been accepted; unlisted in the official set of Acts. According to the document, "the Victoria and Esquimalt Railway Company Limited was duly registered on the 21st day of November, 1862" with the goal of "making of a Line of Railway between Victoria and Esquimalt, and the conveyance of passengers and goods between Esquimalt and Victoria." The Company will commit to "make and complete the permanent way of the said line <...> within two years from the passage of this Act, unless hindered by the dangers of the sea or other unavoidable casualty." In case of approval, the Act "may be sited as the Victoria and Esquimalt Railway Act, 1862." $525CAD
PART 2. INDIVIDUAL PHOTOGRAPHS OF BRITISH COLUMBIA

BAILEY BROTHERS

Bailey Bros. photography company (active ca. 1890-1898) was founded by a famous Vancouver based photographer Charles S. Bailey (1869-1896) and his brother William (1865-ca. 1836), the latter replacing H.G. Neelands in the “Bailey & Neelands” partnership (1889-1890). The company dealt with photography, books, and stationery. After his move to Kamloops in 1896, Charles Bailey managed the local branch of Bailey Bros. His early death in 1898 put an end to the enterprise (Camera Workers: The British Columbia, Alaska & Yukon Photographic Directory online, vol. 1).

26. [VANCOUVER]

[Original Albumen Photograph Titled:] 742. Vancouver. B.C. From Secord House, Powell St.
Ca. 1890s. Original albumen photograph ca. 17x23 cm (6 ¾ x 9 in). Captioned and signed by studio “Bailey Brothers Co. Ltd.” in negative. Recently matted. A couple of spots of mild foxing, but otherwise a strong sharp photograph.

An interesting photograph showing houses along Powell Street looking west from Dunlevy Avenue. One of the oldest streets in Vancouver, Powell Street, also known as “Japantown” has become a centre of the Japanese community since the early 1890s.

$850CAD
27. **[VANCOUVER]**

*[Original Photograph Titled:]*

863. **Vancouver B.C. from Mt. Pleasant.**

*Ca. 1890s. Gelatin silver print ca. 18,5x23,5 cm (7 ¼ x 9 ¼ in). Numbered, titled and signed “Bailey Bros. Photo, Vancouver, B.C.” in negative, recently matted. Slightly faded, but overall a very good photo.*

The photo was taken north from the 7th Avenue just east of Westminster Avenue (Main Street) and shows a part of Mount Pleasant, False Creek, the New Westminster Trestle Bridge and Vancouver East End in the background.

*$525CAD*

28. **[VANCOUVER]**

*[Original Photograph Titled:]* **721. Part of Vancouver from Hotel Vancouver.**

*Ca. 1890s. Gelatin silver print ca. 11x18,5 cm (4 ¼ x 7 ¼ in). Numbered, titled and signed “Bailey Bros. Photo, Vancouver, B.C.” in negative, mounted on period card and recently matted. With another albumen print showing Llandudno (Wales) mounted on verso. A very good photo.*

The photo shows a corner of Granville and Georgia streets, with the red brick building of the first Hudson’s Bay Company’s store on the right. (1893, reconstructed and replaced in 1914-1949), followed by the New York block (1888, demolished in the 1920s); the empty area in the foreground will be soon occupied with the Georgia-Granville or Johnston-Howe block (1900-1972)

*$650CAD*
BAILEY & NEELANDS

The “Bailey & Neelands” photography company was established in the summer 1889 by two Vancouver based photographers Charles S. Bailey (1869-1896) and Hamilton George Neelands (ca. 1859-1935). The partnership was dissolved in December 1890 and succeeded by that of the Bailey Bros. (ca. 1890-1898). H. Neelands moved to Nelson with his brother James and established with him the photographic firm of the Neelands Bros. (ca. 1891-1897) (Camera Workers: The British Columbia, Alaska & Yukon Photographic Directory online, vol. 1).

29. [KOOTENAYS – C.P.R.]

[Original Photograph Titled:] 833. Interior of Snow Shed, C.P.R. Selkirs.

Ca. 1890. Albumen print ca. 11x18,5 cm (4 ¼ x 7 ¾ in). Titled in negative, mounted on original photographers’ card with gild stamp “Bailey & Neelands, Vancouver B.C.” Ink stamp “From the collection of T.D. Kilpatrick. Vancouver, B.C.” on verso. A very good photo.

The photo shows one of the 31 show sheds built in the Rogers Pass (the Selkirks) to protect the CPR line from avalanches, a common occurrence in winter in this area. “Rogers Pass, el 1,323 m, in Glacier National Park 70 km east of Revelstoke through the Selkirk Mts., is named for A.B. Rogers, the CPR surveyor who located it in 1881. Construction of the railway over the pass in the summer of 1885 was plagued by forest fires, mudslides and avalanches of snow, which forced the closure of the line during the first winter of operation. In 1886 construction began on 31 snow sheds to protect the track, and in 1916 the CPR built the 8-km Connaught Tunnel to reduce the steep grade and to allow trains to avoid this hazardous section. The Mt Macdonald Tunnel, at 14.7 km the longest railway tunnel in N. America, was built from 1984 to 1988 to further improve the Rogers Pass section. In 1962 the Trans-Canada Hwy. opened over the pass” (The Encyclopedia of BC).

$375CAD
30. [VICTORIA]

Ca. 1890. Albumen print ca. 11x18,5 cm (4 ⅜ x 7 ⅛ in). Titled in negative, mounted on the original photographers’ card with printed text “Bailey and Neelands. Vancouver B.C.” on the mount. A very good bright photo.

The photo overlooks the Inner Harbour of Victoria, showing the wooden bridge across the original James Bay before it was filled in 1903-1904; the CPR “Empress” hotel was erected on the site in 1908.

$750CAD
CAPLE, Norman

“Norman Caple (1866-1911) is supposed to have arrived in Canada in 1888 where he met Richard Henry Trueman (1856-1911) through relatives or friends. The two men formed a partnership and had set up headquarters in Vancouver by 1890.” “Norman Caple established his own studio after his partnership with R.H. Trueman had dissolved towards the end of 1893.” He was active from 1894 to 1896 (Camera Workers: The British Columbia, Alaska & Yukon Photographic Directory online, vol. 1).

31. [GOLDEN – C.P.R.]
[Original Albumen Photograph Titled:] Logging Shanty & Loggers, Golden, BC.

Ca. 1894-96. Original albumen photograph ca. 16.5 x 23 cm (6 ½ x 9 in.) mounted on original stiff card mount, captioned and signed “N. Caple & Co. Photo.” by studio in negative. Recently matted. Photograph slightly soiled and worn, with two albumen photographs captioned “Bruxelles” on verso, otherwise a very good photograph.

This interesting photograph shows a snowy winter scene in which a group of loggers are standing in front of log cabins in Golden, BC. “The first settlement of Golden was established in 1882, while Major AB Rogers was searching for a route through the Selkirk Mountains for the Canadian Pacific Railway’s transcontinental railway. Golden City became a base camp for the Canadian Pacific Railway (CPR) as it extended its line further and further west. After 1885, with the railway in operation, the town abbreviated its name to just "Golden." ... Through most of the 20th century, the forest industry was the backbone of the local economy. The Louisiana Pacific mill and the Canadian Pacific Railway continue to be significant employers in town.” (Golden/ Super, Natural British Columbia online).

$750CAD
CUMMING BROTHERS

Cumming Bros., a Lillooet based photo studio (ca. 1892-1895?) was managed by Robert D. and William, Jr. Cumming and specialized in views of the Fraser River and hydraulic mines ("Camera Workers..." online, vol. 1).

32. [LILLOOET – C.P.R.]

[Original Photograph View of the Lillooet’s Old Bridge over Fraser River, with Mt. Chadwick on the Far Left].

Ca. 1910s. Gelatin silver print ca. 14,5x20 cm (5 ¾ x 8 in). Mounted on original photographer’s card with printed advertising “Cumming Brothers, Photographic Artists., Lillooet, B.C.” on verso. Recently matted. Right corners with creases and minor cracks, image slightly faded, otherwise a very good photo.

The “Old Bridge” in Lillooet was built in 1913 as a suspension bridge. It replaced a winch ferry that was powered by the river current and had been in use since 1860. The “Old Bridge” had until recent times served as the only road bridge across the Fraser between the Alexandra Bridge and Riske Creek. With the construction of the Bridge of 23 Camels, the “Old Bridge” became a pedestrian bridge and is now a popular picnic ground.

$425CAD
MACMUNN, Charles

Charles Macmunn (1840? - 1903) was a professional photographer who worked out of Victoria, British Columbia, Canada between ca.1883 and ca.1900. He was affiliated as a photographer with T.N. Hibben & Co. (books/stationery) who advertised and marketed his photographs of the Canadian Pacific Railway beginning in 1883. (Camera Workers... Online, Vol 1)

33. [VICTORIA]

[Original Albumen Photograph Titled:] James Bay. Victoria, view from Cathedral.

Ca. 1886. Original albumen photograph ca. 18 x 23.5 cm (7 x 9 ¼ in.). Numbered in negative, titled in period manuscript ink with notes in recent pencil on mount: “Major Matthews Collection, City of Van Archives, # 207 Charles Macmunn.” Recently matted. Slight undulation at top right corner of the photograph, and an albumen photograph of a group of students titled “Victoria College, Jersey 1876” pasted on verso; a very strong and sharp photograph.

An interesting view taken from Christ Church Cathedral and overlooking James Bay in what is now downtown Victoria. The photo features James Bay and it’s bridge (built in 1869), before it was filled in 1903-1904, the tidal flats, a part of the first Legislative Buildings (known as “Birdcages”) on the far left, John Weiler furniture factory, densely built Inner Harbour up to Laurel Point, and the Esquimalt Peninsula in the background.

$850CAD
MAYNARD, Richard and Hannah

Hannah Hatherly was born on January 17, 1834 in Bude, England. She married Richard James Maynard, and together they immigrated to Ontario in 1852. They settled in Bowmanville where Richard set up a boot and shoe repair business, and it is during this time that Hannah Maynard learned the art and science of photography. The family moved to Victoria in 1862, where Hannah opened one of the first photography studios in the city... Richard eventually joined the photography business, also as a photographer, and together they operated the Mrs. R. Maynard Photographic Artist studio. Their portraits of people and the British Columbia landscape documented much of the early history of the province. Hannah (nee Hatherly) Maynard passed away May 15, 1918 in Victoria. (Chilliwack Museum & Archives)

34. [VICTORIA HARBOUR]

[Original Early Stereo View Showing Victoria’s Inner Harbour].

Ca. 1870s. One pair of albumen prints, ca. 8 x 15.5 cm (3 1/8 x 6 ¼ in), mounted on original yellow card with the photographer’s printed copyrights on recto and verso, with later notes in pencil on verso. With a couple of spots of mild foxing, but otherwise a very good stereo view.

This interesting early stereo view of Victoria’s Inner Harbour up to Laurel Point shows the James Bay Bridge constructed over the tidal flats just a few years earlier (built in 1869, the flats were filled in 1903-1904), and the “Birdcages” Legislative Building on the left (built in 1859).

$425CAD
35. [VICTORIA]

[Original Stereo View of Victoria “Looking North from Christ Church”].

Ca. 1870s. One pair of albumen prints, ca. 8 x 15.5 cm (3 1/8 x 6 3/4 in), mounted on original yellow cards with the photographer’s printed copyrights on recto and verso, with later notes in pencil and pen on verso. A small faint stain on one photograph, but otherwise a very good stereo view.

The stereoview taken from the top of Christ Church Cathedral follows the perspective of Quadra Street with the St. John the Divine Anglican Church in the far right. “The congregation of St. John the Divine was founded in Victoria in 1860 when a prefabricated iron church building, disassembled in England and shipped around Cape Horn on a sailing ship, was completed in the new colony of Vancouver Island. The original building was replaced with a brick building in 1912” (Our Parish/www.stjohnthedivine.bc.ca).

$425CAD
MURCHIE, Archibald

Archibald Murchie (1852-1930) immigrated to Victoria, BC as an adult. His brother, [John] Murchie would go on to found Murchie’s Tea. Following his calling to become an evangelist minister for the Spiritualist Church, Archibald set off into the interior of BC to preach as a missionary. Although Murchie had dabbled in photography before coming to Canada, his career began in earnest when he arrived in Williams Lake, BC, in 1893. Wherever his missionary calling took him, Murchie brought along his camera.
(UBC Library Okanagan Special Collections)

36. [YALE]
[Original Photograph View of Yale, BC].
Ca. 1890s. Original albumen photograph ca. 15x20,5 cm (5 ¾ x 8 in). Mounted on the original card with the photographer’s ink stamp on verso. Mount slightly soiled, with corner edges slightly worn; the image with minor scratches otherwise a strong photograph.

A picturesque view of the historic core of Yale with the Front Street and the CPR station where a train has just stopped, and passengers are getting off and on; the Fraser River is seen on the right. “Yale, B.C. was once the largest city north of San Francisco and west of Chicago. Originally established in 1848 as a Hudson’s Bay Company trading post, Yale grew with the influx of an estimated 30,000 gold miners during the gold rush of 1858. In the 1860’s, with the construction of the Cariboo Wagon Road, Yale became the main terminal for one of the largest sternwheeler routes in North America. The 1880’s saw the building of the Canadian Pacific Railway, with construction headquarters housed in Yale” (Historic Yale/http://historicyale.ca).

$525CAD
NEELANDS BROTHERS

The Neelands Brothers’ photo studio (ca. 1891-1897) was established by Vancouver photographer Hamilton George Neelands (1859?-1935), earlier a partner in “Bailey & Neelands,” and his brother James F. Neelands. The company was based in Nelson and specialized in landscape photography. Hamilton George Neelands later served as mayor of Nelson and owned mining property in the area. The third brother Samuel Neelands was associated with the firm in 1897 (“Camera Workers...” online, vol. 1).

37. [YALE – C.P.R.]

[Original Photograph of a C.P.R. Working Brigade at a Tunnel’s Entrance near Yale, B.C.]

Ca. 1890s. Albumen print ca. 23,5x18,5 cm (9 ¾ x 7 ¾ in). Titled and signed “Neelands Bros., Nelson” in negative, title faded. Recently matted. Image slightly faded, but overall a very good photo.

Yale “was the head of navigation on the Fraser River. Founded in 1848 as a Hudson’s Bay Company fur post, Fort Yale later became a roaring gold-rush town and for 20 years was the starting point of the famous Cariboo Wagon Road. Yale faded with the gold-rush but boomed again in C.P.R. construction days as a wide-open western town” (Historic Yale/ Text on the road sign of B.C. Department of Recreation & Conservation).

$425CAD
“William Notman & Son” (ca. 1880-1900s) was a company founded by William McFarlane Notman (1851-1913), a son of famous Montreal photographer William Notman (1826-1891). William McFarlane took several trips to B.C. with the purpose of taking photographs, accompanied by his brothers Charles F. and George R.W. (“Camera Workers...” online, vol. 1).

38. **[KICKING HORSE PASS – C.P.R.]**


“Kicking Horse Pass (el 1,622 m) is on the BC-Alberta border 10 km west of Lake Louise. It was named by Dr. James Hector, the naturalist with the Palliser Expedition, who was kicked in the chest by one of his pack horses in Aug 1859 while exploring the river, which was later named the Kicking Horse River. The CPR built its main line through the pass in 1883-84. As it descended down the west side to Field, the railway had the steepest grade of any line in North America. This section of track, known as the "Big Hill," was replaced in 1908 by the Spiral Tunnels. The Trans-Canada Hwy. also follows the pass, which connects Yoho and Banff national parks” (The Encyclopedia of BC).

$375CAD
39. [FRASER CANYON – C.P.R.]

[Original Photograph Titled:] 1764. Fraser Canon, above Spuzzum on the Canadian Pacific Railway.

Ca. 1889. Gelatin silver print ca. 19x23 cm (7 ½ x 9 in). Mounted on a period card leaf and recently matted. Numbered, titled and signed “Wm. Notman & Son, Montreal” in negative. Photo slightly faded on right and bottom margins, otherwise a very good image.

Silver salts on glass – gelatin dry plate process (McCord Museum online). Spuzzum is an unincorporated settlement in the Fraser Canyon, 18 km north of Yale. The native settlement on the site of modern Spuzzum was first visited by Simon Fraser in 1808 and later became a North Western Company depot. The town lays on the historic Cariboo Wagon Road and became a refuge for gold prospectors during the Fraser Canyon War in 1858. The Alexandra Suspension Bridge was constructed 2 km north of Spuzzum in 1864. The CPR opened a station in the town in 1885.

$375CAD
A.B. Thom (1849-1926) was a Western Canadian photographer active in ca. 1886-1889; he took many images in the Rocky and Selkirk Mountains, and Vancouver. “In 1884-1886, he worked in a partnership with Fred V. Bingham as the “Bingham & Thom Photography Studio” (McCord Museum online). “During 1886 [...] he took over 2,000 views along the Canadian Pacific Railway route through the Rockies... During the winters of 1885 through 1889, and possibly later, he spent his winters travelling through the USA and England, giving presentations illustrated with his images. Thom believed the presentations benefitted the Canadian Pacific Railway and immigration to western Canada” (Manitoba Historical Society).

40. [VANCOUVER]  
[Original Photograph Titled:] 2121. General View of Vancouver from the West.  
Ca. 1887. Albumen print ca. 18x24 cm (7 x 9 ½ in). Mounted on the original photographer’s card (with printed text “A.B. Thom, Winnipeg” on the lower margin). Numbered and titled in negative. Image slightly faded, mount rubbed and worn on extremities, with minor loss of corners, but overall a very good photo.

The photo shows Vancouver waterfront, harbor, and the first Vancouver CPR station erected in 1887 on the shoreline of Burrard inlet. This building was replaced with a second CPR station constructed in the Gothic style at the foot of Granville Street in 1899.

$850CAD
THOMPSON, Stephen Joseph

Stephen Joseph Thompson (1864-1929) was a “prolific and versatile photographer” based in New Westminster and Vancouver. “He photographed extensively along the Canadian Pacific Railway throughout the 1890s. Thompson visited the Chicago World’s Fair in 1893. Two years later he was commissioned to obtain views of farms around Edmonton. In 1898 he accompanied an official expedition to northern B.C. and Wrangel led by the Deputy Minister of Marine and Fisheries, Louis Coste” (“Camera Workers...” online, vol. 1).

41. [ASHCROFT – C.P.R.]


Ca. 1890s. Platinum print ca. 19x24 cm (7 ½ x 9 ½ in). Numbered, titled and signed “Thompson Photo” in negative. Recently matted. Old mount residue on verso, otherwise a very good photo.

“Ashcroft, village, pop 1,664 (2006), overlooks the Thompson R. 8 km south of Cache Creek. The settlement was known by several names until 1884 when the CPR arrived; it then became Ashcroft. After a bridge was built across the river in 1886 and the BC Express Co. made headquarters here in 1887, it became the "Gateway to the Cariboo”” (The Encyclopedia of BC).

$525CAD
42. [ROGERS PASS – C.P.R.]

[Original Photograph Titled:] 768. View on the “Loop”. C.P.R.

Ca. 1900s. Platinum print ca. 24x19 cm (7 ½ x 7 ½ in). Numbered, titled and signed “Thompson Photo” in negative. Recently matted. Old mount residue on verso, minor soiling in the upper right corner, otherwise a very good photo.

The photo shows CPR tracks in the area of Rogers Pass.

$375CAD
TOWNE, Bertram C.

"Bertram C. Towne was a photographer active in Portland, Oregon, during the period 1884-1895. From 1884-1887, B.C. Towne and Elbridge W. Moore operated the San Francisco Gallery in Portland as partners, having assumed control of the gallery after the death of W.H. Towne. At this time, the studio was also listed as "Towne & Moore." From 1888-1895, the studio operated as "B.C. Towne Photograph Company" and was located on First Street in Portland. In October 1890, the West Shore, a popular weekly publication that promoted life in the Pacific Northwest, named Towne as a photographic contest winner in the "professional" category. Carl Mautz, in Biographies of Western Photographers (1997), states that Towne's studio "became one of the premier galleries in Portland, employing many of the best photographers in the area" and that it "published boudoir format scenes of Alaska, the Columbia River, Mount Hood, and other Northwest scenes."

43. [NANAIMO]

[Original Photograph Titled in ink on verso:] 48. At Nanaimo, B.C.

Ca. 1890s. Original albumen photograph ca. 11x19,5 cm (4 ¼ x 7 ¾ in). Mounted on the original photographer's card with printed signature and general title: "B.C. Towne, Portland, Oregon. Alaska, Columbia River and Northwest Scenery" on the lower margin. With a period manuscript ink title on verso. Minor old mount residue on verso, otherwise a very strong photograph.

An early interesting view of the loading dock in the port of Nanaimo.

$525CAD
"The partnership of photographers Richard Henry Trueman (1856-1911) and Norman Caple (1866-1911) lasted from ca. 1890 to 1893. They travelled the Canadian Pacific Railway line for about a year and then set up headquarters in Vancouver. Their catalogue, published about 1891, listed views numbered from 500 to 985 in three sizes. After Trueman & Caple had been dissolved towards the end of 1893, both men continued in the photographic business as N. Caple & Co. and R.H. Trueman & Co. Trueman was a superb landscape photographer and was one of few West Coast photographers to print his negatives on platinum paper. The first modern public exhibit of his work was produced by the Peter and Catharine Whyte Foundation, Banff, in 1981" ("Camera Workers...” online, vol. 1).

44.  [FRASER CANYON – C.P.R.]

[Original Photograph Titled:] 816. C.P.R. in the Fraser Canyon, B.C., showing Four Tunnels below North Bend.

Ca. 1890s. Albumen print ca. 18x24,5 cm (7 x 9 ½ in) mounted on original photographers’ card with gilt printed stamp “Trueman & Caple, Photographers. S.W. Cor. Cordova and Cambie Streets, Vancouver B.C.” Numbered and titled in negative. A very good photo.

“North Bend was founded during the construction of the Canadian Pacific Railway in the 1880s and was the site of various Canadian Pacific Railway company offices and housing. Equipped with a small railway hotel, Fraser Canyon House, aka the North Bend Hotel or the CPR Hotel, and another, larger hotel, the Mountain Hotel, and within a few hours’ range of Vancouver by rail, the town prospered until the era of highway travel, when it became isolated” (Wikipedia).

$425CAD
PHOTOGRAPHS BY ANONYMOUS PHOTOGRAPHERS

45. [NEW WESTMINSTER]
    [Early Rare Original Photograph Panorama of New Westminster Taken from Fraser River].
    Ca. 1870. Albumen print ca. 17x21,5 cm (6 ½ x 8 ½ in). Mounted on period card and recently matted. Period ink inscription “New Westminster, British Columbia” on verso. Image slightly faded, with a few minor stains, but overall a very good rare photo.
    This early panorama depicts the first steps in the development of New Westminster’s downtown core, showing the Royal Columbian Hospital (the twin-gabled building), Telegraph House and Holy Trinity Church. A similar photo is now in the collection of the New Westminster Archives (IHP8004).
    $950CAD
46. [STONEY CREEK – C.P.R.]
[Original Photograph of a C.P.R. Train Crossing the Stoney Creek Bridge].

Ca. 1900. Gelatin silver print ca. 23,5x19 cm (9 ¾ x 7 ½ in). Titled in negative (left part illegible, the right one reads “Canadian Pacific Railway”). Recently matted. A very good bright photo.

“Stoney Creek Bridge is a 660-foot (200 m) long truss arch bridge which carries the Canadian Pacific Railway tracks 300 feet (91 m) over the Stoney Creek, between Revelstoke and Golden. A wooden bridge was originally built on the site in 1885, and the current steel structure was built in 1893. A second set of arches was added in 1929 to handle heavier traffic. The original bridge was the tallest in the world at that time” (Wikipedia).

$425CAD

47. [VANCOUVER - EVANS, COLEMAN & EVANS WHARF]

[Original Photograph of Evans, Coleman & Evans Wharf at the Foot of Columbia Street].
Ca. 1900. Gelatin silver print ca. 19x24,5 cm (7 ½ x 9 ½ in). Mounted on original card and recently matted. A very good sharp photo.

$650CAD
Interesting early image of the Vancouver Fire Hall No 6; the building is extant and located at 1001 Nicola St. (southwest corner of Nelson and Nicola Streets), West End. The photo shows Gorham Rubber Co. Pacific Coast Agents and Fire Chiefs visiting from a conference in Victoria posing in the new motorized fire trucks – auto hose wagon and auto chemical engine produced by Seagrave Co. of Columbus, Ohio. Vancouver became one of the first cities in North America with motorized fire departments. The first free motorized vehicles were bought by the chief of the fire department John Howe Carlisle in 1907. “In 1911, the Vancouver department was ranked, by a committee of international experts, as among the “world's best in efficiency and equipment,” and in 1917 became Canada's first completely motorized department” (Vancouver Fire and Rescue: Early Days/ The History of Metropolitan Vancouver on-line).

$750CAD
49.  [VANCOUVER - GRANVILLE STREET]

[Original Photo of Granville Street in Vancouver, with Automobiles and Street Cars, and the building of the Second C.P.R. Station in the Background].

Ca. 1910s. Gelatin silver print ca. 16,5x24 cm (6 ½ x 9 ½ in). Recently matted. Minor creases in the left lower corner, old mount residue on verso, otherwise a very good photo.

The second C.P.R. station was built in 1899 at the foot of Granville Street in Gothic Style. It was replaced with the current Neoclassical style building in 1914, thus being in service for only 16 years.

$650CAD
50.  **[VICTORIA – INNER HARBOUR]**

[Original Albumen Photographic View of Victoria’s Inner Harbour with the James Bay Bridge, the “Birdcages,” John Weiler’s Furniture Factory, and the Radio Tower].

Ca. late 1880s. Original albumen photograph ca. 18,5x24 cm (7 ¼ x 9 ½ in) mounted on original paper mount. Recently matted. Overall a strong, sharp photograph.

An interesting view taken from Christ Church Cathedral and overlooking the James Bay in what is now downtown Victoria. The photo features James Bay bridge (built in 1869), before it was filled in 1903-1904, the tidal flats, the complex of the first Legislative Buildings (known as “Birdcages”) on the far left, John Weiler furniture factory, densely built Inner Harbour up to the Laurel Point, and the Esquimalt Peninsula in the background.

“Weiler arrived in 1861 from California, intending to head to the goldfields of the Cariboo. He instead decided to stay in Victoria and in 1862 opened a household furnishings business. His burgeoning success led him to commission the first portion of this substantial factory and warehouse in 1884. In 1891, John Weiler retired, and turned the business over to his four sons, George, Charles, Otto and Joseph. By then, the building had been tripled in size with an addition to the east, and included a large showroom, display and factory space. Weiler Brothers continued to prosper, and moved to a large new structure at 921 Government Street in 1898.” (Canada’s Historic Places)

$850CAD