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Settlers, Miners and Tourists Guide

—FROM—

Ocean to Ocean

—BY THE—

C P R

Canadian Pacific Railway

THE GREAT TRANS-CONTINENTAL

SHORT LINE

Through a Region of Unsurpassed Attractions

—FOR—

SETTLER, MINER AND TOURIST.

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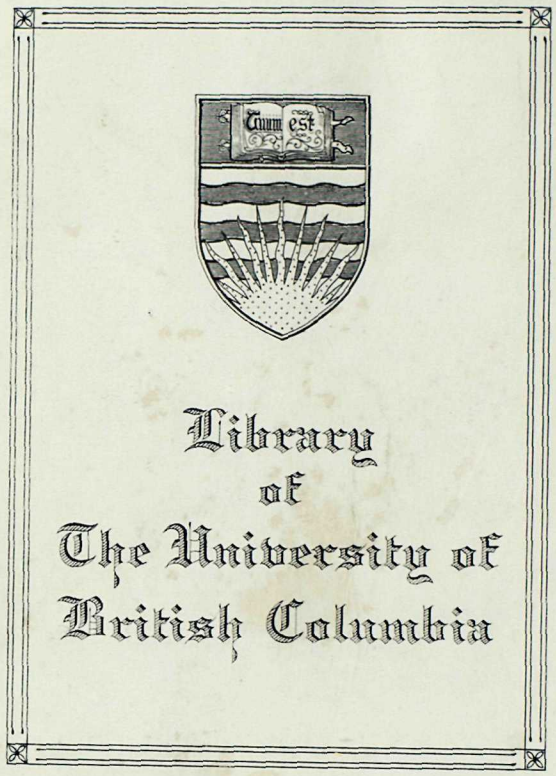

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From Ocean to Ocean

—BY THE—

CANADIAN PACIFIC RAILWAY.

INTRODUCTION.

WHEN, a little more than ten years ago, the Canadian Government announced its design of building a railway through the several Provinces and Territories of the Dominion, across the continent to the shores of the Pacific, the world stood amazed at the boldness and magnitude of the undertaking. It was true a trans-continental line of railway had been completed, and was in successful operation, by the American people, but they were over fifty million strong, with corresponding wealth, and their road followed the well-known pathway of twenty years' emigration to California and Oregon. The Canadians, with less than one-tenth of their population, with a boldness of conception, and exhibition of enterprise and energy unparalleled in the history of human achievements, have girded the New World with the iron track through the unknown region of the vast North West, successfully surmounting the most formidable obstacles ever opposed to railway construction. Since 1875, an army numbering at times not less than thirty thousand men have been engaged summer and winter in preparing this great highway from ocean to ocean.

Upwards of three hundred miles have been cut through solid rock : the granite mountains have been pierced by fifty tunnels, the total rock displacement exceeding six million cubic yards, hundreds of rivers have been spanned, several by magnificent iron bridges over a thousand feet in length, and one by the highest wooden bridge in America, 286 feet above water ; fifteen streams have been diverted from their original beds by tunnelling through the solid rock. Upon the Nipissing Division, H. Abbott, Esq., manager of construction, under the immediate supervision of Mr. K. Marapole, assistant manager, six thousand men and

seven hundred horses lived in canvas tents on the North Shore of Lake Superior, in the dead of winter, grading and laying the track upon 190 miles of road, between the first of November and the 30th of April over two miles a day on an average, with the thermometer ranging from 10° to 40° below zero. On the 28th of January, 1885, they performed the unprecedented feat of laying nearly three miles of track with the thermometer 40° below zero : and on the 2nd of February of the same year, 11,700 feet of track were laid in one day while the thermometer was *below registering point.* With such astonishing energy was the most difficult portion of the stupendious work prosecuted, that two hundred and fifty miles were graded and the track laid thereon, between the first day of June, 1884, and the 20th of March, 1885.

Railways are the most potent agencies in the marvellous development of the Western portion of the New World. Stretching from shore to shore they have extinguished frontier lines, and rapidily created along their track, settlements representing the best civilization of our age, in which the school house and church are among the first buildings erected. By affording cheap and rapid means of communication they have united the most distant communities in bonds of common interest, and removed the strongest objection to old time pioneering, the severing of family ties. Line after line of iron rails have been laid across the continent, until Los Angeles and New Orleans, San Francisco and New York, Portland and Minneapolis, and, lastly, Victoria, Montreal, Quebec and Halifax, formerly separated by a perilous journey of months are now brought within a few days ride of each other.

The Canadian Pacific and its branches penetrating the heart of Manitoba, and traversing the Great Valleys of the Red, Saskatchewan and Assinaboine Rivers, open up to settlement the most extensive area of farming and grazing country in America. From the Rocky Mountains to the Pacific, it passes through a region very rich in precious minerals coal, lumber, fish and fur-bearing animals, with large bodies of excellent pastoral, agricultural and fruit growing lands.

The sublime grandeur, unsurpassed beauty, and great variety of scenery presented, the incomparably rich fields for the hunter and sportsman, rendered accessible, make it the Royal Tourist's Route of the continent.

Possessing the healthiest and the most enjoyable climates the year round, Manitoba, the North-West Territory and British Columbia, are destined to be inhabited by millions of the strongest people of the Anglo Saxon race.

The Canadian Pacific Railway is the shortest line between the navigable waters of the Atlantic and Pacific, and Europe and Asia, and the only trans-continental road owned and operated by one company.

For these reasons it possesses unrivalled advantages for commanding the through traffic of the North American coasts and from Asiatic ports.

As a perpetual bond of union between the several Provinces of the Dominion, and means of defence in time of foreign or civil war, the wisdom of its construction has already been fully demonstrated by the rapid transportation to the remote valley of the Saskatchewan of Canadian volunteers for the prompt overthrow of the recent half-breed rebellion.

The completion of this great enterprise inaugurates a new era of development for the Dominion of Canada, and the able minds which conceived it, and the able men who have so rapidly and successfully engineered and built this great trans-continental highway, have justly earned the admiration of mankind.

N. H. C.

OTTAWA, CAN., Sept. 5th, 1885.

THE BUILDING

—OF THE—

Canadian Pacific Railway.

THE necessity for such a road through the several Provinces of the Dominion for their better security and more rapid development becoming apparent, in 1871 surveying parties were sent out to explore the comparatively unknown region through which, if possible, it should pass, and report upon the most favorable route. Over $3,500,000 has been expended upon these preliminary surveys. The location of the road east of the Rocky Mountains being much the less difficult, the work of construction was commenced on the Eastern section in 1874, and 264 miles completed and in operation in 1880; but from the Rocky Mountains to the Pacific coast no less than eleven lines, aggregating upwards 10,000 miles, have been surveyed before determining the best terminal point and route thereto. Burrard Inlet, has finally been selected as the Mainland terminus, the road crossing the Mountains through Kicking Horse and Eagle Passes. In 1880 a contract and agreement was made between the Dominion of Canada and John S. Kennedy of New York, Richard B. Angus and James J. Hill of St. Paul, Minn., Morton, Rose & Co. of London, England, and John Reinach & Co. of Paris, France, forming an incorporated company, known as the Syndicate, for the construction, operation, and ownership of the Canadian Pacific Railway. By the terms of this agreement, that portion of the railway to be constructed was divided into three sections, the first extending from Callander Station, near the east end of Lake Nipissing, to a junction with the Lake Superior section then being built by the Government, was called the Eastern section; the second, extending from Selkirk, on the Red River, to Kamloops, at the Forks of the Thompson River, was called the Central section, and the third, extending from Kamloops to Port Moody on Burrard Inlet, the Western section. The company agreed to lay out, construct, and equip in running order, of a uniform guage of 4 ft. 8½ in., the Eastern and Central sections by the first day of May, 1891. The company also agreed to

pay the Government the cost, according to existing contract, for the 100 miles of road then in course of construction from the city of Winnipeg Westward. The Government agreed to complete that portion of the Western section between Kamloops and Yale by June 30th, 1885, and also between Yale and Burrard Inlet on or before the first day of May, 1891, and the Lake Superior section according to contract. The railway, as constructed under the terms of the agreement, becomes the property of the company, and pending the completion of the Eastern and Central sections the possession and right to work and run the several portions of the railway already constructed, or as the same shall be completed, is given by the Government to the company. Upon the completion of the Eastern and Central sections the Government agreed to convey to the company (exclusive of equipment) those portions of the railway constructed, or to be constructed by the Government, and upon completion of the remainder of the portion of railway to be constructed by the Government, to convey the same to the company, and the Canadian Pacific Railway thereafter become the absolute property of the company, which agreed to forever efficiently maintain, work, and run the same. The Government further agreed to grant the company a subsidy in money of $25,000,000, and in land of 25,000,000 acres, to be subdivided as follows :—

MONEY SUBSIDY—CENTRAL SECTION.

1,350 miles.—1st 900 miles, at $10,000 per mile	$ 9,000,000
2nd 450 " 13,333 "	6,000,000
	$15,000,000

EASTERN SECTION.

650 miles at $15,384 61	$10,000,000
	$25,000,000

LAND SUBSIDY—CENTRAL SECTION.

1st 900 miles at 12,500 acres per mile	11,250,000
2nd 450 " 16,666.67 acres "	7,500,000
	18,750,000

EASTERN SECTION.

650 miles at 9,615.35 acres per mile	6,250,000
	25,000,000

Upon the construction and completion of, and regular running of trains upon any portion of the railway, such as the traffic should require, not less than twenty miles in length, the Government agreed to pay and grant to the company the subsidies applicable thereto. The Government also granted to the company the lands required for the road-bed of the railway, and for its stations, station grounds, work shops, dock ground, and water frontage, buildings, yards, etc., and other appurtenances required for its convenient and effectual construction and operation, and agreed to admit, free of duty, all steel rails, fish plates, spikes, bolts, nuts, wire, timber, and all material for bridges to be used in the original construction of the railway and of a telegraph line in connection therewith.

The Company's Land Grant comprises every alternate section of 640 acres, extending back twenty-four miles deep on each side of the railway from Winnipeg to Jasper House, and where such sections (the uneven numbered) are not fairly fit for settlement on account of the prevalence of lakes and water stretches, the deficiency thereby caused to make up the 25,000,000 acres, may be selected by the company from the tract known as the fertile belt lying between parallels 49 and 37 degrees of North latitude or elsewhere, at the option of the company, of alternate sections extending back twenty-four miles deep on each side of any branch line, or line of railway by them located. The company may also, with the consent of the Government, select any lands in the North-West Territory not taken up to supply such deficiency. The company have the right, from time to time, to lay out, construct, equip, maintain, and work branch lines of railway from any point or points within the territory of the Dominion. It was further agreed by the Dominion Parliament that for the period of twenty years no railway should be constructed South of the Canadian Pacific Railway, except such line as shall run South-West, or to the Westward of South-West, nor to within fifteen miles of latitude forty-nine degrees, and that all stations, and station grounds, work shops, buildings, yards, and other property, rolling stock, and appurtenances required and used for construction and working thereof, and the capital stock of the company, shall be forever free from taxation by the Dominion, or by any Province hereafter to be established, or by any Municipal Corporation therein, and the lands of the company in the North-West Territory, until they are either sold or occupied, shall also be free from such taxation for twenty years after the grant thereof from the Crown.

The Canadian Pacific Railway now comprises the following roads,

the Pembina Mountain Branch of which is being extended 60 miles the present season :—

TRUNK LINE.

	MILES.
Montreal to Callander	345
Callander to Port Arthur	657
Port Arthur to Red River, opposite Winnipeg	428
Red River to Savonas' Ferry	1,252
Savonas' Ferry to Burrard Inlet	213
	2,895

BRANCH LINES ACQUIRED AND BUILT.

	MILES.
St. Lin, (Ste-Thérèse Junction to St. Lin)	15
St. Jérôme, (St. Lin Junction to St. Jérôme)	11
St. Eustache	8
Aylmer, (Hull to Aylmer)	7½
Brockville	45½
Perth	12
Algoma	94¾
Pembina (Emerson to Winnipeg)	64½
Colville Landing	2
Selkirk	22
Stonewall, (Air Line Junction to Stonewall)	18½
Pembina Mountain	102½
Gretna	14
Emerson, West Lynn	15½
	432¼
Total Main Line and Branches	3,327¼

The road-bed, bridges, rolling stock, and general equipment are excellent, unsurpassed by any railway on the continent.

The total cost of construction is about $140,000,000 of which sum over $30,000,000 is represented by the rolling stock, workshops, steamers, elevators, stations and other terminal facilities of the company.

The following table of comparative distance shows the great advantages possesed by the Canadian Pacific Railway, over all competing lines for the trans-continental and Asiatic traffic ;

TABLE OF COMPARATIVE DISTANCES.

	Statute Miles.
Main Line—Montreal to Vancouver. All Rail route	2,898
From New York to Vancouver, via Brockville and Canadian Pacific Railway	3,158
From New York to San Francisco, via Central and Union Pacific Railways, and shortest connecting lines through the United States	3,331
From Liverpool to Montreal	3,043
From Liverpool to New York	3,431
From Liverpool to Vancouver, via Montreal and Canadian Pacific Railway	5,941
From Liverpool to San Francisco, via shortest connecting lines in the United States	6,762
From Liverpool to Yokohama (Japan), via Montreal and Canadian Pacific Railway	10,977
From Liverpool to Yokohama (Japan), via New York and San Francisco	11,990

Canadian Pacific Railway.

DIRECTORS:

GEORGE STEPHEN, PRESIDENT, MONTREAL.
WM. C. VAN HORNE, VICE-PRESIDENT, MONTREAL.

RICHARD B. ANGUS, MONTREAL.
HON. DONALD A. SMITH, MONTREAL.
JOHN TURNBULL, MONTREAL.
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ARCHER BAKER, GEN'L SUP'T, (EASTERN DIVISION), MONTREAL.
WM. WHYTE, GEN'L SUP'T, (ONTARIO DIVISION), TORONTO.

AGENTS OF THE COMPANY IN NEW YORK:
J. KENNEDY TODD & CO., 63 WILLIAM STREET.

AGENTS OF THE COMPANY IN LONDON, ENGLAND:
MORTON, ROSE & CO., BARTHOLOMEW LANE, E. C.

The Dominion of Canada,

WHICH we are about to traverse from ocean to ocean, is a vast region, 3,500 miles in extent from East to West, and 1400 miles from North to South, comprising about one-sixteenth of the land surface of the globe. It embraces the whole of British North America, except the Island of Newfoundland and the Peninsula of Labrador, containing an area of 3,470,392 square miles—nearly as large as the whole of Europe--and consisting of the Provinces of Prince Edward Island, Nova Scotia, New Brunswick, Quebec, Ontario, Manitoba, British Columbia, and the North-West Territories, comprising the districts of Keewatin, Assiniboia, Saskatchewan, Alberta, and Athabasca.

The most prominent physical features of the Dominion are the great chain of lakes which form the boundary line between Canada and the United States, and which, with the St. Lawrence River, afford more than 2,000 miles of inland water communication, the vast plains of the interior, and the Rocky and Cascade Ranges of Mountains of British Columbia. Compared with the whole, the inhabited part of the Dominion is small, consisting mainly of a strip extending from the Atlantic to the Pacific, and North about a hundred miles from the international boundary line ; its population being about 4,324,000. The Dominion of Canada is a Confederation, in which each of the Provinces has its own Legislature, presided over by a Lieut.-Governor, appointed by the General Government. There is no established religion, and an excellent system of free schools are liberally supported by the Provincial Government. The yearly exports of the Dominion, consisting chiefly of grain and lumber, amount to about $100,000,000 ; annual revenue upwards of $30,000,000, from which subsidies are made to the several Provinces, as follows :—

Ontario	$1,196,873
Quebec	959,252
New Brunswick	427,349
Nova Scotia	405,082
British Columbia	298,019
Prince Edward Island	153,288
Manitoba	105,653
	$3,455,515

Montreal, Toronto, Quebec, Ottawa (the capital), Halifax, St. John's, Winnipeg, and Victoria are the chief cities of the Dominion.

HALIFAX.

ALTHOUGH Quebec is at present the Eastern terminus of the Canadian Pacific Railway, Halifax will be the ocean port of entry for passengers and freight over this great highway, during that portion of the year when ice closes the navigation of the St. Lawrence River. For this reason we shall begin at this Atlantic sea port, and briefly describe the principal cities and towns along the entire 3,600 miles of road to Vancouver, on the Pacific, and dwell sufficiently upon the topography, resources, and climates of the vast region it traverses, to enable the newcomer to form an intelligent opinion concerning this most valuable and interesting portion of the New World.

Nova Scotia, of which Halifax is the capital, contains an area of 20,907 square miles, a population of 440,572, and exports over $600,000 worth of codfish, mackerel, and salmon, coal, gypsun, &c., valued at $1,000,000. Halifax, the capital, and next to Quebec, the strongest fortified city in the Dominion, is situated on one of the best harbors in America. It contains many fine public and private buildings, Her Majesty's Dockyard, and is the Naval Station of the North American and West Indian fleets. From Halifax to Liverpool is only 2,480 miles, 500 miles less than from New York. Regular lines of steamships run to the principal European and American ports.

The Intercolonial Railway of Canada,

—AND THE—

EASTERN EXTENSION, AND P. E. ISLAND SYSTEM,

OWNED and operated by the Dominion Government, comprise 1,181 miles of road, of which 678 miles is embraced in the main line, from Halifax to Quebec. The whole is under the management of Collingwood Schreiber, Esq., Chief Engineer, and Hon. John Pope, Acting Minister of Railways and Canals, Ottawa. The general offices are at Moncton, New Brunswick, and D. Pottinger, Esq., is superintendent of the entire system. Those several lines traverse an extensive sea-board, reaching all of the most popular watering places and summer resorts of the North Atlantic Coast

Game and fish abound in the region traversed. Cariboo, moose, deer, bear, geese, duck, brant, trout, and the choicest shellfish.

Bedford, Pictou, New Glasgow, Amherst, Sackville, Dorchester, Shediac, Moncton, Sussex, St. John's, Chatham, New Castle, Bathurst, Dalhousie, Campbelltown, Rivier du Loup, St. Thomas, and Point Levis are the most important cities and towns on this line. The Intercolonial Railway makes close connection with the Royal Mail Steamers of the Allan Line at Halifax (fortnightly), for Newfoundland, Queenstown, and Liverpool; with Cunard Line (monthly) for Bermuda and Jamaica; and at Quebec with Allan and Donaldson Clyde Lines for Glasgow, and Dominion Line to and from Liverpool; also for Prince Edward and Cape Breton Islands, and all connecting lines of railway.

CITIES, TOWNS AND VILLAGES ON MAIN LINE,

AND DISTANCES BETWEEN HALIFAX AND QUEBEC.

Stations.	Mls.
Halifax	0
Four Mile House	5
Bedford	9
Windsor Junction	14
Shubenacadie	40
Truro. (Din. R'm)	62
Belmont	70
Debert	74
East Mines	76
Londonderry	79
Wentworth	91
Westchester	96
Greenville	97
Thomson	104
Oxford	108
River Philip	111
Salt Springs	115
Spring Hill	122
Athol	127
Maccan	131
Nappan	143
Amherst. (Din. R'm)	139
Aulac	145
Sackville	148
Dorchester	160
Rockland	163
Memramcook	168
Painsec Junction	180
Moncton (Din. R'm) A	188
St. John D	0
Moncton A	89
Moncton D	188
Berry's Mills	196
Canaan	207
Coal Branch	216
Weldford	255
Kent Junction	234
Rogersville	245
Barnaby River	256
Chatham Junction	260
Derby	263
Newcastle	266
Beaver Brook	276
Bartibogue	287
Red Pine	290
Gloucester	298
Bathurst	313
Petite Roche	322
Belledune	330
Jacquet River	339
New Mills	348
Charlo	354
Dalhousie Junction	364
Campbelton. (D. R.)	373
Moffat's	379
Metapedia	386
Mill Stream	396
Assametquaghan	407
Causapscal	421
Amqui	434
Cedar Hall	442
Sayabec	449
St. Moise	456
Tartague	459
Little Metis	469
St. Octave	473
Ste. Flavie	478
Ste. Luce	486
St. Anaclet & F'th'r Pt.	491
Rimouski	496
Sacre Cœur	500
Bic	507
St. Fabian	516
St. Simon	526
Trois Pistoles (D. R)	535
St. Eloie	540
Isle Verte	545
St. Arsene	553
Cacouna	556
Riv. du Loup	562
Notre D. du Portage	568
St. Alexandre	574
St. Andre	579
Ste. Helene	583
St. Paschal	589
St. Phillippe d'Neri	595
Rivere Ouelle	599
Ste. Anne	605
St. Roche	605
Elgin Road	616
St. Jean Port Joli	620
Trois Saumons	624
L'Islet	628
L'Anse a Gile	634
Cap St. Ignace	637
St. Thomas	641
St. Pierre	646
St. Francois	649
St. Valier	654
St. Michel	657
St. Charles Junction	663
Harlaka Junction	672
Levis	677
Point Levis / Quebec (Ferry	678

QUEBEC.

QUEBEC, the theatre of the most thrilling war events enacted in the New World, the strongest fortified city in America, the most antique European and picturesque in appearance, occupies a magnificent situation on the left bank of the St. Lawrence River, 120 miles from its mouth. Here the great navigator, Jacques Cartier, landed three hundred and forty years ago, Champlain taking possession on behalf of the French Government, in 1608.

Five times has the city been besieged or threatened by invading armies, twice surrendered; first in 1629 by Champlain to Sir David Kirke, but soon restored to the French, and again to the English on the 18th of September, 1769, after the memorable battle in which both commanders, Wolfe and Montcalm, fell covered with military glory.

Six years later, the Americans under General Arnold made an unsuccessful assault upon this stronghold, in which Montgomery was killed. But for a round century Quebec has enjoyed an uninterrupted peace, though suffering severely from conflagrations.

In 1834, memorable as the cholera year, the Castle of St. Louis was destroyed by fire; in 1845 the whole of St. Roch; in June of the same year the greater part of St. John's. Again, in 1881, the latter suburbs and also those of Montcalm were more than half burned over. In 1846, a theatre and forty-five people were burned; in 1853, the Parliament House; its aggregate losses by fire amounting to over four million dollars.

Quebec was never laid out; it evidently grew up by natural selection, along the original trails, having the most charmingly irregular and labyrinthian streets in America. It presents the best study of European architecture and manners to be found in this country.

The business portion, and much of the residence, is built in massive style of stone and brick, generally without any attempt at ornamentation, though there are many fine imposing structures. Most of the objects of greatest interest in Quebec are within easy walking distance for those ordinarily strong of limb and lung. The magnificent Dufferin-Durham Terrace commanding one of the grandest views on the globe, is reached

by an incline elevator, two hundred feet in height. Here stands the Wolfe-Montcalm monument, the ruins of the Castle of St. Louis, and near at hand the English Cathedral, which occupies the ground where Cartier assembled his followers on their first visit, in 1635. The Citadel of Cape Diamond, the strongest fortification on the continent, open to visitors after half-past twelve each day, may next be visited ; then the Plains of Abraham, the Towers, La Maison du Chien d'Or. Market Square, the Basilica, the Battery, St. John's Gate, the Ursuline Convent. The Hotel Dieu Convent and Hospital, Government Buildings and churches are all within a radius of one mile square. The environs of the city embrace glorious landscapes and many points of great interest. The magnificent falls of Montmorency, over 200 feet in height, are six miles distant, the village of L'Ange Gardien (10 miles), Chateau Richer (15 miles), the Shrine and Fall of St. Anne (20 miles), Charlesbourg (4 miles), Chateau Bigot (7 miles), Lake Beaufort (8 miles), the Indian village of Lorette (9 miles), Lake St. Charles (12 miles), Lake Calvaire (12 miles), Point Levis and the forts opposite Quebec, the Chaudiere Falls near South Quebec, and many other places of interest lie within a day's ride of Quebec.

MONTREAL.

MONTREAL, the chief commercial metropolis, and most populous city in the Dominion of Canada, is situated on Montreal Island, at the confluence of the St. Lawrence and Ottawa Rivers, about 300 miles from the ocean. It is the principal entrepot, manufacturing and distributing centre in Canada.

Seven lines of railway — the Canadian Pacific, Grand Trunk, North Shore, Montreal, Portland and Boston, Vermont Central, South-Eastern, Central and Champlain — radiate with their connections through all parts of the continent.

From May until November, the largest ocean steamers sail thence for London, Liverpool, Glasgow, Antwerp, Halifax, Boston and New York.

Montreal is well built, containing a large number of magnificent structures of stone, brick and iron, among which the following deserve special notice: The Bank of Montreal, Parish Church of Notre Dame, Trinity Church, Post Office, the Church of Notre Dame de Lourdes, Church of the Gesu, Hotel Dieu, the Young Men's Christian Association building, City Hall, Court House, Windsor Hotel, Bonsecour's Market, Christ Church, and Cathedral.

Mount Royal Park Observatory commands a panorama of exceeding grandeur, containing the most glorious landscapes of mountain, valley, river and lake; the Adirondacks of New York, Green Mountains of Vermont, the rivers and valleys of the St. Lawrence and Ottawa, the Lake of Two Mountains and St. Louis, and the church spires of no less than thirteen villages. Mount Royal Cemetery adjoining, is a beautiful Protestant burial place.

Among other objects and places of interest may be mentioned the great Victoria Bridge over the St. Lawrence, 9,084 feet in length, completed in 1860, at a cost of over $6,000,000; Roman Catholic Cemetery, Natural History Society's Museum, Statue of Her Majesty Queen Victoria, Montreal Water Works, and Presbyterian College.

The city contains a population of about 150,000 souls. It is 180 miles from Quebec, 120 from Ottawa, and 333 from Toronto.

OTTAWA.

OTTAWA, the capital of the Dominion of Canada, is situated on the Ottawa River, 120 miles from Montreal, 228 miles from Toronto, and 120 miles from Kingston. It occupies a central position amidst the greatest natural resources of the Province, and is the most important lumber manufacturing city in the Dominion. The Ottawa River, a large stream, is navigable for over four hundred miles, and without interruption from Ottawa to the sea. By the construction of locks at the falls and rapids of the upper river, and the improvement of the Mattawa and French rivers, there would be continuous navigation from the Capital Westward through all the great lakes. The city was founded in 1827, and incorporated with ten thousand inhabitants in 1854. It now contains a population of thirty thousand, with an assessed valuation of $12,000,000. The magnificent Government Buildings, erected at a cost of over five million dollars, are justly the pride of the Dominion. The Parliament Library is the most complete and perfect in all its appointments in America. The Senate Chamber, House of Commons, Patent Office, Geological Museum, and Fisheries Exhibit richly repay a visit. The dome of the Parliament Building commands extensive and most magnificent views of the Ottawa River, the beautiful suburban villages, the Falls of Chaudiere, Suspension Bridge, and the distant Laurentian Mountains. Ottawa, so charming in itself, is also the point of departure over many of the most interesting tourist's and health seeker's routes in the Province. The Ottawa River, from its source to the St. Lawrence, affords a succession of splendid views, wild and picturesque, embracing foaming cataracts and rapids, beautiful lakes, green islands, wooded banks and valley landscape, of exceeding beauty. The country, drained by the head waters of the Ottawa, abounds with cariboo, moose, Virginia deer, bear and grouse, the lakes with white fish, pickerel, black bass, perch, and the streams with trout. There are several medicinal mineral springs within twelves miles. Rideau Hall, the residence of the Governor-General, occupies a finely wooded park of 80 acres in the suburban village of New Edinburgh. The Post Office, City Hall,

Court House, Russell House, Grand Union, Stadacona Hall, French-Canadian Institute are all fine massive blocks of brick and stone. Its churches, several of which are very fine, have cost over half a million dollars. The city has a good water supply, excellent drainage, and electric lights. The Canadian Pacific, the Canada Atlantic, the St. Lawrence and Ottawa, the Toronto and Quebec Railways, and the Ottawa River Navigation Company afford direct, easy and rapid transit to and from all parts of the continent.

TORONTO.

TORONTO, the capital of the Province of Ontario, and the second largest city in the Dominion, is finely situated on a sheltered harbor on the shore of Lake Ontario, 333 miles from Montreal and 228 miles from Ottawa. The city was founded by General Simcoe in 1795, and incorporated with 9,000 souls in 1834. The last census shows a population of 127,000, or an increase of 1,270 per cent. during a period of fifty years, and an assessed valuation of $70,000,000.

Commanding the trade of an extensive area of the richest part of the Dominion, already a great railway centre, with superior advantages for exportation and manufacture, there is every reason to expect that Toronto will continue to augment in population and business for many years to come.

The city is regularly laid out, well built, and distinguished for the number and excellence of its churches and educational institutions. Ascending to the top of St. James Cathedral spire, I was not much surprised when the janitor told me that it was 19 feet higher than any in America, and overtopped 70 feet, the next tallest church in the Dominion being 319 feet above the pavement. This church contains also the largest clock in the country, including a chime of magnificent bells. Its enterprising citizens are about building a million dollar City Hall and Court House, and the Provincial Government contemplate spending an equal sum in the erection of Parliament Buildings.

The city is provided with all the concomitants of the most progressive city of our times; a free public library with 35,000 volumes, Grand Opera House and Music Hall, Museum, Public Parks, thirteen general Banking Houses, five daily and 22 weekly newspapers. The manufacture of agricultural implements is one of its most important industries. The Canadian Pacific Railway, Grand Trunk, North and North-Western, the Credit Valley and the I. G. and B. line, and lake steamers meet every possible requirement for direct and rapid communication with all parts of America and the world.

From Montreal to Port Arthur,

NINE HUNDRED AND NINETY MILES.

DURING the summer months the traveller by the Canadian Pacific Railway has the choice of two routes between Montreal and Port Arthur. One by rail *via* Toronto, 450 miles to Owen Sound, and thence by the splendid Clyde built steel steamships of the company, the Algoma, Alberta, and Athabasca, 500 miles through Lakes Huron and Superior to Thunder Bay; and the other, an all rail line *via* Ottawa, and along the North Shore of the Great Inland Sea.

The latter route follows up the Ottawa River to Mattawa, skirts the north shore of Lake Nipissing, traverses the water shed drained by the streams flowing into Hudson Bay, reaches the summit at Birch Lake and follows down the valley of the White River, which flows therefrom 65 miles to the Pic River; and from thence runs nearly the entire distance to Port Arthur, 195 miles along the shore of Lake Superior. Although the highest elevations reached are only about 1,500 feet above the Lake, this route affords many of the grandest views in the New World. From Pic Westward occurs the wonderful stretch of road cut through the solid mountain, in places nearly one hundred feet deep, then running through long tunnels, over great bridges, and winding around at the base of high overhanging granite cliffs. The country along this portion of the route is mainly rocky and covered with a forest of pine, tamarac, birch and poplar, when not denuded by forest fires. On the shore of the Lakes, and on Indian and other rivers, there is a considerable quantity of marketable timber.

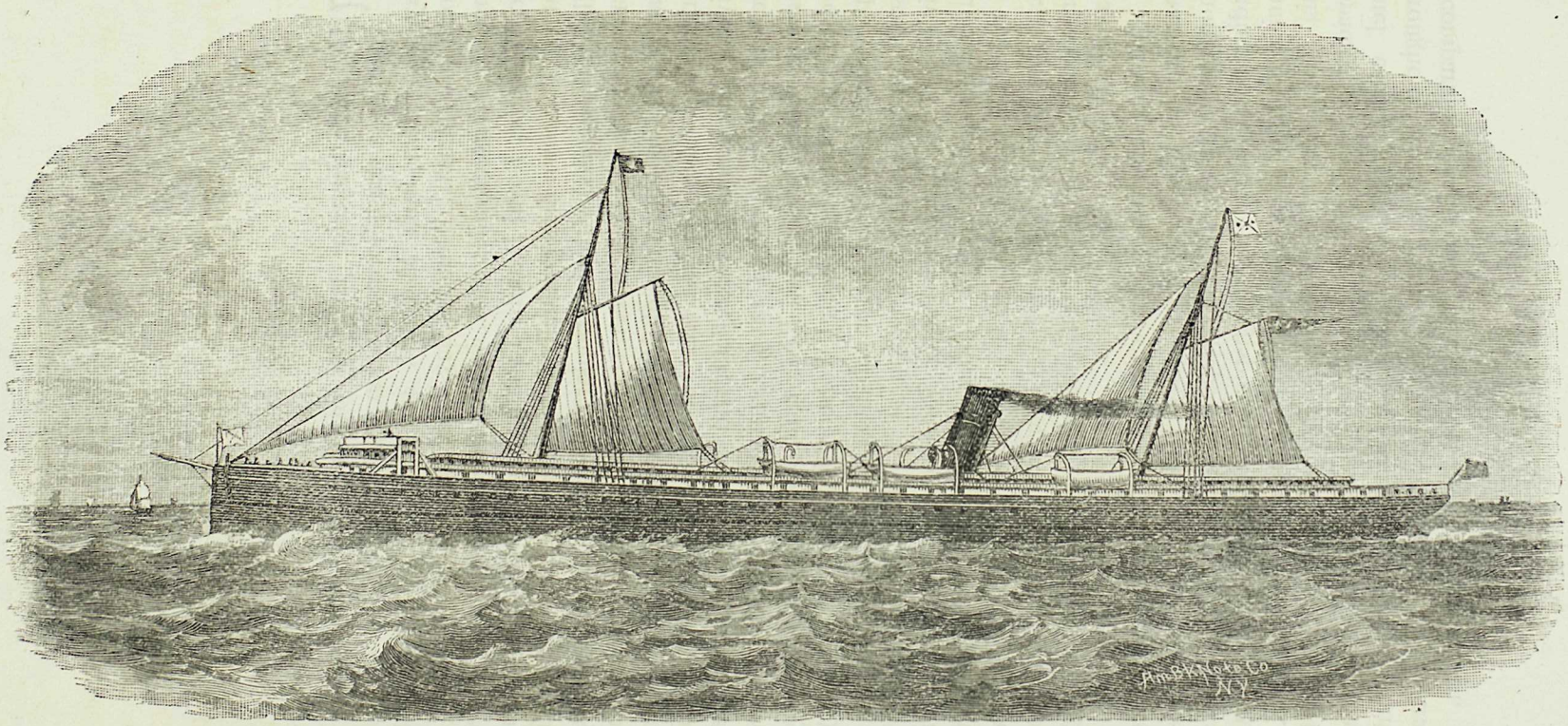
The road crosses the famous trout stream Nipigon, 67 miles from Port Arthur, within sight of the old Hudson Bay Post of Red Rock. The Nipigon River rises in a Lake of the same name, commencing 27 miles North and extending for about 70 miles, being over 50 miles wide, and in places 900 feet deep. It discharges through a chain of seven lakes with rapids between. There are 560 Chippewa Indians and a Hudson Bay Post on its shores.

Mr. Flanagan, the agent at Red Rock Hudson Bay Post, showed me a register containing the names of parties who have resorted here to enjoy its unequalled trout fishing, the Earl and Countess of Dufferin heading the list, August 3rd, 1874. They also recorded the number and weight of trout caught, which showed a remarkably high average, the fish ranging from 2 to 6 lbs., a 6½ pounder being credited to John M. Beckwith, Bishop of Georgia.

LAKE SUPERIOR SECTION.

Names of Stations between Biscotasing and Port Arthur, and their Distances from Montreal.

Name.	Milage from Montreal.	Name.	Milage from Montreal.
Biscotasing	534.3	Ouimet	768.8
Duchesnay	542.3	Trudeau	777.0
Ramsey	549.3	Montizambert	785.7
Larchwood	556.3	Melgund	795.5
Woman River	564.3	Heron Bay	803.5
Winnebago	572.3	Peninsula	812.0
Ridout	581.3	Stewart	822.5
Kinogama	590.3	Middleton	830.5
Nemegosenda	599.3	Steel Lake	839.7
Lac Poulin	605.8	Jackfish	848.0
Chapleau, Division Yard	614.3	Black River	858.3
Esther	631.8	Schrieber, Divisional Yard	865.3
Pardee	629.3	Rossport	880.0
Brunel	638.3	Pay's Plat	888.0
Windermere	645.3	Gravel River	895.0
Bolckow	652.8	Norris	905.0
Dalton	660.3	Mazokama	914.0
Carry	667.8	Fire Hill	922.0
Missanabie	675.3	Nepigon	929.0
Turnbull	685.8	Red Rock	932.0
Otter	694.5	Sturgeon River	943.0
Williams	702.5	Wolf River	951.0
Grassett	710.3	Pearl Siding	958.0
Girdwood	719.8	McVicar's	961.0
Amyot	727.5	Loon Lake	969.0
O'Brien	737.5	McKenzie's	982.0
White River, Division Yard	747.0	McLean's	990.0
Denison	754.5	Port Arthur	996.0
Bremner	762.0		

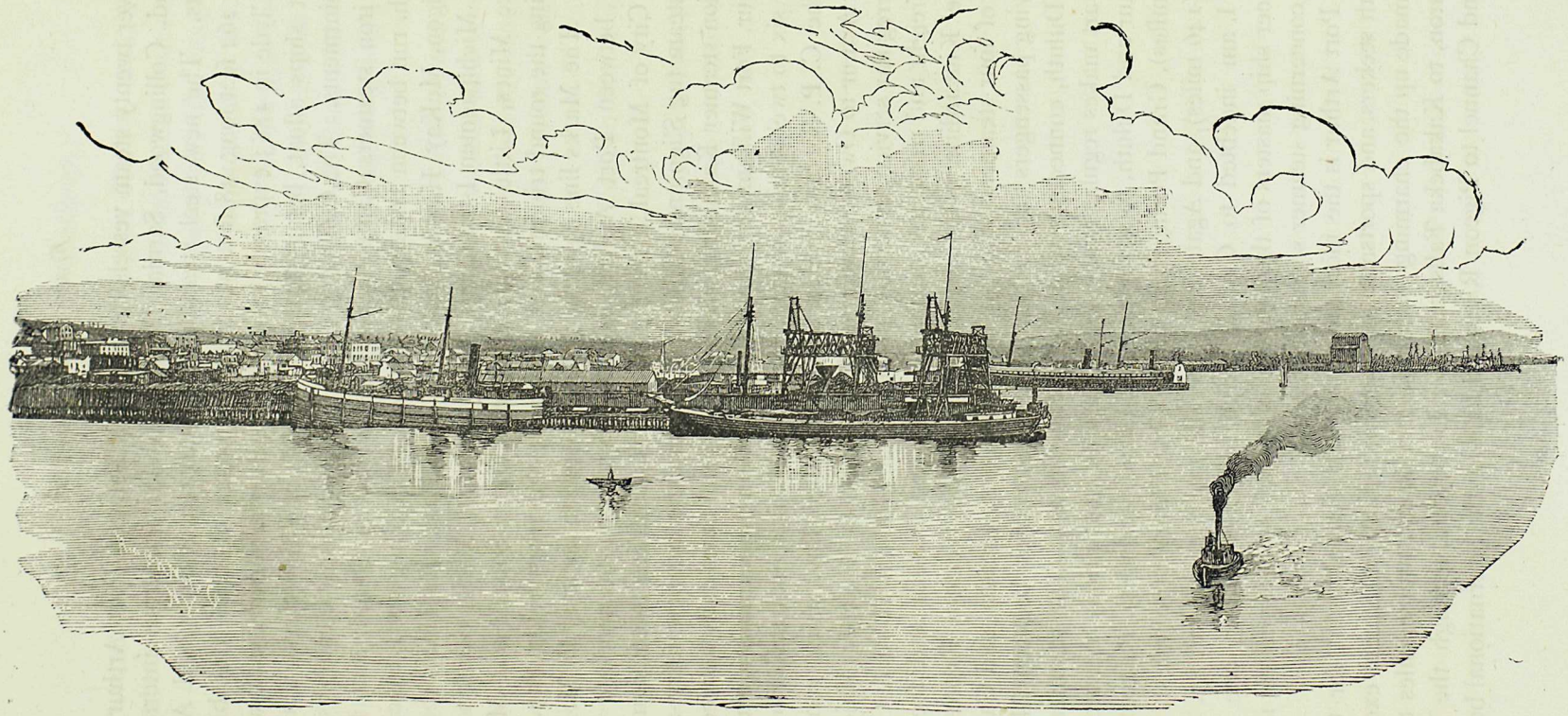


One of the three Magnificent New Clyde Steamships of the Canadian Pacific Railway, running between Port Arthur and Owen Sound.

PORT ARTHUR.

THE Lake Superior terminus of the Canadian Pacific Railway occupies a magnificent situation upon the West shore of Thunder Bay, 996 miles from Montreal, 429 from Winnipeg, and 180 miles North of Duluth. Thunder Bay is a fine harbor, eighteen miles in length and thirteen miles wide, well protected from storms by the off-lying Pic, Welcome, Royal Islands, Thunder Cape, and a Government breakwater. The town rises gradually from the lake shore, over smooth rolling hills lightly wooded with pine, poplar and birch, their summits at elevation from two to three hundred feet, commanding grand views of the harbor islands and the bold face of Mount McKay, which rises almost perpendicular twelve hundred feet above the picturesque Kaministiquia River. The drainage is excellent, and water good and abundant. The site was first occupied in 1869, forming the base of supplies for the opening of the Dawson Red River trail, over which, by many numerous and difficult portages, General Wolseley led his victorious army, for the suppression of the Red River rebellion, in 1870. Here, in 1875, was also commenced the construction of the Port Arthur and Winnipeg Division of the Canadian Pacific Railway, thus inaugurating the most stupendous undertaking in railway building the world has ever seen. In 1882, the place contained a population of about 1600, which augmented so rapidly that, two years later, Port Arthur became an incorcorporated city of 5,000 souls, Thomas Marks, Esq., being its first Mayor.

Besides the extensive railway, Government and private docks and wharves, the Northern Hotel, City Hall, Anglican and Presbyterian Churches, C. P. R. Railway depot and elevator, and Marks & Co's trading house, are the most conspicuous improvements. The Canadian Pacific Railway have just completed a new elevator, on the Kaministiquia River, near the old Hudson Bay Post, Fort William, having a capacity of one million bushels. The Northern is a magnificent hotel establishment of palatial proportions, and accommodations throughout, fronting immediately on the Bay, and central to the incomparable health and pleasure resorts of this region. A fleet



PORT ARTHUR.

of over twenty steam vessels run regularly between Port Arthur, Owen Sound, Collingwood, Sarnia, Duluth, and the numerous intermediate points. The new steel steamships Athabasca, Alberta, and Algoma, each 262 feet long, 38 feet wide, with a tonage of 1780 tons, built on the Clyde in 1883 expressly for the C. P. R. lake service, rank with the finest ships afloat, being strong, powerful, and first-class in all their appointments. The Collingwood and Lake Superior line comprising the fine iron steamers Campana, the City of Owen Sound, and Francis Smith, run between Duluth, Port Arthur, and Collingwood, touching at Nepigon, McKay Harbor, Jack Fish Bay, Peninsula Harbor, Herron Bay, Michipacoten Island, and River Sault St. Marie, Gordon River, Bruce Mines, Little Current, Kilkarnie, Owen Sound, and Meaford, making the round trip in about ten days; the fares being $17.50 and $11. The Marks line comprising the passenger steamer E. M. Foster, runs between Port Arthur, Herron Bay, and intermediate points. The City of Montreal, a freight boat, runs according to consignments; the steam tug Sligo and Midland River, and the fine new ferry and excursion steamer Kakabeka, which plies several times daily between Port Arthur, Fort William, and Point Meuron, all on the Kaministiquia River, from six to twelve miles distant. Smith & Mitchel, contracting butchers for the C. P. R., own the steamboat Butcher Boy, which runs from Port Arthur to Owen Sound and Meaford, and the Butcher Maid, used for irregular service, excursion parties, etc. Graham Horn & Co. own the freight and passenger steamers Ocean and Prussia, and the steam barge Kincardine, with varying routes. The Western Express Line Co., of four steamers—the Myles, St. Magnus, Arcadia, and Canada—carrying passengers and freight, make regular trips between Montreal and Duluth, connecting with Port Arthur boats. The steamer R. G. Stewart makes regular trips every Tuesday and Friday between Port Arthur and Duluth, touching at Susie Island (40 miles), Pidgeon River (40 miles), Grand Portage (45 miles), Grand Mary's (70 miles), Beacon Bay(146 miles), and Agate Bay (156 miles). Fare, $6 and $3.

I am indebted to Captain Tripp, of Port Arthur, one of the pioneer ship masters of this greatest of inland seas, for much information concerning steamer service thereon.

Port Arthur is the most attractive and central point for tourists, health seekers, and sportsmen visiting this region. Frequent excursions are made up the charming Kaministiquia River, twelve miles to Point Meuron, to Kakabeka Falls, twelve miles beyond, through the Victoria Island Channel to Pigeon River and Falls, at the international boundary

line, a round trip of 80 miles; to Washington Harbor, around Isle Royal, about 150 miles, and to Nepigon River, the famous trout stream, 95 miles by water and 67 by rail. Here a party recently caught 18 red speckled trout, weighing respectively as follows:—1st 3 lbs., 2nd 4, 3rd 2¼, 4th 3, 5th 4¾, 6th 3¾, 7th 4¼, 8th 2½, 9th 3¼, 10th 3, 11th 3½, 12th 3½, 13th 3¼, 14th 2¼, 15th 3¾, 16th 2, 17th 2¼, 18th 2¼. On the 4th July, 1883, T. H. Rockwell, Esq., with W. C. Egan and party, caught in 40 minutes 5 speckled trout, weighing 5 lbs., 6 lbs., 5 lbs., 5½ lbs., and 4½ lbs. respectively.

Carp and McKenzie Rivers, 12 miles from Port Arthur, and Blind River on Thunder Bay, 25 miles distant, are also excellent trout streams. Mr. F. S. Wiley, Manager of the Northern, and party, recently caught 50 speckled trout in three to four hours, on the latter stream, weighing from three to four pounds each.

Grouse are numerous in the vicinity, and Cariboo found within twelve to fifteen miles.

The climate of Port Arthur is one of its greatest attractions, generally deliciously cool and invigorating during the summer months, with a magnificent fall, prolonged to the middle of November, the winters being cold but temperature uniform, dry and enjoyable.

THE SILVER, GOLD,

—AND—

Other Mines of Lake Superior.

THIS region abounds in deposits of precious minerals, now made accessable by the completion of the Canadian Pacific Railway. In proportion to the prospecting done, and the developments made no field offers greater inducements for the mining capitalist and prospector. Silver Islet, 20 miles from Port Arthur, has yielded $3,000,000 since its discovery, in 1869. A vein, at first just visible above water, in a low ledge, 95 feet in length, a shaft has been sunk, 1260 feet beneath the Lake Superior. The Huronian gold and silver mine, 100 miles West of Port Arthur, discovered in 1883, is working 50 men and a ten-stamp mill. The vein is five feet wide, and the shaft now down 150 feet. This mine produces sylvanite, the rarest of known minerals, composed of gold, silver and tellurium, essays from which have yielded $6,000 per ton.

The Rabbit Mountain silver mine, 25 miles from Port Arthur, discovered in 1882, is working a vein from five to ten feet in width, from which $2,500 worth of high grade ore has been shipped to Newark, New Jersey. A shaft has been sunk 140 feet, and there is now 2,000 tons of ore on the dump. Nuggets of silver weighing ten pounds have been found in this mine. The Silver Mountain mine, discovered in 1884, and developments commenced in 1885, contains a three feet vein of very rich native and black silver. It is situated 17 miles West of Port Arthur.

The Beaver Mine, discovered in 1883, is situated about two miles from the Rabbit Mountain. The vein, a strong, true fissure cut in a bluff 300 feet high, has been tunnelled 250 feet, yielding a large quantity of both high and low grade ores, easily worked. Three miles from Rabbit Mountain, the Twin city silver mine has been opened, exposing a high grade of smelting and white vein stone stamp rock. Adjoining Twin city, the Silver Creek mine, upon which work was first commenced

in 1885, is already producing both native and black silver in paying quantities.

The Zenith Zinc mine, situated North-East of Nepigon Bay, contains a very extensive and solid massive deposit of zinc blende, yielding 50 per cent. of metalic zinc. Work was commenced upon the mine in 1884, and large quantities of zinc are now in the dump. Port Arthur will be the principal out-fitting point and base of supplies for all this extensive and rich mineral region, and may reasonably expect to derive a large trade therefrom in the near future.

I am under obligation to Mr. Keefer, Barrister, M.A., LL.B., of Port Arthur, for the valuable data respecting the important mineral discoveries herein noted.

MANITOBA.

LEAVING Lake Superior, we enter Manitoba, the fifth in the great tier of Provinces, from the Atlantic Westward, comprising the Dominion of Canada. It comprises an area of 123,200 square miles, being five hundred miles from East to West, and 280 miles from North to South. Before becoming a Province in 1870, it was occupied almost exclusively by Indians, French and English half-breeds, but since the Confederation white settlers have poured in, until now its population exceeds 65,000. It embraces the greatest extent of fertile prairie lands in one body, adapted to both agricultural and grazing, on the face of the globe. It is well watered by the great rivers of the North-West, the Saskatchewan, Assinaboine, Red, and their tributaries, and numerous Lakes, of which Manitoba Lake, the largest, is over 100 miles in length. The Saskatchewan is navigable a thousand miles to Edmonton, the Assinaboine 600 miles to Fort Ellis, and the Red River 400 miles to Fargo. These distances follow the course of the streams. Lake Winnipeg, over 300 miles in length and about 80 miles wide, lies partly in Manitoba. The great natural products of this region are wheat, cattle, butter and cheese. The average yield of wheat is greater than in any other part of America. It is the best pasture land in North America.

The climate is the most healthful in the Dominion, the winter severe but dry, uniform, sunny and enjoyable; snowfall light; and rainfall sufficient. Spring opens early, and crops are as sure as in any portion of the country. All vegetable and small fruits commonly grown in the North temperate zone flourish here. Winnipeg is the capital of Manitoba, the residence of the Lieut.-Governor, seat of learning, and centre of all her most important interests.

CITIES, TOWNS AND VILLAGES ON THE WESTERN DIVISION,

FROM PORT ARTHUR TO 1ST CROSSING OF COLUMBIA, 1462 MILES,

WITH DISTANCES BETWEEN STATIONS.

STATIONS.	Mls.	STATIONS.	Mls.	STATIONS.	Mls.	STATIONS.	Mls.
Port Arthur	0	Shelly	375	Broadview	693	Welsh	1057
Fort William	6	Monmouth	383	Oakshela	700	Irvine	1067
Murillo	17	Beausejour	393	Grenfell	708	Dunmore	1080
Kaministiquia	28	Tyndall	400	Summerberry	715	Medicine Hat	1089
Finmark	37	Selkirk	408	Wolseley	723	Stair	1097
Buda	44	Gonor	414	Sintaluta	731	Bowell	1104
Nordland	55	Bird's Hill	421	Indian Head	741	Suffield	1116
Linkooping	65	Winnipeg	429	Qu'Appelle	753	Langevin	1124
Savanne	76	Bergen	436	McLean	761	Kininvie	1133
Upsala	86	Rosser	444	Balgonie	770	Tilley	1142
Carlstadt	94	Meadows	451	Pilot Butte	777	Bantry	1152
Bridge River	104	Marquette	458	Regina	785	Cassils	1162
English River	116	Reaburn	464	Grand Coulee	795	Southesk	1170
Martin	124	Poplar Point	470	Pense	802	Lathom	1179
Bonheur	134	High Bluff	478	Belle Plaine	810	Bassano	1186
Falcon	145	Portage la Pr'e.	485	Pasqua	819	Crowfoot	1195
Ignace	152	Burnside	493	Moose Jaw	827	Cluny	1206
Butler	160	Bagot	500	Boharm	835	Gleichen	1214
Raleigh	170	MacGregor	508	Caron	843	Namaka	1223
Tache	180	Austin	514	Mortlach	852	Strathmore	1230
Brule	190	Sidney	522	Parkbeg	861	Cheadle	1238
Wagiboon	202	Melbourne	528	Secretan	872	Langdon	1248
Barclay	209	Carberry	535	Chaplin	881	Shepard	1259
Oxdrift	221	Sewell	543	Ernfold	890	Calgary	1268
Eagle River	231	Douglas	551	Morse	900	Keith	1278
Vermilion Bay	241	Chater	557	Herbert	909	Cochrane	1291
Gilbert	249	Brandon	562	Rush Lake	918	Radnor	1302
Parrywood	256	Kemnay	570	Waldeck	925	Morley	1311
Summit	265	Alexander	578	Aikins	933	Kananaskis	1325
Hawk Lake	272	Griswold	587	Swift Current	940	The Gap	1330
Rossland	289	Oak Lake	595	Leven	948	Canmore	1334
Rat Portage	297	Virden	609	Goose Lake	958	Duthil	1342
Keewatin	300	Hargrave	617	Antelope	967	Banff	1348
Ostersund	308	Elkhorn	626	Gull Lake	975	Castle Mount'n	1355
Kalmar	320	Fleming	640	Cypress	984	Silver City	1366
Ingolf	328	Moosomin	648	Sidewood	994	Eldon	1374
Cross Lake	334	Red Jacket	656	Crane Lake	1004	Laggan	1384
Telford	338	Wapella	664	Colley	1015	Stephen (Summit R. Mts.)	1390
Rennie	349	Burrows	672	Maple Creek	1026		
Darwin	359	Whitewood	678	Kincarth	1030	First Cross'g, ColumbiaR.	1462
Whitemouth	369	Perceval	685	Forres	1044		

WINNIPEG TO ST. VINCENT.

(International Boundary.)

Winnipeg	0	Dufrost	40
Winnipeg Jc	2	Arnaud	48
St. Boniface	3	Dominion City	56
St. Norbert	12	Emerson	66
Niverville	24	St. Vincent	68
Otterburne	31		

WINNIPEG TO MANITOU.

Winnipeg	0	Gretna	70
St. James	4	Plum Coulee	76
La Salle	19	Morden	81
Osborne	30	Thornhill	88
Morris	43	Darlingford	96
Rosenfeld	56	Manitou	102

WINNIPEG TO W. SELKIRK.

Winnipeg	0
West Selkirk	22

WINNIPEG TO STONEWALL.

Winnipeg	0	Stony Mount'n.	13
Air Line Jc	2	Stonewall	20

WINNIPEG TO MARYLAND.

Winnipeg	0	Headingley	14	Elmcrook	45
Murray Park	7	Starbuck	27	Maryland	47

LAKE OF THE WOODS

—AND—

Rat Portage.

IT is an outrage upon nature and the people who dwell in, and resort to this charming place, to call it by such a name, for there is no situation between Lake Superior and the Rocky Mountains which possesses half the glorious beauties of landscape, or advantages of a perfect climate, excellence of water, and purity of atmosphere combined, as does Rat Portage. It is picturesquely situated on the Lake of the Woods, a wonderfully interesting body of water, over 80 miles long, with an average width of 30 miles, containing thousands of green clad islands and islets, and abounding with pike, white fish, pickerel, and water-fowl, affording the most delightful resort for tourists, health seekers, and sportsmen in this whole region. All through the summer months, when the heat of the interior towns and cites frequently becomes oppressively hot, here it is deliciously cool and invigorating, and free from dust or other annoyance. Rainy River, a broad stream rising in Rainy Lake, both forming 200 miles of the international boundary between Canada and the United States, flows into the South-Eastern portion of Lake of the Woods. Together they are navigable for steamers a distance of 160 miles, to Fort Francis, on Rainy River, the route being one of exceeding interest. This region was once inhabited by that mysterious race known as the Mound Builders, whose great earth mounds are still visible on these waters.

Mr. Geo. Creighton, who has resided seven years in the Rainy River Valley, says it contains a considerable quantity of good agricultural and grazing lands still open to settlement. An agent of the Hudson Bay Company recently discovered, buried in a cave, a large quantity of Indian relics, medicine charms, and pieces of birch bark covered with figures of men, animals, and strange hyeroglyphics.

The Lake of the Woods discharges into Lake Winnipeg through Winnipeg river, rushing in a tremendous volume and loud roar over two

falls, called the First and Second, both within half a mile of Rat Portage. The two outlets upon which they occur are spanned by fine iron railway bridges, the second affording a perfect view of the principal cataract, which plunges, boils and roars directly underneath. Rat Portage, now containing a population of about 500, is an important lumbering point, and central to a promising mineral district, in which are located Keewatin, Argyle, Manitoba, Consolidated, and Pine Portage gold mines, and the Falcon Island mica mine.

Health seekers, tourists, and sportsmen will find good accommodations at the Rideout House, and pleasure boats opposite.

THE

Mound Builders of Canada.

MANITOBA contains, so far as known, the extreme Northern remains of that pre-historic race which once inhabited the great valleys of North America, and concerning whose origin we have so little knowledge, that they are called the Mound Builders, from the numerous earth monuments, supposed to have been erected both for purposes of burial and observation, which mark the course of their settlement and semi-civilization.

Occupying valleys subject to overflow, these great mounds, many of which were over fifty feet in height, and from one to eight hundred feet in diameter, may also have served as places of safe rendezvous in times of flood. They would, likewise, have afforded protection from prairie fires and attacks from their enemies. The traditions among the Indians of the occupation of their country, in former ages, by a superior race; the abandoned copper mines, with implements for working, discovered in the Lake Superior region; the evidences of mechanical skill shown by the articles of pottery and copper found in their mounds, support the conclusion that these people were the last survivors of the Toltec race, whom the Aztecs of Mexico, when conquered by the Spaniards in the sixteenth century, said they had exterminated and driven out of that region in the latter part of the twelfth century.

The principal "Mounds" discovered in Manitoba are situated along the lower Red River, between Winnipeg and its mouth, and on Rainy River. Prof. Geo. Bryce, President of Winnipeg Historical Society, reports over twenty on the latter stream, one of which is 45 feet in height and 325 feet in circumference. The Professor's excavations thereon were rewarded by finding very interesting specimens of pottery, implements of copper, stone, bone, and shell ornaments, &c., fully described in his valuable contributions, entitled, "The Mound Builders," published in pamphlet form in 1885.

WINNIPEG,

THE Capital of Manitoba, and commercial metropolis of the Great North West, is situated at the junction of the Red and Assinaboine Rivers, 429 miles West of Port Arthur, 839 miles East of Calgary, at the base of the Rocky Mountains, and 868 miles North from the international boundary line. The site was selected by the Hudson Bay Company for a trading post—Fort Garry, built and continuously occupied by it and a small settlement of half-breeds down to 1870.

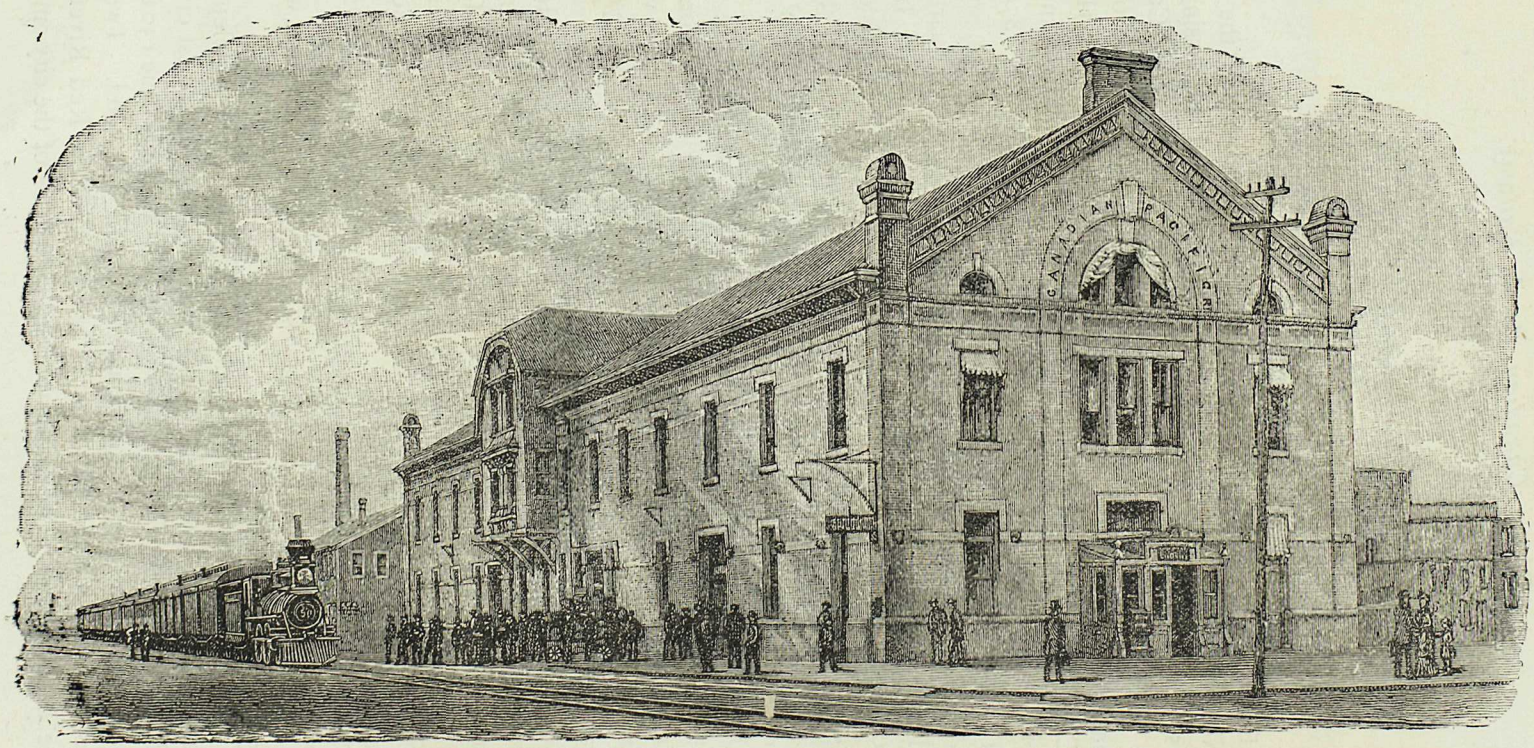
This first landmark of civilization in the New North-West, and also of additional historical interest as having been the head quarters of Riel during the Red River Rebellion of 1870, is now in ruins; but the Hudson Bay Company have erected near by a large, splendid block of brick and stone, now filled with the largest and best stock of general goods West of the Mississippi River, a fitting monument to their enterprise, and the dawn of a new era of development.

Upon the approach of the Canadian Pacific Railway, the place suddenly entered upon a career of growth unparalleled in the Dominion of Canada. In 1874, Winnipeg was incorporated as a city, with a population of about 4,000, and an assessed valuation of $2,076,018. Six years later her census showed an increase of over 400 per cent., or 20,000 people, and real estate valued at over $25,000,000. Her improvements are of a substantial character, comprising fine Government Buildings, the Governor's residence, Parliament House, Post Office, three large and elegant Educational Institutions, several Churches, and numerous wholesale and retail houses, all well built with handsome brick and stone.

The hotel accommodations are ample and good.

The Princess Opera House is a very creditable structure, with a seating capacity for 1300.

The city is provided with gas, electric lights, telegraph, telephone, fire alarms, excellent livery, and all the concomitants of our best civilization. Main Street, the principal thoroughfare, a winding avenue 130 feet in width and two miles long, is now being well paved with wood. Two iron bridges, each about a thousand feet in length, span the Red River, and one the Assinaboine. The manufacturing industries of the city embrace



CANADIAN PACIFIC RAILWAY AND GENERAL OFFICES, WINNIPEG.

three flouring mills, with a daily capacity of 1300 barrels; three saw mills, capable of cutting 30,000,000 feet of lumber annually; three foundries, two steam furniture factories, and several printing establishments. There are several daily and weekly papers, conducted with ability and enterprise, an Historical Society, and the usual orders and entertainments for instruction and amusement.

Winnipeg is not only the centre of five lines of railroad, radiating in all directions over 100,000 square miles of territory, but also the headquarters of a system of over 3,000 miles of river and lake navigation, during the summer months.

Considering the vast habitable region, for which it is the most natural entrepot of wholesale supply, there is no doubt in my mind but that Winnipeg is only in the infancy of her growth, and that she will eventually become one of the largest cities of the New World.

The Manitoba Branches

—OF THE—

C. P. R.

WINNIPEG is the central point on the line of the Canadian Pacific Railway, from which already diverge five branch roads, extending from twenty to one hundred miles, as follows: The Emerson division, running South along the East bank of the Red River, 66 miles to Emerson, at the international boundary line, where it connects with the Manitoba Railway, through to St. Paul.

St. Boniface, the flourishing French settlement opposite Winnipeg; Dominion City, (56 miles), and Emerson are the principal towns upon this branch. The Pembina Mountain section runs South on the West side of the Red River, 56 miles to Rosenfeld Junction, and then a Westerly course, 66 miles to Manitou. This line is being built 70 miles farther the present season. It passes through a magnificent farming and grazing region, already well settled, and producing large crops of wheat, the fields of which looked very promising. From Rosenfeld Junction a branch runs 14 miles to Gretna, near the boundary, where connection is made with St. P. M. and M. R. R., and all points in the United States. Morris, 43 miles, population 500; Morden, 81 miles, population 300, and Manitou, 102 miles, population 250, are the most important places upon this section. South and West from Rosenfeld Junction are large and flourishing Menonite settlements, whose thatched roofed villages, and quaint customs and manners are of much interest. At the Morden House, Morden, W. McKay, proprietor, where the trains stop for meals, I ate a dinner so much superior to any previously furnished me for fifty cents, that I was not a little surprised to receive back from the landlord fifteen cents, when I tendered him the former sum, which is the uniform charge throughout this region.

The South-Western branch runs at present 50 miles through a very rich country, Murray Park, Headingly, Starbuck, and Maryland being the largest settlements upon it.

The West Selkirk division runs North 23 miles, on the West side of the Red River, to the town of that name. Kildonan (six miles), Parkdale (twelve miles), Victoria Park (sixteen miles), Lower Fort Garry (nineteen miles), are pleasant and flourishing towns on this line. The Stonewall section, now operated nineteen miles North-West, to the town of that name, originally formed a portion of the main line of the C. P. Railway Westward from Winnipeg, but which was abandoned for the present more direct route. It traverses a rich and beautiful country, excellently adapted for wheat growing, grazing, and dairying. At Stoney Mountain (13 miles), and also at Stonewall, there are extensive deposits of limestone of superior quality, thousands of tons of which have been used for bridge building by the C. P. R. Company. Stonewall is one of the cleanest, handsomest villages in the Dominion, with the best water in the Province. About sixteen miles beyond lies Shoal Lake, Robinson's charming summer resort. Parties *en route* will find good hotel accommodation at the Canada Pacific Hotel, Isaac Riley, proprietor, and livery at Joseph Tottle's stables opposite.

PORTAGE LA PRAIRIE,

FIFTY-SIX miles West of Winnipeg, on the left bank of the Assinaboine River, is a promising town of about 3,000 inhabitants. From Malcomb Cumming, Esq., who was born near the town site in 1822, and who has resided there continuously since 1858, I obtained an interesting description of its early settlement and subsequent growth. It derives its name from being situated on the prairie, over which, in former times, freight was portaged by men, from the Assinaboine River, twelve miles to Portage Creek, *en route* Northward. Prior to 1850, the native Indian tribes were the sole occupants of this region. In the two succeeding years, about thirty English and other half-breeds removed from St. Andrews. In 1854, Archdeacon Cochrane purchased lands from the Salteaux Indians, and established a Catholic mission, building a residence and windmill in the following year, when he was joined by the first white settler, Mr. John Garioch.

Six years later, the Hudson Bay Company, the pioneer traders of the New World, established a depot of supplies for the new settlement. In 1875, the North-West Navigation Company succeeded the hitherto slow and expensive flat-boat and ox-cart transportation by running the steamer Prince Rupert up the Assinaboine River, to the Portage, giving quite an impetus to immigration, the population more than doubling during the succeeding five years, being about 800 in 1881. The Canadian Pacific Railway reached the place in 1882, when it rapidly grew to its present proportions; and, situated in the heart of one of the richest sections of the entire North-West, must always remain an important centre of trade and manufacture. Its broad avenues, streets, and walks, substantial public buildings, and commodious hotels, speak well for the enterprise and enlightened liberality of its citizens.

The rich, black soil was returning a bountiful harvest at the time of my visit. Flour, oatmeal and paper mills, and a biscuit manufactory are its principal industries.

The Manitoba

—AND—

NORTH-WESTERN RAILWAY.

PORTAGE La Prairie is the Eastern terminus and head-quarters of the Manitoba and North-Western Railway, now operated 78 miles to Minnedosa, and being extended 50 miles beyond the present season, through Basswood, Newdale, Strathlea, Shoal Lake, Keeloe to Allandale. Its objective point is Prince Albert, on the Saskatchewan, 430 miles from Portage La Prairie, through a magnificent stretch of wheat growing and grazing country. Gladstone (34 miles from the Junction), Neepawa (61 miles), and Minnedosa (78 miles) are each flourishing villages of from 300 to 500 inhabitants on this line. Neepawa occupies a magnificent site overlooking the Beautiful Plains, and commanding a fine view of the Riding Mountain Range on the North. Minnedosa also is beautifully situated in the picturesque valley of the Little Saskatchewan, a clear stream from 50 to 100 feet in width which flows through the place.

The country traversed by this road is of a very inviting character, generally a rich level prairie, but relieved of monotony by hill and dale, and numerous groves of poplar, oak, and soft maple, bordering the streams and lakes, and interspersed between. The Company has a land grant from the Dominion Government of 2,700,000 acres, over 500,000 acres of which are now offered for sale, with the privilege of selection from the entire grant. There is no more desirable field for settlement in the North-West.

BUFFALO HUNTING

--IN THE—

Great Valley of the South Saskatchewan.

AT Moose Jaw I visited an encampment of half-breeds *en route* to their homes, about 70 miles to the Southward. The deep, worn trails of the buffalo, running from North to South every few rods, indicating that vast herds of these animals had grazed and roamed over that region, I thought it a good opportunity to get information concerning them from a native hunter. I was soon fortunate in not only finding one of their most distinguished, but also an intelligent man who spoke English quite readily. Referring to the immense numbers which formerly ranged through the great valleys of the North-West, he fully corroborated the statement of those travellers who have represented them as sometimes thickly covering the plains with their dark formidable bodies, as far as the eye could reach. My informant, a middle-aged man, had hunted them from boyhood, and only last year pursued them into the valley of the Little Missouri in the United States, where his party killed several bulls. Formerly they slaughtered them by the thousand in a single hunting expedition, chiefly for their skins, which they sold to the Hudson Bay Company for from 75c. to $1 each. They are now rarely seen in the North-West Territories, a comparatively few surviving in the valleys of the Little Missouri and Yellowstone Rivers, remote from settlements and railways. The hunter should spare these remnant bands of the red man's cattle.

Near Stoney Mountain, on the Stonewall branch of the C. P. R., 13 miles North-West of Winnipeg, I saw quietly grazing, a short distance from the passing train, a herd of over 40 domesticated buffalo, owned by Mr. Benson, the superintendent of the Provincial Penitentiary located there.

On the return trip, we waited nearly an hour at that station for an excursion party, and expressing a desire to see the buffalos at closer range, the conductor, S. D. Somes, Esq., kindly invited me aboard the

engine, when we ran down opposite the herd and went out on foot among them. They were of all sizes, from an enormous bull, weighing not less than 2,000 pounds—twice as large as any previously seen in public parks and museums—to calves a few months old, and all rolling fat. They were quite tame, only one, a bull, manifesting any ugliness, who upon our near approach, within about twenty feet, lowered and shook his great shaggy head.

On one occasion he charged a party of youngsters who were trying his temper, and who barely escaped by climbing upon the roof of a shed fortunately near by.

They are ordinarily slow in their movements, but it was at once evident when we started them out of a walk, that they are capable of great speed.

The Great Pasture Land of North America.

MANITOBA, and the North-West Territories, embrace the greatest and best pasture land on the North American Continent. I have traversed all of the most extensive grazing regions of the United States, Texas, Colorado, Montana, California, and Washington, and have never before seen such a vast unbroken stretch of country, so uniformly covered with a thick luxuriant growth of fattening grasses, as lies between Winnipeg and the Rocky Mountains. At Maple Creek I was informed that over six thousand head of Montana cattle were shipped from that place over the Canadian Pacific last year. The reason given for such an invasion, was not only lower rates of transportation than could be obtained over American lines, but the excellent grazing all the way from the international boundary Northward, upon which the stock while *en route* became rolling fat. The warm Chinook winds sweep over all that country lying along the Eastern base of the Rocky Mountains, and for two hundred miles Eastward, so modifying the climate that cattle and horses frequently winter out without shelter, supported exclusively by the native grasses, of which there are 96 varieties. The snow fall is light, seldom exceeding fifteen inches upon the plains. The grass upon millions of acres, as I saw it in July last, would cut from one and a-half to two tons per acre, affording unlimited feed for winter.

The Canadian people possess also

THE LARGEST FLOWER GARDEN ON THE PLANET.

spreading over not only a thousand miles of plain and valley, but covering all the lower slopes of the mountains beyond! Between Kicking Horse Lake and the first crossing of the Columbia River, I rode in company with the distinguished botanist and explorer, Prof. Macoun, who told me that he had found 650 different species of flowering plants and shrubs in the Rocky Mountain region alone, large numbers of which are unknown in other countries. In the wild fastnesses of the Selkirk Range, I saw flowers in full radiant bloom within a few feet of avalanches 600 feet wide and fifty feet deep, and great boquets of them stood in the windows of the rough log cabins of the Canada Pacific Railway construction army.

BRANDON.

THIS beautiful and flourishing city is situated on the South bank of the Assinaboia River, in Manitoba, 132 miles West of Winnipeg. It lies midway between the Sourris River on the South, and Little Saskatchewan on the North, in the heart of a great scope of the best farming and grazing country in the Province. The situation commands a delightful view of the Blue Hills of Brandon, and the picturesque wooded valley of the Assinaboia. The growth of this place affords a striking illustration of the marvellous development of the North-West. In 1881, the town site was an unbroken, uninhabited portion of the "howling wilderness." Three years later Brandon was incorporated, with a population of 2,500 souls, with good churches and schools, handsome residences, substantial business blocks, a fine court house, excellent hotels, grain elevators, and flouring mills. It is also the terminus of the first division of the Canadian Pacific Railway from Winnipeg, and contains the usual round-house and workshops. The Brandon Roller Mills, Alexander Kelly & Company, proprietors, manufacture from the No. 1 wheat grown in this section a very superior brand of flour, in extensive demand for exportation. A railway is projected from Brandon, in a South-Westerly direction, through the fertile valley of the Sourris, to intersect the proposed extension of the Winnipeg and Manitou, near the international boundary line. Brandon is twenty-four miles from Minnedosa, on the Manitoba and North-Western Railway, thirty miles from Sourris City, twenty-four miles from Fairview, and eighteen miles from Rapid City, to all of which points there is communication by stage.

The North-West Territory.

AT Fleming, a station on the Canadian Pacific Railway, 211 miles West of Winnipeg, we enter the North-West Territory of the Dominion. It comprises the districts of Assinaboia (95,000 square miles), Alberta (100,000 square miles), Saskatchewan (114,000 square miles), and Athabasca (122,000 square miles), an aggregate area of 431,000 square miles, a country alone larger than England, Wales, Ireland, Scotland and France combined.

It embraces the Great Saskatchewan and Peace River Valleys, famous for their extent and fertility, and as the battle field of the recent Riel half-breed rebellion. It is well watered by the Saskatchewan, Peace, Athabasca, and Q'Appelle Rivers and tributaries, which ff ord over 2,000 miles of steamer navigation. Timber in considerable quantities grows upon the borders of the streams, and numerous groves are scattered throughout the vast prairies. Coal of good quality underlies hundreds of thousands of acres, and extensive deposits have been discovered near the line of the railway. The climate is very healthful; winters cold, but snow fall light; spring early, and falls long and very pleasant. For wheat growing, cattle raising, and dairying, this region is unsurpassed in America. Within this territory lie the great Bell and Sykes farms, and the most extensive stock ranches in the Dominion. Regina is the Capital of the Territory, the residence of Lieut.-Governor Dewdney, and the head quarters of the Mounted Police.

MOOSOMIN.

PROCEEDING Westward eighty-six miles, through Kemnay, Alexander, Griswold, Oak Lake, Virden, Hargrave, Elkhorn, and Fleming, and we reach the flourishing town of Moosomin, in the North-West Territory. The rapid settlement of the lands in this settlement is the best evidence of their superior excellence. In 1882, only three years ago, there were only fifty settlers within a radius of forty miles of the place. At the time of my visit, 625 (320 acre) claims had been entered, and the greater proportion were occupied by families.

The country lying along the Southern slope of the Moose Mountain Range is considered the choicest for purposes of general farming. Moosomin possesses not only the advantage of a central situation in an exceptionally rich district, being rapidly developed, but is a point of distribution and shipment for Fort Ellice, and other settlements to the Northward.

D. H. McCallum, of Moosomin, will transport freight and passengers to all points in this region.

Q'Appelle; or, Troy Station.

THE Q'Appelle Valley is the Garden of the North-West, both in fertility and beauty. The Q'Appelle River rises in Long Lake, about twenty-two miles North-West of Regina, and flowing in a South-Easterly direction, about 200 miles, discharges into the Assinaboia. The immediate valley-bed is from one to two miles in width, bounded by high rolling hills or bluffs, in many places thickly covered with a small growth of poplar and bushes. From their summit, from one to two hundred feet above the river, the country extends on every hand as far as the eye can reach, in magnificent stretches of rich rolling prairie, dotted here and there with lakes, and groves of poplar and willow.

Q'Appelle, situated in the centre of this splendid agricultural district, and already a flourishing town of several hundred inhabitants, is a place of great promise.

The superior advantages of soil and climate possessed by the Q'Appelle Valley has led to the location in the neighborhood of the largest agricultural estates in the Dominion.

The great Bell farm of Indian Head comprises 64,000 acres in one body, upon 3,400 acres of which 90,000 bushels of wheat was raised in one season, the yield being from thirty to forty bushels per acre.

The Sykes farm of 20,000 acres is only a few miles distant.

Stages, carrying Her Majesty's mails, run weekly from Q'Appelle station to Prince Albert.

Leeson & Scott, the proprietors and mail contractors, also run stages from Swift Current to Battleford and Fort Pitt, and from Calgary to Edmonton, carrying passengers and freight at lowest rates.

FORT Q'APPELLE.

THE Hudson Bay Post of Fort Q'Appelle, Archibald McDonald, chief factor, was established twenty-nine years ago, on one of a chain of nine lakes—altogether thirty miles in length—formed by the widening of the river in its course through this beautiful valley. It is about twenty miles North of Q'Appelle Station on the Canadian Pacific Railway, from which point there is daily communication by stage.

En route we saw the smoke from the steam plow upon the great Sykes farm, which raises from six to ten thousand acres of wheat annually. The country is gently rolling, well watered, and interspersed with groves of poplar and willow. Descending the thickly wooded hills which bound the valley on the South, we were surprised to find such a handsome village at their base, comprising not only stores and shops, but a good hotel, livery, and flour mill.

A more charming spot I have not seen in this region, and there is none affording greater advantages for settler, tourist, and sportsman. The lakes abound with whitefish, pike and pickerel, and geese, duck and grouse are numerous. Fort Q'Appelle obtained prominence during the recent Riel rebellion as the point of departure and base of operations of the Volunteer army, sent out for its suppression. About four miles below Fort Q'Appelle there is a Catholic mission, established many years ago, and still maintained by the Catholic fathers.

REGINA.

REGINA, the Capital of the North-West Territory, residence of Lieutenant-Governor Dewdney, and head-quarters of the Mounted Police, is situated on the Wascana, a tributary of the Q'Appelle River, 356 miles from Winnipeg. Both from its commanding situation, and promising future, it deserves its name, "The Queen City of the Plains."

It is surrounded on all sides by a vast extent of rich arable country, adapted to agriculture, stock raising, and dairying.

The city has attained a surprising growth even in this land of wonderful development, containing good churches, schools, hotels, business houses, and residences.

The wholesale house of John Dawson, Esq., manufacturing druggist, situated here, carrying not less than a ten thousand dollar stock, will indicate the extent of settlement in this region.

A VISIT TO RIEL AND HIS INDIAN REBEL CHIEFTAINS—
POUNDMAKER, BIG BEAR, DOG TAIL, RED BEAR,
WHITE DOG, AND SEVENTY OTHERS.

I arrived at Regina on the first day of the trial of Louis Riel for high treason. Mounting a fast horse, I galloped two miles across the open plain, to the residence of Governor Dewdney, who kindly gave me a permit to see all of the seventy-six half-breed and Indian rebel prisoners, then in the territorial prison awaiting their trial. Before reaching the jail, I met Riel, riding in a two-horse heavy wagon, under a strong escort of red-coated mounted policemen, *en route* to the Court Room at Regina. The rebel chief, of whom I saw much during the examination of the principal witnesses against him, is a prepossessing, well-built man, about five feet eight inches in height, long, thick, dark brown hair, slightly curly, high forehead, deep set large black eyes, with a grave earnest expression, without a trace of cruelty. His manner is ordinarily quiet and gentlemanly; language good, and whole bearing apparently sincere and unostentatious. He was dressed in a

grey woollen suit, coarse shoes, and broad-brimmed brown felt hat. He impressed me as a man of much native ability, whose intense convictions and enthusiasm upon political and religious questions affecting the half-breeds, together with great hardships, has dethroned his reason. His whole course, acts, writings and speeches lead to this conclusion. The prisons, two long wooden buildings, I found models of cleanliness and good management throughout. Corporal Pigott, of the Mounted Police, kindly showed me through.

Riel's cell, the first to enter, is about seven feet long, five feet wide, and twelve feet in height. Three matched pine boards, resting upon a wooden horse at each end, and three pairs of blankets, constituted his bed. In addition to soldier's rations, he is allowed three pints of milk daily. The ball and chain is not attached to his leg, except when he goes out for exercise, generally twice a day. Riel spends most of his time writing concerning his trial.

Chief Poundmaker is one of the noblest appearing Indians I have ever seen; tall, commanding, and graceful, with an intelligent, frank, pleasant face. He greated me with a courteous nod and smile, and evidently wished to speak. His brother, who occupied the cell with him, sat upon the floor, with his head bowed down with grief. Big Bear, an old man of 70, short, thick-sett and vigorous, naked to the waist, stood erect, looked up boldly and gave us a friendly recognition. His young son, "Horse Colt," was running at large in the corridors.

In succession we visited the cells of Chiefs White Dog, Red Bear, Dog Tail, their followers, Biting Eagle, Sounding Earth, Red Blanket, Little Crow, Under-Ground Child, The Quiet Man, The Lean Man, "The Man They Whooped At," and many others. All were clean, well fed, newly clothed, and most humanely treated in every respect.

Only one Indian, charged with murder, was in irons. Every Indian upon reception is stripped and washed, and his clothing burned or boiled and fumigated.

MOOSE JAW.

IN December, 1882, the Canadian Pacific Railway crossed the small stream, called, from the English translation of the Indian name, Moose Jaw, a tributary of the Q'Appelle, and near its left bank established the town of that name. Being the end of a railway division, with roundhouse, depot and eating station, and surrounded by an extensive scope of country, well adapted to both grazing and agriculture, it grew rapidly, and now contains about 200 houses and 500 inhabitants.

Lawyer Gordon showed me a list of over 300 names of persons who have settled upon claims, within a radius of twenty miles, during the past two years and a-half. The prevailing soil is a deep loam with clay sub-soil, which produces abundant crops of grains and roots. Spring opens early, usually admitting of plowing and seeding before the end of March. Mr. Gass informed me that he started a reaper in a field of ripe wheat on the day previous to my arrival, the 25th of July, though this is probably from one to two weeks sooner than their harvest ordinarily ommences. The owner, Mr. Young, occupying Sections 16, Township eighteen, Range twenty-four, says that, during twenty-one year's farming in Ontario, that he never raised so good a crop. This Section is fairly well watered by streams and lakes, and furnishes a good supply by digging from fifteen to sixty feet, according to location. The net-work of buffalo trails visible everywhere, and vast numbers of their carcasses covering the plains, attests the excellence of the pasturage of this country. Over twenty car loads of buffalo bones—about 300 tons —have been shipped from Moose Jaw alone, and great piles are now awaiting shipment all along the line. They are collected by the half-breeds, who receive $5 a ton for them, delivered near a railway station. I saw several heaped-up Red River carts being weighed, which brought $1.50 per load. These bones are shipped to Philadelphia, and used chiefly for refining and fertilizing purposes. There is a belt of ash and maple timber on the Moose Jaw River, about nine miles from town.

Veins of coal and iron are said to have been discovered to the Southward. A trail leads to Prince Albert, about 200 miles North, on the Saskatchewan. Moose Jaw is provided with a school and churches, and is settled with an enterprising and law-abiding people.

SWIFT CURRENT.

SWIFT CURRENT is the most important of the twenty stations between Moose Jaw and Maple Creek, on the South Saskatchewan, 198 miles distant. It is situated near a small stream of that name, which flows into the Saskatchewan, and contains the usual railway buildings at the end of every division, roundhouse, eating station, and depot, also several stores. The horizon bounds the vast rolling plains on every hand, interspersed with numerous lakes, bounded by green meadows. A trail leads thirty miles North to Saskatchewan Landing, and also to Battleford and Edmonton. Swift Current is 112 miles West of Moose Jaw, past the following stations:—Boharm, Caron, Mortlach, Parkbeg, Secretan, Chaplin, Emfold, Morse, Herbert, Rush Lake, Waldee, and Aikins.

Maple Creek.

EIGHTY-SIX miles further, past the stations of Leven, Goose Lake, Antelope, Gull Lake, Cypress, Sidewood, Crane Lake, and Colley, brings us to Maple Creek, so named from a small stream near the town, which, rising in the Cypress Hills, flows into Big Stick Lake, about eighteen miles to the North. A species of soft maple grows upon its banks, from which the Indians are said to have made sugar. Maple Creek, now but a small, two-year-old village, lies in the heart of one of the best grazing and agricultural portions of this region. The country to the South and Westward especially, extending all the way to the Boundary Line, is one unbroken stretch of magnificent grazing and farming land. The elevated timbered belt seen to the South, is known as the Cypress Hills, and contains large quantities of valuable pine, which is being manufactured into lumber by two saw mills, from twenty to forty miles distant, and sold on the line of the railway at from twenty to thirty-five dollars per thousand. This section is well watered by streams and lakes. Coley, Crane, Lake of the Narrows, Big Stick, Gull, Hay, Fresh Water and Island Lakes, all within twenty miles, being the most important of the latter. Good well water is generally obtained within twenty feet of the surface. Besides the abundant quantity of fuel furnished by the Cypress Hills, there are veins of good coal within ten miles of this place. This is the place where Montana stockmen have shipped such large numbers of cattle by the Canadian Pacific Railway for the Eastern market, over 6,000 head during last season. Low rates of transportation, and the excellence of the grazing *en route* from their ranges, are the inducements offered. Mr. J. M. Dixon, merchant, and Mr. English, formerly Indian agent of the Cree Tribes, informed me that grain yields from twenty to thirty-five bushels, the quality being good. Spring opens early; plowing usually commencing by the middle of March. There is considerable hay land in the vicinity, which yields from one and a-half to two and a-half tons per acre.

There are about fifty-five settlers within ten miles of the station,

who have entered upon their lands within the past few months, and room for thousands more. Hunters will find bear, both black and grizly, deer and antelope in the Cypress Hills, and numerous prairie chickens.

Maple Creek is 596 miles West of Winnipeg, 426 miles East of Donald, the first crossing of the Columbia; 70 miles South of the Saskatchewan River, and 60 miles North of the Boundary Line.

It affords comfortable hotel accommodations, and contains large stocks of general merchandise.

Medicine Hat.

MEDICINE HAT is situated on the right bank of the South Saskatchewan, 1,089 miles West from Port Arthur, and 362 miles East of Donald, at the first crossing of the Columbia River.

The Saskatchewan, here spanned by a magnificent iron bridge about a thousand feet in length, is navigable for steamboats during the summer months, from over one hundred and fifty miles above, continuously up to Edmonton on the North Saskatchewan, more than 1,500 miles distant. Medicine Hat lies central in a region embracing a grand scope of excellent pastoral country, extensive deposits of superior coal, and large bodies of valuable timber.

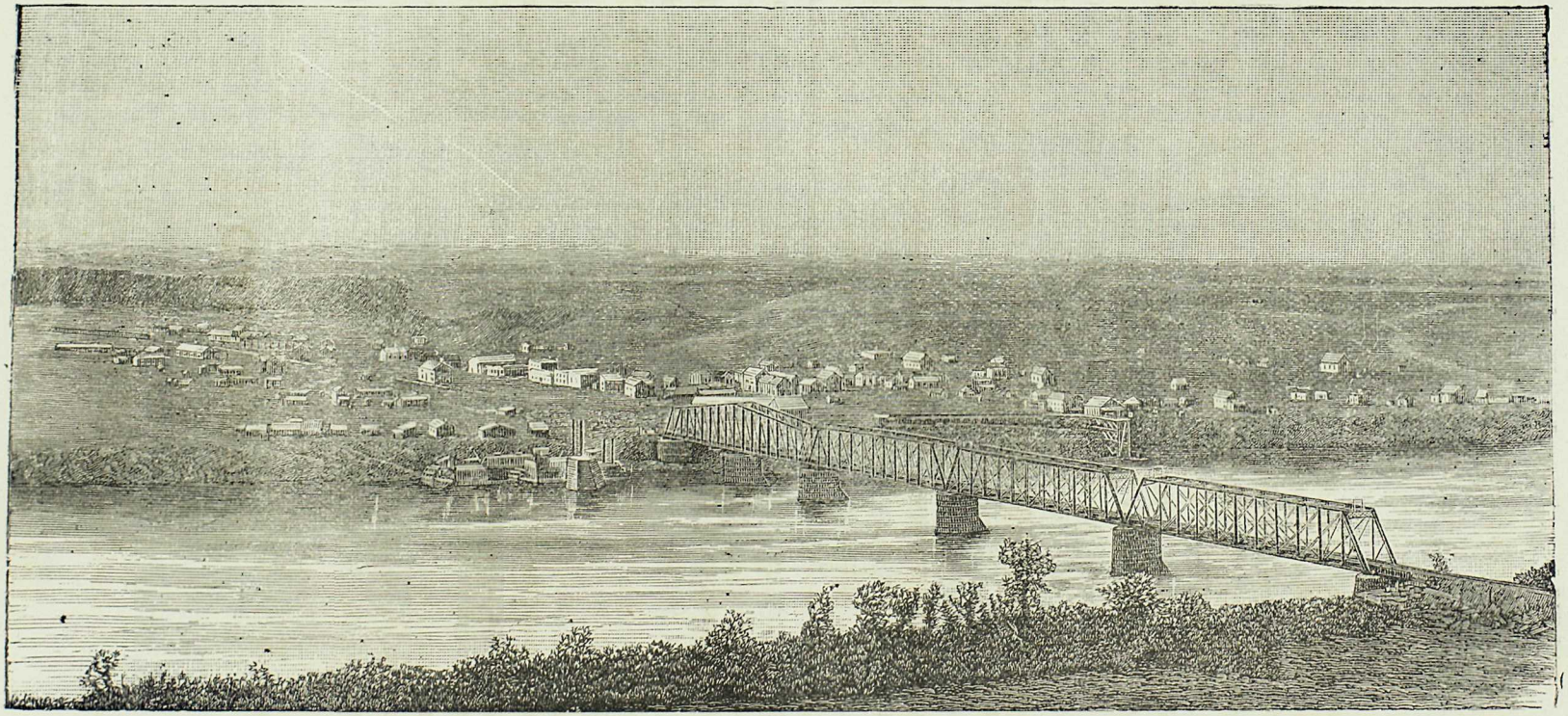
From the Boundary Line North to the Cypress Hills, and West to Fort McLeod, extends an unbroken stretch of the finest grazing in America.

The Galt coal mines, to which a branch railway has been built, situated about sixty miles to the South, although but recently opened are already yielding upwards of 200 tons daily of excellent coal. There are also other large deposits within seven miles of the place, from which considerable quantities have been taken.

The Cypress Hills, containing many thousand acres of merchantable pine timber, are only thirty miles to the South-Eastward. A Michigan firm have purchased a timber limit of 20,000 acres in these Hills, and erected a saw mill, now producing 40,000 feet a day.

Medicine Hat is the head-quarters of a division of the Canadian Pacific Railway, a station of the Mounted Police, and trading point of the whole country lying between Maple Creek and Calgary. The situation much resembles that of Calgary, resting cozily in an arm of the great river, sheltered by its high banks and hills on the South.

A few Indians of the Plain Crees were camping round about at the time of my visit.



MEDICINE HAT, ON THE SOUTH SASKATCHEWAN, 660 MILES WEST OF WINNIPEG.

CALGARY.

CALGARY, the most prominent place in the North-West Territories occupies a beautiful situation at the confluence of the Bow and Elbow Rivers, in the district of Alberta, 120 miles from the summit of the Rocky Mountains. It commands the trade of an immense scope of country, very rich in pastoral, mineral, and agricultural resources.

All the great trails leading to the Deer River country, Edmonton, and the far North, settlements upon the Peace and Athabasca Rivers, start from Calgary as the nearest and best point on the Canadian Pacific Railway from which to obtain their supplies.

From a trading post of the Hudson Bay Company it has become in a few months' time an incorporated town of a thousand souls, with the largest commercial houses in the Territories. It is also the permanent head-quarters of the Mounted Police of Alberta, and an important lumber manufacturing point, logs having been successfully run down from the mountains over the Bow River falls.

I arrived here most opportunely to see this rising city of the new North-West. Lieut. Steele and a long cavalcade of Riel rebellion volunteers were crossing the Bow River within sight, returning from their three months' march of over a thousand miles through the vast region to the Northward. Weather-tanned faces, worn and tattered clothing and accoutrements showed hard service. Arches of evergreen spanned the streets, bearing the inscriptions, "Welcome home again," "All honor to Steele and his brave scouts." All the towns people and settlers from the surrounding country assembled to receive them, and rejoice together over their victories and the restoration of peace. Groups of Indians dressed in their grotesque fanciful costumes, with their painted faces, witnessed the triumphal entry of their conquerors.

THE ROCKY, SELKIRK,

—AND—

Gold Ranges of Mountains.

GLORIOUS SCENERY.

THE Canadian Pacific Railway, especially from the base of the Rocky Mountains, near Calgary, all the way to the Gulf of Georgia, a distance of 644 miles, presents one continuous panorama of the grandest and most beautiful views imaginable. First comes the Bow River Valley, green as a well watered lawn in summer, and brilliant with flowers, and sparkling with clear streams, walled in by the loftiest summits of the Rockies, which nowhere rise in more striking grandeur, so bold and clean cut, in places thousands of feet almost perpendicular, with cataracts plunging down from the melting snowfields and glaciers, which lie among the highest peaks. Then you ride through the famous Kicking Horse Pass and Canyon, along the roaring river of that name, across the Columbia River, up the Beaver, over the highest wooden bridge on the continent, at Stoney Creek (285 feet above water); scale the summit of the Selkirk's, and then descend to Farwell along the mad Illicilewait River, amidst a succession of mountain, canyon, forest, glacier, and avalanche scenes, without parallel for grandeur and interest upon any other Trans-Continental Railway. From Eagle Pass Landing to Savona's Ferry, a distance of about 130 miles, the road follows the left bank of the North Thompson, one of the finest of streams of transparent clearness, and the shore of a chain of beautiful lakes, the Big and Little Shuswap, and then Kamloop Lake, through an open rolling and mountainous country abounding in most charming landscapes. A little beyond Lytton you cross the great steel Cantilever bridge, built at a cost of $400,000, and plunge into the terrible canyons of the Frazer River, cut more than a thousand feet deep by its mighty and impetuous rush for ages, over 50 miles through the Cascade Mountains.

Not less by the grandeur of the scenery along this royal road across the New World is the traveller impressed than by the marvellous achievement of overcoming so successfully, in such a brief period of time, the seemingly unsurmountable obstacles opposed by nature to its construction..

CANMORE.

THE Eastern terminus of the mountain division, 1,335 miles from Port Arthur, comprising a round-house and eating station, is situated in a level beautiful valley, covered in summer with a luxuriant growth of red top and timothy grasses, brilliant with flowers in great variety. A grand amphitheatre of rocky mountains, from three to seven thousand feet in height, bold, bare and brown, except their snow-topped summits, surround the place. Three monuments of conglomerate formation, from 30 to 40 feet in height, standing at the foot-hills, about a-quarter of a mile from the depot are objects of interest to the traveller. They are evidently the remains of the high bluffs which bounded the valley in former ages, their more enduring composition longer resisting the wearing forces of the elements.

The Hudson Bay formerly occupied a post here known as Padmore, from which a trail led Southward into the Kootenay Country still in use.

From Canmore you pass in review the grandest scenery of the Rockies; Cascade and Castle Mountains towering among the clouds, with silver cascades leaping a thousand feet down their precipitous rocky sides, then through the wild Kicking Horse Pass into the great valley of the Columbia.

Banff Hot Sulphur Springs.

BANFF is on the line of the Canadian Pacific Railroad in the famous Bow River Valley, 919 miles West of Winnipeg. Here about one mile from the station, and one half mile from the Bow River on the South side, have been discovered two remarkable hot sulphur springs, which promise to become the health and pleasure resort of tens of thousand in the near future. The first spring reached is twenty-five feet in diameter, eight feet deep, with a temperature of 87 °. The second, fifty feet distant, in a narrow gorge, is about thirty feet in diameter, six feet in depth, with a temperature of 85 °, and a flow of water estimated by Mr. Fletcher, of the C. P. R. R., at 40,000 gallons per hour. There is another spring some 2½ miles from the line of the road, having a temperature of 110 °.

Devil's Lake.

ABOUT five miles from Banff lies one of the most attractive bodies of water in this whole region. It it between ten and twelve miles in length in the form of an S, from one to one and a-half miles in width, two to three hundred feet deep, with handsome gradually sloping shores, water clear as crystal, and full of trout of great size. The mountains, pine and spruce timbered, rise from 3000 to 4,000 feet above, and abound with sheep and deer. I am also indebted to Mr. F. Fletcher for a description of this beautiful lake, to which a trail having been recently cut is now easily accessible.

British Columbia.

(From Chittenden's Travels in British Columbia and Alaska, 1882-83.)

DESCENDING the Western slope of the Rockies, along the roaring Kicking Horse River, soon after leaving Laggan, we enter British Columbia. It is a vast region, extending from the 49th parallel of latitude more than 700 miles North to the 60th, and from the divide of the Rocky Mountains on the East, 400 miles West to the Pacific, containing 341,515 square miles, or 218,435,200 acres, a country nearly three times as large as England, Ireland, Scotland and Wales combined. It is traversed lengthwise by two great mountain ranges, the Rockies and the Cascades, about 250 miles apart, the former reaching an elevation of 9,000 and the latter 6,000 feet. The Columbia and the Fraser, the second and third largest rivers on the Pacific Coast, rise within the Province, and with the Skeena, Nass, Stickeen and innumerable other streams drain its Western slope. The interior is well watered by numerous rivers and creeks, and thousands of lakes and springs. Parallel to the mainland, and at a distance of from three to twenty miles therefrom, extends Vancouver Island for over 250 miles. The shores of the mainland and of Vancouver, and the intervening waters, embrace the most wonderful collection of inlets, sounds, harbors, straits, channels and islands, to be found upon the planet. British Columbia, in common with the whole Pacific Coast, possesses two distinct climates. Along the West coast, even as far North as latitude fifty-three degrees, the mean winter temperature is about forty-two degrees; the annual rainfall averaging from forty-five inches at Victoria to seventy-five inches at Fort Simpson, 630 miles North. In the interior the climate is much drier, the entire precipitation ranging from ten to twenty inches; the mean summer temperature being about seventy-five deg. and the winter ten deg. above. North of latitude fifty-one the winters are severe, but the snowfall moderate except in the higher altitudes. This section is not subject to the terrible blizzards which prevail East of the

Rocky Mountains, the coldest weather usually being perfectly calm and clear. Though mountains and forests cover a considerable portion of its surface, there are very extensive areas excellently adapted to stock-raising and agriculture. The great natural resources of the Province are minerals, coal, fish, timber, grazing and furs. Although there are millions of acres as yet untouched by human foot, the discoveries of valuable mineral deposits already made are immense. Her gold fields are among the most extensive and richest in the world; coal underlies hundreds of thousands of acres; there are mountain masses and islands of iron, and rich mines of silver, copper and other precious metals.

THE GREAT GOLD FIELDS OF BRITISH COLUMBIA

Embrace in area more than 100,000 square miles, extending from Rock Creek, near the 49th parallel, to Liard River on the 60th. On the Similkameen and Kootenay, at Hope, Yale, Boston Bar, Lillooet, and Bridge Rivers; in the Big Bend of the Columbia, at Quesnelle, Keithley, Harvey, Cariboo, and Omineca; on the Peace, Skeena, Naas, and Stickeen Rivers; and, lastly, at Cassiar, gold has been found not only in paying quantities, but in many places by the mlllions, their aggregate products amounting to about fifty million dollars.

THE CARIBOO GOLD DISTRICT,

Lying between 52 and 54 degrees of North latitude, embraces an area of upwards of 700 square miles. The Quesnelle Lake and River form its South and South-Western boundary, and the Fraser North-Eastern, Western and Northern. Here Williams, Lightning, and Antler creeks and gulches startled the world by their amazing richness, the Wake-up-Jack claim yielding 150 ounces in a single day, the Caledonia 300 ounces, Butcher 350, Steele's 409, the Chittenden claim on Lowhee 432, the Ericsson 500 ounces, when the Diller claim cleaned up with the astonishing amount of 102 pounds of gold! These wonderful deposits have been found in the beds of the water courses, from 60 to 80 feet below the surface. There are also extensive lodes of rich gold-bearing quartz awaiting development. Though the mines of Cariboo reached their maximum product, $3,735,850 in 1864, it is the opinion of most old miners who have had experience there, that still greater wealth lies hidden in her mountains and water courses. The annual yield of the district now ranges from $700,000 to $1,000,000. Mr. John Bowron, the Gold Commissioner, informed me on my recent visit to Barkerville, that prospectors sent out by the Government had just returned, and

reported having found good surface diggings and extensive ledges of rich quartz rock. The completion of the Canadian Pacific Railway will greatly reduce the hitherto enormous cost of conducting mining operations here, and greatly facilitate the development of the vast gold deposits of this region.

THE GOLD FIELDS OF CASSIAR,

Next in importance, extend over more than 250 square miles of country lying between the 54th and 60th degrees of North latitude, along the North-Eastern watershed of the gold range. Gold was first found in this section in 1872-3, near the confluence of the Liard with the Mackenzie River, the most productive mines being on Dease, Thibert, and McDames Creeks, tributaries of the Dease River. Several milions were taken out along these streams during the two or three succeeding years. Their product for the year 1881 is estimated at one hundred and ninety-eight thousand dollars, and the number of miners engaged at 300, most of whom go South to winter.

THE OMINECA GOLD MINES

Are also situated on the North-Eastern slope of the gold range of the Province, near the 53rd parallel of latitude, upon the tributaries of the Omineca, a branch of the Peace River. There are about twenty men working claims here upon Vitell's, Manson, and Germansen creeks, taking out about $35,000 annually.

OTHER GOLD FIELDS.

Gold is found in paying quantities upon many of the streams of the South-Eastern portion of the Province, especially in the Big Bend of the Columbia, and in the Kootenay country, the claims on Cherry and Wild Horse creeks being the most productive. In 1852 the Hudson Bay Company discovered gold-bearing quartz of remarkable richness on the West shore of Queen Charlotte Island. Gold has also been found on the head waters of the Leech River and other streams along the West coast of Vancouver.

SILVER, COPPER AND IRON,

Are known to be widely distributed throughout the Province. Pieces of pure silver have been found from time to time in many of the mining camps along the Fraser, also on Cherry Creek in the Okanagan district, and at Omineca. In 1871 a rich vein of silver was discovered near

Hope, on the Fraser River and traces for nearly half a mile. There are deposits of copper ore upon Howe Sound, Knights and Jarvis Inlets, the Queen Charlotte Islands, and at other points, the former said to be quite extensive. There are inexhaustible quantities of iron on Texada Island, situated in the Gulf of Georgia, about 100 miles North of the City of Victoria, amidst the great coal beds, timber supplies, and limestone quarries of the Province.

THE COAL FIELDS OF BRITISH COLUMBIA,

On Vancouver Island alone, comprise many hundred thousand acres, lying mainly along the East coast of the Island between Nanaimo and Fort Rupert. The Nanaimo coal lands embrace about ninety square miles, and those of Comox upwards of 300. There are also extensive bodies of coal on Quatsino Sound on the North-West coast of Vancouver, about 250 miles North-West of Victoria, and large veins are reported to have been discovered on the Queen Charlotte Islands. These coals are chiefly bituminous, of the cretaceous era and superior for general and domestic purposes to any other found on the Pacific Coast.

THE TIMBER RESOURCES OF THE PROVINCE,

Are very extensive, embracing many hundred thousand acres of Douglas fir lying in the West Cascade region, the choicest bodies upon Burrard and Jarvis Inlets, Mud Bay, Howe Sound, and the East coast of Vancouver Island. It attains an enormous growth, and being straight and exceedingly tough and durable is in great demand the world over for ship spars and timbers. Over thirty million feet are manufactured into lumber annually, chiefly for exportation to Asiatic, Australian, and South American ports. The pine and spruce of the interior, though much inferior in size and quality to the fir of the coast, is sufficient in both and also in quantity for all local purposes.

FISH

The waters of British Columbia teem with countless millions of the choicest salmon, halibut, cod, herring, smelt, sturgeon, whiting, &c., &c. The canning of salmon for exportation is already a very important industry, the product for the present season amounting to about 177,000 cases. They also constitute the chief food dependence of the Indian population. Oil is manufactured from dog fish, herrings, and oolachans, but the other fish mentioned are as yet, except to a limited extent, only caught for home consumption.

FUR-BEARING ANIMALS

Are more numerous in this Province than in any other part of America, excepting, perhaps, portions of Alaska, having for nearly forty years through the Hudson Bay Company supplied the world with most of their finest furs. They comprise bears, beaver, badgers, coyotes, foxes, fishers, martens, minks, lynxes, otters, panthers, raccoons, wolves, wolverines, and other small kinds. The product of the fisheries and furs of the Province amounts to nearly a million and a-half dollars annually.

STOCK RAISING IN BRITISH COLUMBIA.

British Columbia contains a very extensive area of grazing lands of unsurpassed excellence. The whole inter-Rocky Mountain Cascade Region is specially adapted for pastoral purposes. During my recent travels through the interior of the Province, I traversed hundreds of thousands of acres in the Nicola, Kamloops and Okanagan Valleys and Lake La Hache country, covered with a luxuriant growth of the nutricious bunch grass, and saw bands of thousands of cattle rolling fat; and way to the Northward in the Chilcotin, Nechaco, Wastonquah and Peace River Valleys, are vast ranges, hundreds of miles in extent, as yet untouched. Interviews with all the principal stock-raisers and dealers in British Columbia confirms my own observations that cattle raised upon the bunch grass of this region are among the finest in the world, very large and fat, and the choicest of beeves. Mr. B. Van Volkenburgh, the leading butcher in the Province, meat purveyor to Her Majesty's Navy, the owner of 7,000 acres of grazing lands, and several thousand head of cattle and sheep; Mr. Thaddeus Harper whose 3,000 or 4,000 head of cattle and horses range upon his own estate of 25,000 acres; Mr. J. B. Graves at present the largest owner of fat cattle, 8,000 head, including 6,000 steers; Mr. C. M. Beak, of the Nicola Valley, who has just sold 1,300 for $28,000 and been offered $27,000 for the balance of his herd; Antoine Menaberriet, of Cache Creek, Victor Guillaume, W. J. Roper, Hugh Morton, M. Sullivan, Wm. Jones, John Pringle, John Peterson and W. J. Howe, of Kamloops, Wm. Fortune, of Tranquille, A. L. Fortune, James C. Steele, Cornelius O'Keefe, Greenhow, Postill and Eli Lequime, of Okanagan, and John Clapperton, Alexander Toutlie, A. Van Volkenburgh, John Gilmour, John Hamilton, and Guichon, of Nicola, Patrick Killroy, of Lytton, and others, together the owners of three-quarters of the sixty or sixty-five thousand head of cattle in the Province, agree that stock

does exceedingly well in this region, increases at the rate of thirty per cent. by the herd, or ninety per cent. for those breeding; is free from disease, and subject to less loss from occasional severe winters, than from drought on the Southern coast. Fat cattle are now in active demand, at from twenty to twenty-five dollars for two-year old, and from twenty-five to thirty-five dollars for three-year old steers, herds selling at from fifteen to twenty dollars per head. The average weight of cattle upon the ranges is 550 for two-year old, 675 for three-year old, and 800 for four-year old cattle. They feed in the elevated valleys during the summer, and in winter on the sheltered sunny slopes and bottoms, keeping in good condition upon a species of white sage, called wormwood, which succeeds the bunch grass, where the latter is too closely grazed. Mr. Van Volkenburgh has had over 1000 tons of hay stacked up for over three years, having had no occasion to feed it.

Three winters in twenty, cattle have died from starvation and exposure occasioned by deep snows covering the feed. Such losses are confined mainly to breeding cows, in the spring of the year, for which most prudent stock-raisers now provide a reserve of hay. The steers seldom succumb, except in extraordinary winters, such as that of 1879–80, many of them keeping fat in the mountains the year round. The winter ranges throughout the Province are generally fully stocked, but hay for the winter feeding required in the Northern part may be cut in unlimited quantities.

THE AGRICULTURAL LANDS OF BRITISH COLUMBIA

Comprise in the aggregate several million acres, only a small portion of which are at present occupied. Vancouver Island alone is estimated to contain over 300,000 acres,—100,000 in the vicinity of Victoria, 64,000 in North and South Saanich, 100,000 in the Cowichan district, 45,000 near Nanaimo, 5,000 in Salt Spring Island, 50,000 in the Comox district, and 3,500 acres near Sooke. Along the lower Fraser, including the Delta, there are about 175,000 acres of unsurpassed fertility. In the Lillooet, Cache Creek, Kamloops, Spallumcheen, Salmon River, Okanagan, Grand Prairie sections there are large amounts of excellent farming lands; and in the Lake La Hache, upper Fraser, Chilicotin, and Peace River countries, vast bodies, hundreds of miles in extent, awaiting settlement. They afford the greatest choice of situation with reference to climate and productions. Heretofore, there has been but little encouragement for agriculturists in the interior, but the completion of the Canadian Pacific Railway, will

give them an excellent market on the seaboard for all their surplus grain, potatoes, &c. The greatness, character, and diversity of the natural resources of the Province, will ultimately employ a large population in their development and utilization, creating a great demand at good prices for all kinds of farm produce.

THE PROVINCIAL LAND LAWS

Provide that any person being the head of a family, a widow, or single man over the age of 18 years and a British subject, or any alien upon declaring his intention to become a British subject, may record any tract of unoccupied, unsurveyed and unreserved Crown Lands, not exceeding 320 acres, North and East of the Cascade or Coast Range of Mountains, and 160 acres in the rest of the Province, and "pre-empt" or "homestead" the same, and obtain a title therefor upon paying the sum of $1 per acre in four equal annual instalments, the first one year from the date of record. Persons desiring to acquire land under this law must observe the following requirements:

1st. The land applied for must be staked off with posts at each corner not less than four inches square, and five feet above the ground, and marked in form as follows: (A B's) Land, N.E. post. (A B's) Land, N.W; post, &c.

2nd. Applications must be made in writing to the Land Commissioner, giving a full description of the land, and also a sketch plan thereof, both in duplicate, and a declaration under oath, made and filed in duplicate, that the land in question is properly subject to settlement by the applicant, and that he or she is duly qualified to record the same, and a recording fee of $2 paid.

3rd. Such homestead settler must within 30 days after record enter into actual occupation of the land so pre-empted, and continuously reside thereon personally or by his family or agent, and neither Indians or Chinamen can be agents for this purpose.

Absence from such land for a period of more than two months continuously or four months in the aggregate during the year subfect it to forfeiture to the Government. Upon payment for the land as specified, and a survey thereof at the expense of the settler, a Crown grant for the same will issue, provided that in the case of an alien he must first become a naturalized British subject before receiving title.

Homesteads upon surveyed lands may be acquired, of the same extent and in the same manner as upon the unsurveyed, except that the applicant is not required to stake off and file a plat of the tract desired.

Unsurveyed, unoccupied, and unreserved Crown lands may be purchased in tracts of not less than 160 acres for $1 per acre, cash in full at one payment before receiving title by complying with the following conditions:—

1st. Two months' notice of intended application to purchase must be inserted at the expense of the applicant in the British Columbia Gazette, and in any newspaper circulating in the district where the land desired lies, stating name of applicant, localities, boundaries and extent of land applied for, which notice must also be posted in a conspicuous place on the land sought to be acquired, and on the Government office, if any, in the district. The applicant must also stake off the said land as required in the case of pre-emption, and also have the same surveyed at his own expense.

Surveyed lands, after having been offered for sale at public auction for one dollar per acre, may be purchased for cash at that price.

THE MINING LAWS

Provide that every person over sixteen years of age may hold a mining claim, after first obtaining from the Gold Commissioner a Free Miner's Certificate or Licence, at a cost of five dollars for one year and fifteen dollars for three years. Every miner locating a claim must record the same in the office of the Gold Commissioner, for a period of one or more pears, paying therefore at a rate of $2.50 per year.

Every free miner may hold at the same time any number of claims by purchase, but only two claims by pre-emption in the same locality, one mineral claim and one other claim, and sell, mortgage, or dispose of the same.

The size of claims are as follows:—

The bar diggings, a strip of land, 100 feet wide at high-water mark and thence extending into the river to the lowest water level.

For dry diggings, 100 feet square.

Creek claims shall be 100 feet long measured in the direction of the general course of the stream and thall extend in width from base to base of the hill, or bench on each side, but when the hills or benches are less than 100 feet apart, the claim shall be 100 feet square.

Bench claims shall be 100 feet square.

Mineral claims, that is claims containing, or supposed to contain minerals (other than coal) in lodes or veins, shall be 1,500 feet long by 600 feet wide.

Discoverers of new mines are allowed 300 feet in length for one discoverer, 600 feet for two, 800 for three, and 1,000 in length for a party of four.

Creek discovery claims extend 1,000 feet on each side of the centre of the creek or as far as the summit.

Coal lands West of the Cascade Range in tracts not less than 160 acres, may be purchased at not less than ten dollars per acre, and similar lands East of the Cascade Range, at not less than five dollars per acre.

THE GOVERNMENT AND THE PEOPLE.

British Columbia is governed by a Legislative Assembly of twenty-five members elected by the people every four years. The Lieut.-Governor and a council of three Ministers constitute the Executive body, Hon. William Smithe, Premier, Chief Commissioner of Lands and Works, Hon. Minister of Finance and Agriculture, Hon. Theodore Davie, Attorney-General, Hon. John Robson, Provincial Secretary and Minister of Mines, being its present officers. Political and Religious freedom, free public schools, liberal homestead pre-emption and mining privileges, are guaranteed and secured by the laws. Justice is firmly administered, good order prevails, and life and property are secure throughout the Province. So far as the Government is concerned, there has been nothing to remind me that I have crossed the line into the Queen's Dominions, excepting the glad demonstrations of welcome accorded the Governor-General, the Marquis of Lorne and the Queen's daughter, Princess Louise. There is the same freedom of opinion, and outspoken criticism of public men and measures; elections are conducted with the same partisan zeal, and the Press is just as abusive as in the United States. The people generally entertain a very friendly feeling toward the United States. The portraits of George and Martha Washington, Lincoln, Grant, Sheridan, Garfield, and other distinguished Americans, are often seen hanging upon the walls of both public and private houses in all parts of the Province, together with those of members of the Royal Family. The population is quite cosmopolitan and liberal in their views. Stopping at an inn in the Interior recently, it was found that each of the seven white persons present, represented a different nationality. The popular feeling is strongly opposed to Chinese immigration, the present Provincial Government refusing to employ any Chinamen upon the public works.

THE INDIAN NATIONS OF BRITISH COLUMBIA

Afford a most interesting study for the ethnologist. They are eleven in number evidently of Asiatic origin, comprising altogether about 35,000 souls,—the Tsimpsheean's, Quackeweth, and Hydah nations being the most populous. The West Vancouver and the Hydah Indians of Queen Charlotte Island were formerly quite hostile to the whites, having cruelly murdered several ships crews cast upon their shores; but through the influence of missionary training, several severe chastisements by English gunboats, and their humane liberal treatment by the general government, they are now quite friendly. I have visited most of the principal tribes during the past season, and have always been cordially received in their houses or wigwams.

They are generally much inferior both in stature and form to the white race. A few of the Queen Charlotte Hydah's are fairly good-looking, and well formed, though it would require an exceedingly fertile and romantic imagination to discover among these people a single specimen of the beautiful Indian maiden, we have all read about, but whom so few have ever seen. They are almost entirely self-supporting, depending not alone upon the wonderful fish and game supplies of this region, but in many instances cultivating farms and raising cattle and horses. Large numbers are also employed by the salmon fisheries and canneries, lumber mills, steamboat lines, and railroad contractors, and are considered superior to Chinese labourers.

M. Duncan's remarkable work at Metlakatlah, where he has colonized over a thousand of the Tsimpsheeans, who now live in good houses, worship in a $10,000 church of their own erection, school their children, operate a salmon cannery, a sawmill, and engage in other self-supporting pursuits, demonstrates the possibilities attainable by well directed efforts for their civilization upon a Christian basis.

THE PRINCIPAL CITITS, TOWNS AND SETTLEMENTS IN BRITISH COLUMBIA

Are Victoria, Esquimalt, Saanich, Cowichan, Nanaimo, Wellington, Comox, Fort Rupert, and Sooke, on Vancouver Island; New Westminster, Vancouver, Hastings, Langley, Sumass, Chilliwhack, Hope, Emory, Yale, Lytton, Lillooet, Cash Creek, Cook's Ferry, Clinton, Lake La Hache, Soda Creek, Quesnelle, Stanley, Barkerville, Savona's Ferry, Kamloops, Tranquille, Grand Prairie, Salmon River, Spallumcheen, Okanagan, Mission, Cherry Creek, Eagle Pass Landing, Farwell,

Similkameen, Port Essington, Rivers' Inlet, Metlakathla, Fort Simpson, and Cassiar, on the Mainland, containing altogether about fifty thousand inhabitants.

THE BIG BEND COUNTRY, THROUGH THE SELKIRK RANGE OF MOUNTAINS.

From the First to the Second Crossing of the Columbia.

The Columbia River, rising near the 50th parallel, flows Northward for about two hundred miles, when sweeping Southward forms its first Big Bend, entirely within the Province of British Columbia. The region which it bounds, known as the Big Bend Country, is about 80 miles in extent from East to West, and 200 miles from North to South, embracing the rugged Selkirk range of mountains, which rise from five to nine thousand feet above the sea. From its richness in mineral deposits, extensive bodies of valuable timber, and wonderful scenery, this is the most interesting portion of country traversed by the Canadian Pacific Railway.

GOLD.

Twenty years ago the richness of the gold places of McCulloch's Creek, a tributary of the Columbia and its branches, attracted gold hunters from all parts of the world, and gold has since been found in every stream flowing from these mountains. Very rich quartz veins have been discovered on McCulloch Creek the present season, and there are also encouraging developments on the Illicilliwait River and Beaver Creek. About thirty claims had been taken in this promising gold field at the time of my visit in July last. It is now easily accessible from various points on the line of the C. P. R. R..

TIMBER AND FUEL RESOURCES.

There is timber enough in the Rocky Mountains, Selkirk, and Gold Ranges of Mountains, accessible from the line of the Canadian Pacific Railway, notwithstanding the enormous quantities destroyed by forest fires, to build a house on every quarter section of land in the North-West Territories, and supply every occupant with fuel for a thousand years. These great forests are composed mainly of cedar,

spruce, fir, and pine, though there are considerable growths of poplar, birch, and cottonwood along the streams, especially in their lower courses. The largest cedars, several of which I measured being from 25 to 30 feet in circumference, are generally defective from 10 to 15 feet at the base, but being quite tall will usually cut 30 to 40 feet of sound timber. They split with the greatest facility to any required length, and will be especially valuable for shakes, shingles, &c. The soundest trees are found on the foot-hills, and the best timber on the entire line grows on the Western slope of the Selkirk Range.

MOUNTAIN FLOWERS.

I had entered the mountains in this Northern latitude prepared to find the statements of previous travellers too rose coloured upon the subject of flowers. But there has been no exaggeration in this respect for I saw them growing in great variety everywhere, even within a few feet of avalanches and glaciers.

DONALD.

AT the first crossing of the Columbia is a small village of about thirty houses, situated on a level opening surrounded by mountains from three to five thousand feet in height, covered with a thick growth of pine and tamarack. The bridge over the Columbia is 430 feet in length, the river being about one hundred feet less in width. From thence the railway follows down the Columbia 12 miles to the mouth of the Beaver, up the Beaver 14 miles, Bear Creek, 7 miles to the summit of the Selkirk, and thence down the Illiciliwait to the second crossing of the Columbia. Between Donald and the summit of the Selkirks occur the highest bridges on the line: First Mountain Creek bridge, 1,056 feet long and 153 feet high; Cedar Creek, 270 feet long and 117 feet high; Raspbery, 120 feet long and 67 feet high; Surprise, 430 feet long and 164 feet high: Cut Bank, 195 feet long and 71 feet high; Snow Bank, 146 feet long and 51 feet high: Stoney Creek, 490 feet long and 286 feet high; and Cascade Creek, 350 feet long and 67 feet high.

DOWN THE ILLICILIWAIT.

For 46 miles from its source the railway follows down this impetuous roaring stream, crossing it no less than 13 times. It is from one to two hundred feet in width in its lower course, with rocky bottom and banks, and not navigable except for logs, which it will carry of any size into the Columbia, where it empties 6 miles below Farwell. It receives several small streams which dash down the steep mountains, often jumping precipices hundreds of feet. Walking over the Selkirk Range of Mountains along this stream and the line of the C. P. R. in July last, I found it the most interesting country ever visited. It not only embraced the steepest mountains, biggest avalanches and glaciers, highest railway bridges in America, and the most whisky saloons and hard drinkers in proportion to population, but presented the most remarkable scene of rapid railway construction I had ever witnessed. The mountains swarmed with men and teams levelling the great forest trees, preparing the way with axe, pick, shovel, and powder,

by tunnels under mountains and avalanches, and bridges over roaring rivers, for the steam engine, the greatest developing and civilizing agency of the age. Fully ten thousand men were thus engaged, rushing the great work to completion. Men who had wintered in the Selkirks told me that snow falls from ten to twenty feet in depth, and remains until June. I walked over several avalanches, one of which was over 600 feet wide and 60 feet in depth. They level the forests in their pathway, as if the giant cedars were only dry stubble, not more by the mighty force of the mountains of packed snow moving a mile a minute, than by the velocity of the wind currents they produce.

FARWELL.

AT the Second Crossing of the Coulmbia River in its sudden creation, character of construction, business and population, is a typical New World Western railroad town.

It is situated on a level timbered plateau, immediately on the left bank of the river, and contains about 60 buildings and 300 people. Mounts Bigby and Cunningham raise their snow capped heads from seven to eight thousand feet above.

The Columbia River, navigable to Death Rapids about 20 miles higher up, and upon which steamers now run regularly to Washington Territory, it crossed here by the railway on a fine five pier Howe truss bridge a thousand feet in length.

From Farwell the railway ascends the Gold Range, and thence down the Eagle River to Eagle Pass Landing, about 43 miles. A chain of beautiful lakes, extending altogether 10 miles, the largest being about two and a-half miles in length, compose the head waters of Eagle River. These, in travelling Westward, are named respectively, Lakes Summit, Victor, Three Valleys, and Griffin. They are from 20 to 250 feet in depth, and contain splendid specimen of trout which, however, are not easily caught. Over these lakes we were ferried upon flat boats propelled with great oars, before the completion of the railway. There is considerable good cedar and spruce along the upper waters of the Eagle River, but a dense growth of small cypress, birch and alder prevail in the lower valley.

EAGLE PASS LANDING.

Eagle Pass Landing looks as though it had tumbled down the mountain on a dark night in a state of intoxication, and had not yet sufficiently recovered to resume an upright and respectable position. Sixty wooden and tent enclosures face a narrow street, about half of which are liquor hells. The situation commands a charming view of mountain, lake, and river, and being the Western terminus of the wagon road, will probably not altogether disappear upon the opening of the railway for through traffic.

KAMLOOPS.

(From Chittenden's Travels in British Columbia and Alaska, in 1882.)

KAMLOOPS situated at the forks of the North and South Thompson is one of the most important places in the East Cascade region. It commands the trade of a considerable portion of the richest grazing and agricultural sections of the Province, the Nicola, Kamloops, Spallumcheen and Okanagan country. The Kamloops district, which lies between the Gold Range of mountains on the East and Savona's Ferry on the West, the North end of Shuswap Lake on the North and Okanagan Lake on the South, contained by the returns of 1881, 8,136 horned cattle, 1,108 horses, and 2,000 sheep. About 3,000 acres of land were under cultivation, the average yield per acre being as follows: Wheat, 1,300 lbs., barley, 1,800 lbs., oats, 1,500 lbs., peas, 2,000 lbs., potatoes, 1,800 lbs., turnips, 18,000 lbs., and hay, 2,000 lbs. The largest stock raisers and farmers are J. B. Graves, Thaddeus Harper, Bennett & Lumby, Victor Guillaume, W. J. Roper, Duck & Pringle, Wm. Jones, Hugh Morton, John Peterson, L. Campbell, Thos. Sullivan, Thomas Roper, Ed. Roberts, Wm. Fortune, W. J. Howe, A. J. Kirkpatrick, Peter Frazer, James Steele, Herman Wichers, Alexander Fortune, Mathew Hutchison, George Lynn and John Edwards. Kamloops was first occupied by the Hudson Bay Company, their old fort still standing on the right bank of the river opposite. In those days the Indian tribes were frequently at war with each other, and the servants of the company had to keep a sharp look out for their scalps. Rosana Shubert, daughter of Augustus and Rosana Shubert, who crossed the mountains from Winnipeg in 1862, was the first white child born in the place.* The flour and sawmill of the Shuswap Milling Company is located here, James McIntosh, manager. It has a capacity of fifty

* Since the advent of the C. P. R. Kamloops has more than doubled in size and population, and will always be the most important centre of trade in the interior of the Province.

barrels of flour daily and manufactures the various grades of rough and dressed lumber. I am indebted to Mr. Tunstall, Government Agent at Kamloops, for much valuable information concerning that section.

THE OKANAGAN SPALLUMCHEEN COUNTRY.

From Kamloops to Okanagan Mission, via Duck & Pringle's Grand Prairie, and Okanagan; returning through the Spallumcheen, Salmon River, Round and Pleasant Valleys.

On the 4th of October I resumed my journey through the South-eastern portion of the Province. For eighteen miles to Duck & Pringles ranch we followed up the South Thompson, passing through a fine pastoral and wheat growing country. M. Jacob Duck having purchased the interest of his partner, is now the sole owner of this splendid estate, comprising 3,000 acres of the best grazing and farming land of this region, well watered, yielding five hundred tons of hay, and now stocked with a thousand head of cattle. The valley proper is from one to one and a-half miles in width, flanked by mountains, with gradual receding foot-hills covered with bunch grass. From thence we rode eighteen miles South-eastward, over smooth, rolling mountains from 1,550 to 2,600 feet in height, to

GRAND PRAIRIE.

These mountains are thinly wooded with fir and pine, and interspersed with lakes, bordered by meadows and marshes. Grand Prairie is a rich and pleasant opening, about four miles long and two miles wide, occupied by four settlers, Kirkpatrick, J. Pringle, Jones, and the Ingram heirs. There is room in the light pine lands bordering it, for a dozen more families. Proceeding early on the morning of the 5th, we soon crossed, and then followed down the Salmon River for upwards of twenty miles, through a rolling, pine timbered section. This stream then flows North into the Shuswap Lake, its lower valley containing several thousand acres of open, fertile farming land. Continuing South-Easterly, ten miles brings us to O'Keefe's and Greenhow's ranches, at the head of Okanagan Lake. They came here fourteen years ago with limited means, and are now the owners, each, of 2,000-acre ranches, and seven

or eight hundred head of cattle, worth twenty-five or thirty thousand dollars. We are now in the

OKANAGAN COUNTRY,

Which, together with the near lying valleys of Spallumcheen and Salmon River, embraces the largest scope of pastoral and arable lands in one body, in South-Eastern British Columbia. Okanagan Lake, the source of the Okanagan River, a tributary of the Columbia, is about eighty miles in length, and from two to three miles in width.

A survey has just been completed for a canal connecting the lake with the navigable waters of the Spallumcheen, only about twenty miles from its head. Its construction would extend steamboat navigation to within thirty miles of the Boundary Line or 49th parallel, and greatly promote the rapid settlement and development of naturally the richest part of the interior of the Province. Reaching O'Keefe's at noon and lunching hastily, I walked four miles, and then mounting a powerful horse, galloped thirty-eight miles South on the East side of Okanagan Lake and took supper at seven o'clock with Eli Lequime at

THE OKANAGAN MISSION.

I rode through the most magnificent pastoral and farming region I have seen since visiting the Walla Walla Valley of Washington. On the right a low range of mountains about four miles in width reaching to the Eastern shore of the Lake extends most of the way.

They are covered with bunch grass from foot-hill to summit, and though lightly pine timbered afford excellent summer grazing. Immediately on the left lie a chain of beautiful lakes, extending Southward over twenty miles. First Swan Lake, surrounded by extensive meadows, and splendid wheat lands with a grand stretch of rolling foot-hill grazing lands, lying to the South-Eastward. Over this section under charge of Mr. Vance, range the six hundred horses of Hon. F. J. Barnard, M.P., the most extensive breeder of fine horses in the Province. Here are also the ranches of Lawson, Andrew, and Lyons. Next comes Long Lake, eight or ten miles in length, and about a mile in width, with a large scope of good grazing country surrounding its Northern shores. To the East lies the Cherry Creek settlement, the home of Hon. G. Forbes Vernon, and Girouard, Deloir, Ellison, Walker, Keefer, Duer, P. Bissett, Louis Christian and Williams. A narrow strip of land known as the Railway, separates Long Lake from Wood Lake. Tom Wood has a ranch and six hundred head of cattle on its South side.

Now we reach the head of the Mission or

OKANAGAN VALLEY,

Which is about fifteen miles long, and from three to four miles in width. It was first occupied by Peter Lequime and wife, who came into the valley almost dead broke from Rock Creek, twenty-two years ago, and are now the owners of a thousand-acre ranch, 1000 head of cattle, a store, good houses and barns, and thousands of cash besides. The soil is a rich sedimentary deposit growing enormous crops of cereals and roots. Mr. Lequime says his wheat averages from twenty-five to thirty bushels per acre. He showed me a potato which turned the scale at four pounds. Fruit, melons, and tomatoes grow finely, and Indian corn usually reaches maturity. The climate is healthy, water good, and fuel abundant. The lakes abound with fish, wild geese and duck. There are about twenty white settlers in the valley, engaged principally in stock raising, though farming several hundred acres. First below Woods' is the Postill ranch of 800 acres, beautifully situated upon Postill Lake. They have 400 head of cattle, 100 horses, and cultivate 150 acres. Their neighbor, Fulton, was digging potatoes, which he estimated would yield over 500 bushels to the acre. He had farmed in the East and in California and never saw such a crop. Then follow the ranches of Jones, Wheelan, Fulton, McGinnis, Simpson, Lacerte, Bucherie, Brant, Moore, Simpson, Ortolan, Jos. Christian, Eli Lequime, McDougal, and Hayward in the order named. Two settlers, Fronson and Brewer, live in Priest Valley, and three white men, Major Squires, Copp, and Hermann, are gold mining on Mission Creek, about seven miles above the Mission. There are about 4,000 head of cattle in the Okanagan Valley, and 6,000 in the seventy miles of country between the Mission and the Boundary Line. The Government wagon road terminates at Lequime's, from whence pack trails lead over the mountains to the Custom House, and 160 miles to Hope on the Fraser River. On the morning of the 6th, I rode forty-two miles to O'Keefe's, horseback, then five miles by wagon, when a walk of seven miles brought me to the Lambly ranch in the

SPALLUMCHEEN VALLEY,

The choicest body of farming lands in this whole region. The Spallumcheen or Shuswap River rises in the Gold Range of mountains, and flows into Shuswap Lake, and from thence into the South Thomp-

son. It is navigable for steamboats to Fortune's Ranch, about 25 miles from its mouth. Undulating lightly timbered pine lands, several miles in width, extend nearly the whole distance. There are occasional small openings, the largest, occupied by Mr. Dunbar, containing upwards of three hundred acres. He is the only settler upon this large tract, which will furnish farms for at least one hundred families. The soil is a deep clay loam, and the rainfall sufficient to secure good crops without irrigation. But the most beautiful portion of the Valley of the Spallumcheen does not lie along the river, but beginning at Spallumcheen Landing extends South for fifteen miles, with an average width of 2½ miles. It contains about 3,000 acres of level prairie opening, exclusive of Pleasant Valley and Round Prairie, comprised within the same valley but separated by narrow belts of pine. The soil is a deep clayey loam, producing on an average one ton of wheat per acre and abundant crops of all the cereals and roots grown in this latitude, and without irrigation. The climate is salubrious, water good, winters of moderate severity, the snow fall usually about two feet in depth. Mr. A. L. Fortune and Mark Wallis, its first settlers, in 1866 took possession of the fine farm of 320 acres now owned by the former. He cultivates 200 acres, and has 200 head of cattle, 30 horses, &c. There are about 1,500 acres improved in the valley, Hermann Wichers, E. M. Furstenau, Frank Young, G. W. Wallace, A. Shubert, H. Swanson, W. Murray, D. Graham, J. W. Powell, and the Lambly brothers being its other occupants.

A Ride Through the Salmon River Valley, Okanagan Indian Reservation, and Round Prairie. An Interview with His Excellency the Governor-General, the Marquis of Lorne.

The Salmon River, rising in the mountains South-East of Kamloops, in its lower course runs parallel with and about ten miles from the Shuswap River, emptying into the lake of that name. It embraces from three to four thousand acres of prairie and rolling foot-hills, and a much larger body of open pine land easily cleared for farming purposes. The soil is a deep dark sandy loam, producing large crops without irrigation. It is occupied by the Steel Brothers (James, Thomas, and W. B.), Matthew Hutchinson, Geo. Lynn, Donald Matthews, A. C. Wilkie, and Thomas James, 320 acres each. They cultivate altogether

about 400 acres, and raise a few cattle, horses and hogs. Mr. James Steele has the best improved farm in the valley, and twenty-eight thorough-bred shorthorns.

Mr. A. Postill is building a saw-mill on Deep Creek, where there is a considerable body of good pine timber. Galloping through it on the morning of October 9th, I overtook Wm. Richardson who was blazing the trees from his ranch to the main road. He thought it was the best country in the world for a poor man. Landing at Burrard Inlet four years ago with one dollar and a-half, he had since earned by his own labor one farm of 160 acres, partly paid for 320 acres more, has a small band of horses, and is entirely out of debt. A little further on my horse suddenly sprang forward, and a small shepherd dog ran by at full speed. Looking back expecting that his owner was following, great was my surprise to see a coyote wolf in full pursuit. He stopped when about three rods off, sat down on his haunches, as if knowing that I was unarmed and perfectly harmless. When I advanced he retreated deliberately, sitting down again when in climbing a very steep hill I halted to dismount. Reaching the summit I gave chase at full speed, but the cunning animal by choosing the roughest ground, escaped. I have seen a shepherd dog and wolf in company once before standing together upon the banks of the Rio Grande in Mexico. Riding on 14 miles to the head of the valley and turning Eastward, I followed a good trail seven miles across the Okanagan Indian Reservation, a rich bunch grass range capable of supporting 500 or 600 head of cattle, but unoccupied except by a few Indian ponies. Descending the foot-hills toward Lake Okanagan,

THE GOVERNOR-GENERAL, THE MARQUIS OF LORNE,

And party, ex-Lieut.-Governor Trutch and Col. DeWinton, were seen shooting in the distance. The Marquis is very popular with the people who came flocking in from the remotest settlements to see him. His Excellency expressed himself to me as highly pleased with what he had seen in the Province, and seemed to take a deep interest in its further development and prosperity. Mr. Campbell, of the Governor-General's staff, who accompanied the Earl of Dufferin on his visit to the Province, was busy taking notes upon the resources of the country. He thinks the scenery of British Columbia is the grandest and most beautiful he has ever seen. I returned through Round Prairie, a very beautiful opening of 500 acres, between the Salmon River and Spallumcheen

Valleys. Messrs Jones, Kirkpatrick, Prindle, Clemenston and Shubert, have secured this choice location.

From the Spallumcheen Valley to Messrs. Barnard and Vernon's Ranches, via Pleasant Valley.

From Messrs. Bennett and Lumby's farm to Mr Vernon's is about twenty-five miles. *En route* I passed through Pleasant Valley, a fine level prairie opening of 800 or 900 acres, lying a mile and a-half to the Eastward of the main road. In reaching it by a short cut across a swamp my horse suddenly sank belly deep, when, dismounting, we both floundered out covered with mud and water. I found the settlers, Clinton & Murray, Edward Thorne, Hermann Wichers, Donald Graham, and the Croziers in the midst of threshing. Mr. Murray gave me the yearly product of his cereals for a term of six years, which shows an average yield of twenty-eight bushels per acre. Being quite wet, to avoid taking cold, I left my horse at O'Keefe's, and proceeded from thence on foot. Four miles South-East of the head of Lake Okanagan, I took a trail leading along the East side of Swan Lake. At least

A THOUSAND WILD GEESE

Were standing together on the shore. Two or three miles beyond, darkness overtook me, and after two hours' unsuccessful search among the foot-hills for Vance's, wet to my waist, I found shelter in the cabin of a neighboring settler. It contained a single room already occupied by two white men, two Indian women and their babes; but after ringing and drying out for an hour before a roaring fire I laid down upon a mattress on the floor until daylight. Early in the morning I reached

HON. F. J. BARNARD'S RANCH,

And saw upwards of 400 of his 700 horses now on the range. Sired by Belmont, Morgan, and Norman, stallions, they are the finest animals I have seen in the Province. Mr. Vance, for 14 years manager of the ranch, says that they subsist throughout the year upon the native grasses and have suffered from cold and scarcity of feed only one winter during that period. Five miles further over a rich rolling country, comprising several thousand acres of excellent wheat land, brought me

to Hon. G. Forbes Vernon's Ranch. It contains 2,500 acres, beautifully situated, between the mountains upon Coldstream, which flows into Long Lake. Near here two coyotes came leisurely down from the foothills and circling round me within a short distance, returned up the mountains. They are quite numerous, and catch large numbers of small pigs and occasionally a young calf.

From Spallumcheen to Kamloops by Steamer, through the Little and Big Shuswap Lakes and down the South Thompson.

From the present head of navigation on the Spallumcheen River to Kamloops is about 125 miles. As previously stated, the building of a canal twenty miles in length from Spallumcheen to the head of Lake Okanagan would extend navigation over eighty miles further through the heart of the richest portion of the interior of the Province. The surface and soil of the country through which it would pass is very favorable for its construction. On the 16th of October, having exhausted the time at my disposal for examining the Okanagan and Spallumcheen country, I took the steamer Spallumcheen for Kamloops. The smallest of the three running upon the upper waters, she is not of oceanic dimensions and being built exclusively for carrying freight, her passenger accommodations are very limited. But her deficiencies in this respect were the source of amusement rather than discomfort. Captain Meananteu, who was also engineer, mate and pilot, kindly shared his bunk with me, and when duties on deck called away the Indian boy cook and interfered with the regular service of meals, I officiated as assistant, and so we got along splendidly.

For two days we slowly steamed through a magnificent stretch of lakes and rivers, amidst scenery of exceeding grandeur and beauty. For a distance of twenty-five miles down the Spallumcheen, both banks are lightly wooded with fir, cedar, white pine, poplar and birch. Hazel bushes and highbush cranberries are seen growing near the river.

The valley is from one to three and a-half miles in width, surface generally level, soil a rich clay loam and alluvial, and will afford homes for more than one hundred families. Some portions will require dyking to the height of about three feet for protection against overflow. Should the Canadian Pacific Railway adopt the South Thompson and Kicking

Horse Pass route these lands will soon become quite valuable. When about half way down the Spallumcheen

A DEER WAS SEEN SWIMMING ACROSS AHEAD OF US.

Giving chase, the frightened animal instead of turning back to the shore and escaping, plunged on directly in our course, until standing in the bow of the boat, armed with a long pole, I was able to strike it a fatal blow on the head. Our two Indian helpers sprang into a canoe, seized and threw it on deck, an acceptable addition to our larder.

Swan, wild geese, and duck were seen at almost every turn, but there were no firearms, not even a pistol on board. We tied up for the night on the shore of the lake, opposite a logging camp. The best timber found in this part of the Province grows upon the borders of these lakes and of the streams flowing into them. A party of Indians were catching fish by torch light near us. Salmon and trout were so numerous that I could count them by the dozens from the boat as we advanced in the morning. Reaching the Thompson River, the mountains recede more gradually, the bare rolling foot-hills affording considerable grazing, and occasional benches of arable land, chiefly occupied by Indians.

From Kamloops to Cook's Ferry, through the Nicola Country.

The Nicola River, a tributary of the Thompson, is the principal stream draining the mountainous region lying between the latter, and Lake Okanagan on the East. The valley is narrow and disappointing for the first twenty miles, but then spreads out over the rolling foot-hills and mountains, embracing one of the finest bodies of grazing country in the Province. It contains a population of about six hundred, four hundred of which are Indians, the former being engaged chiefly in stock-raising, owning at present about 8,500 cattle, 1,500 horses, and 1,200 sheep. The climate and soil are also well adapted to the growth of grain and root crops, upwards of a thousand acres being under cultivation by irrigation. A fair wagon road trail extends all the way from Kamloops to Cook's Ferry, the distance being a little over one hundred miles. With the exception of John Gilmore's express, which runs up the valley about half way from the Ferry with H. M.'s mails, it is not

traversed by any regular conveyance. Starting out early on the morning of October 18th, for nearly twenty miles I gradually ascended the summit of the Thompson-Nicola divide through rich, rolling bunch grass ranges, occupied by Messrs. McConnell, McLeod, Jones, Newman, and others. Then descending Lake River, the head waters of the Nicola, through Fraser's and Scott's ranches, I stopped a few moments at Mr. William Palmer's dairy farm. He milks thirty-five cows, churns by water-power, and makes an excellent quality of butter and very good cheese, the former selling readily for 40 and the latter for 20 cents per pound.

From thence I took a trail several miles over a spur of the mountains leaving the fine ranches of the Moore Brothers on the right. Soon I reach the head of Nicola Lake, a beautiful body of water extending down the valley for fourteen miles, with an average width of about one mile. The little village of Quilchanna, consisting of Joseph Blackbourne's Hotel, Edward O'Rourke's store, Richard O'Rourke's blacksmith shop, and P. L. Anderson's store, is situated on the East side. A. Van Volkenburg owns a splendid 2,000 acre ranch here, stocked with 900 head of cattle, and Blackbourne, John Hamilton, George C. Bent, John Gilmore, Samuel Wasley, Byron Earnshaw, and Patrick Killroy, other excellent ranges in this neighborhood.

The Douglas Lake country, lying to the Eastward, contains a considerable extent of choice pastoral lands, owned by P. M. Beak, Hugh Murray, L. Guichon, T. Richardson, McRae Brothers and others. It is said that one of its most prosperous stock-raisers recently wedded a lady from the Golden State, and started with her for his ranch. The fair bride had been led either by the overdrawn statements of her anxious lover, or the natural fancies of a youthful, inexperienced maiden to expect to be ushered into a mansion house becoming the possessor of such large bands of fat cattle and wide areas of rich pasturage. Now it is well known that some of these cattle Lords dwell in habitations which would not be considered first-class for any purpose—single room, dirt floor, dirt roof, one window, low, small, dirty log cabins, where, in the dim light of a tallow candle, they make their slap-jacks, as I have seen them, on the top of a dirty stove. The happy couple, after a splendid ride through the beautiful country, halt before a rough pile of logs, having the appearance of a stable. "What is this?" the bride asked. "This is my home—*our* home," replied the bridegroom. "Home! Home! You—you cruel deceiver, you call that miserable hovel *our*

home It may do for *your* home, but it will never be *mine*," she exclaimed with dramatic emphasis, and in spite of all entreaties, left him then and there and returned to the Sunny South. Nine miles further down the now narrowing valley brings me to

NICOLA,

Its principal town. It is pleasantly situated near the foot of the lake and comprises a neat little church and school-house, Pettit & Co.'s store, George Fenson's flour and saw-mill, and several private residences. Leaving Nicola, the valley broadens again for several miles, stretching across the river bottoms and over the Westward slope of the mountains. John Clapperton, A. D. G. Armitage, Paul Gillie, Edwin Dalley, John Chartres, Wm. Chartres, Wm. Voght and Alexander Coutlie are the principal settlers of this section. The latter has one of the best places in the interior. From thence the valley rapidly narrows, and below the Woodward farms and mills, to less than a mile in width, flanked by precipitous, thinly pine wooded mountains. There are small tracts of arable and irrigable lands, chiefly occupied by Indians, James Phair, proprietor of the 22-mile house—a very comfortable, home-like inn—being the only white settler for the last twenty-five miles. I am informed by Mr. Thaddeus Harper and others, that there is a six-foot vein of good bituminous coal in the central portion of the valley, easily accessible.

A ride from Kamloops through the North Thompson Settlement.

The Thompson River, the principal tributary of the Fraser, forks at Kamloops, the North branch heading near latitude 53 between the Canoe River and the North Fork of the Quesnelle. It is navigable for light draught steamers to Pea Vine, a distance of about 125 miles from Kamloops. One of the most favored routes of the Canadian Pacific Railroad followed up this stream by an easy grade crossing the Rocky Mountains through the Yellow Head or Leather Pass. It flows between mountains from three thousand to six thousand feet in height, generally sparsely wooded with fir, pine and cedar, though containing excellent bunch grass ranges of considerable extent. The rolling foot-hills are also covered with bunch grass and sage, a fine quality known here as wormwood prevailing on the lower slopes and benches. Cottonwood, alder and birch grows along the immediate river banks. The valley is

from one to two-and-a-half miles in width, and though specially adapted for grazing purposes contains several thousand acres of rich farming lands. The soil is variable—gravelly upon the benches, with a fine deep alluvial on the bottom. The Kamloops Indian Reservation of about 23,000 acres at the Forks of the Thompson comprises about 2,500 acres of its best arable lands. The valley has been occupied by whites since 1865 and contains at present ten settlers—McIvors, Edwards, Sullivan, and Kanouff on the left bank, and Petch, McQueen, Gordon, McAuley, and Jamieson on the right bank. They are engaged principally in raising cattle, horses and hogs, their aggregate stock amounting to about 1,100 head. Sullivan and Edwards have between four and five hundred each. Mr. Edwards farms upwards of 200 acres of rich bottom land. His wheat yields on an average twenty-five bushels per acre. There is room for a few more settlers in this valley. Mr. Sullivan says there are good cattle ranges in the mountain valleys as yet almost untouched. The stock-supporting capacity of this region must, however, be based upon the extent of the winter feed. This is greater than I had supposed, and sufficient by the cultivation of the tame grasses in the meadows, to carry a large number of cattle through the severest winters. On the 30th of September, furnished with a good horse by Mr. Tait, of the Hudson Bay Company, I rode rapidly over a pretty good trail to Jamieson's ranch, 17 miles from Kamloops on the right bank. Mr. Jamieson kindly ferried me over the river here which is three hundred yards in width, my horse swimming behind the boat. I was hospitably entertained for the night at Sullivan's, returning to the Forks the following morning, crossing the South Thompson upon an Indian flat boat. Since writing the foregoing I have been informed that gold has been found in McAuley's, Jamieson's, and Lewis' creeks, and a four foot vein of lignite coal upon the North Thompson Indian Reservation, 70 miles from Kamloops.

FROM KAMLOOPS TO TRANQUILLE.

On the 3rd of October I crossed the Thompson River opposite the Hudson Bay Co.'s store, and rode eight miles Westward along the North shore of Kamloops to Tranquille. Low lands and green meadows from one to one-and-a-half miles in width, producing thousands of tons of hay, extend the whole distance on the left. These were alive with ducks and wild geese. A low range of mountains sparsely wooded with pine upon the summits, with gradually sloping foot-hills stretch away on the right. There is a band of over 200 native horses living in

these mountains belonging to the Hudson Bay Co., said to be wilder than deer. They fly like the wind upon the approach of horsemen, but are sometimes captured by parties of Indians mounted upon their fleetest horses, and also in the winter upon snow-shoes, when the snows are deep. Tranquille is the home of Wm. Fortune and his excellent wife, the former crossing the Rocky Mountains in 1862 and settling here 14 years ago. Together they have acquired a magnificent property, consisting of a splendid ranch of 400 acres (stocked with 250 head of cattle, 100 horses, 100 hogs, and a choice band of sheep), a gristmill grinding eighty sacks of excellent flour a day, and a steamboat, The Lady Dufferin. The Tranquille River flows through the place affording an excellent water power, and abundant water for irrigation. Mr. Fortune's garden is one of the best I have seen in the Province, growing in great abundance and perfection a long list of fruits, berries, and vegetables, including melons and tomatoes. Learning that there were placer

GOLD DIGGINGS ON THE TRANQUILLE,

Accompanied by Mr. Fortune I went three or four miles up the stream, and was much surprised at their extent and production. From twenty to thirty Chinamen have mined here for several years and are evidently doing very well. The first one whom we asked to show us some gold, brought out several packages containing an ounce or more in each. They build log cabins, cultivate gardens, raise chickens and live here the year round on the best the country affords. An oven was shown me made of rocks and mud, where they occasionally roast a whole hog, usually on their national holidays. Mr. Fortune says that they frequently go home to China and bring back their relatives with them. Returning, Mrs. Fortune spread an excellent lunch of home productions, —meat, bread, butter, jams, jellies, tarts, fruits, etc. On the wall of the sitting room I noticed a first premium diploma awarded Mr. Fortune by the North and South Saanich Annual Exhibition of 1879 for flour of his manufacture. John Johnson, an employee of the Hudson Bay Co., who has been in British Columbia for thirty years, took charge of my horse at the Forks and paddled me across to Kamloops in a dug-out. He remembers but four severe winters during his long residence in the Province.

Savona's Ferry and Van Horn.

NEAR the bank of the Thompson, where it flows from Kamloops Lake, may be seen the cabin of an Italian named Savona, who upwards of twenty years ago ran a ferry here, kept a small store, and flourished until his cattle and horses covered the neighboring hills. He married an Indian woman, and their fair daughter was won by a handsome half-breed. Now, this son-in-law who of course came home to live with the old folks, was gay and festive, and betwixt potlaches, horse-racing, and gambling, most industriously engaged in while the stock held out, soon so completely used up the parental estate, that Savona, dying, left nothing behind but his name. While fishing for trout in the Thompson River, a short distance below the lake, a young Indian woman, accompanying a party of them, lingered behind until her friends had passed out of sight over the hills, and then proposed to assist me in catching trout. Knowing that the native women are quite as skilful as the men in fishing, I handed her the rod and line; but after angling unsuccessfully for a little while, the true inwardness of the desire of this artful child of the forest was made manifest—and it was not to catch trout.

Travelling alone among the Indians is still attended with great danger for those susceptible to the charms of these wild passionate girls of nature.

I have known a pious young missionary to resign his post to escape from their temptations, though such examples of virtuous resistance are exceedingly rare. The ordinary frontiersman oftener prays to be led into such temptation as soon as possible than otherwise. The village of Van Horn is beautifully situated on the South shore of the lake, about a mile from the old ferry. This is a delightful place of summer resort, with all the advantages of a perfect climate, hunting, fishing, and boating.

Cook's Ferry, or Spence's Bridge.

NEAR Cook's Ferry the road crosses the great mud slide, or moving mountain, which a railroad engineer said was sliding toward the river at the rate of eight feet a year. I am well acquainted with Mortimer Cook, who immortalized himself, and made a fortune here, in the days when Cariboo was rolling out her fabulous wealth, by ferrying over the armies of gold hunters rushing Northward. A man of remarkable energy and exceptional ability, he rode into this country poor, on a mule, and out of it in good style a few years later, worth his thousands, added to them by successful operations in the West, invested all in California, flourished, became banker and Mayor of the most beautiful city on the Southern coast, and then, in the general financial crash of 1877, turned every thing over to his creditors, like a man. The place is now quite a little village, and being situated at the entrance to the Nicola country, will always prosper. Mr. John Murray,* an old time resident, owns a fine property and ranch here, upon which, in addition to excellent grains, vegetables, apples, cherries, plums, and berries, he has grown this season, grapes, which, he says, the Marquis of Lorne pronounced equal to any raised in the Dominion. Crossing the Thompson River, on Spence's Bridge, I proceeded thirty miles to Cache Creek, past Oregon Jack's, and through

ASHCROFT,

Lieutenant-Governor Cornwall's splendid estate. The mountain valleys to the Westward contain excellent summer stock ranges, and the rolling river slopes, considerable tracts of arable land, producing large crops by irrigation. The manager of the Governor's place told me that they raised 19,500 pounds of wheat from six acres, or over fifty bushels per acre, and that thirty-three bushels is their average yield. A few miles beyond, Antoine Minaberriet owns a fine ranch of 2,030 acres, with

*Since the foregoing was written, Mr. Murray has expended several thousand dollars, in the successful establishment of the most extensive and reliable fruit nursery of the Interior, and in bringing an abundant supply of excellent water from the mountain. The Morton House, situated here, will be found a very comfortable home-like place. There is excellent hunting and trout fishing in the near neighborhood.

400 improved, fourteen miles of irrigating ditches, where he has made a fortune by stock-raising. He sold $4,000 worth of cattle last year, and has now 900 on the range. Between his place and

CACHE CREEK

I came near stepping on a rattlesnake, which gave the alarm just in time to enable me to jump out of reach of its poisonous fangs. Procuring a sharp stone, and approaching as near as prudent, by a lucky throw I nearly severed its vemonous head. It was about three feet in length, with six rattles. They are not numerous, being seldom seen in the course of ordinary travel. Cache Creek is situated on the Buonaparte, about six miles from the Thompson River. I rode through this rich, pleasant valley with Mr. Thaddeus Harper, who owns 25,000 acres of land, large bands of cattle and blooded horses, improved farms, gold mines, flour and saw-mills, town sites, &c. It contains about 2,500 acres of very rich soil, principally owned by Harper, Wilson, Van Volkenburgh, and Sanford. Stopping a moment where wheat threshing was in progress, I found the berry to be exceptionally large and white. Returning to Cache Creek, I rode 275 miles further North to Barkerville upon the excellent stages of the

BRITISH COLUMBIA EXPRESS CO.,

Their line running the entire length of the great Yale-Cariboo Wagon Road, first established as Barnard's Express in 1860, was incorporated as the British Columbia Express Company in 1878, Mr. Frank J. Barnard, of Victoria, being its managing agent. Horses and men were used at first for its traffic over the rough and difficult mountain trails. At Boston Bar, I was told about two Indians who once sought refuge at an inn near the Suspension Bridge, after having been covered up and roughly handled by an avalanche. As they were leaving, it was noticed that they shouldered heavily weighted sacks. Upon enquiry, it was found that they were each carrying eighty pounds of gold dust for the company, which they safely delivered to Mr. Dodd, its agent at Yale. But stages were substituted in 1865, and for eighteen years it has been one of the best equipped and managed stage lines upon the Pacific coast. It is stocked with splendid horses raised by Hon. F. J. Barnard, M.P., the largest owner in the company, upon his extensive horse ranch in the Okanagan country. These spirited animals are frequently hitched up, wild from the range, ahead of trained ones, and though dashing away at

full gallop, up and down hills for miles, over the most frightful mountain roads, are so skilfully managed by careful and experienced drivers, that accidents seldom occur.

A ride of twenty-six miles in a North-Westerly direction, fourteen up the valley of the Buonaparte Creek, lightly wooded with cottonwood and poplar, and containing about a thousand acres of rich arable bottoms, exclusive of meadows, and thence across Hat Creek along the shores of beautiful lakes, golden bordered with the autumn foliage of the poplar and vine maple, brings us to

CLINTON.

It is a pleasant village of about one hundred inhabitants, two good inns, several stores and shops, situated at the junction of the old Harrison River, Lillooet, with the Yale-Cariboo road. Within a radius of thirty miles there are summer stock ranges of considerable extent, especially in the Green Lake country and Cut-off Valley, and arable lands producing annually about 30,000 bushels of wheat and other grains. Late and early frosts frequently cut short the root and vegetable crops, though this season's yield was most abundant. Mr. Foster, the leading merchant of this section, showed me a potato grown near town which weighed two and three-quarter pounds. From twenty-five to thirty thousand dollars' worth of gold dust is sluiced out yearly by Chinamen and Indians along the Fraser and tributary streams within sixty miles. The Big Slide quartz lode, owned by Mr. F. W. Foster, is reported immensely rich, assaying from $40 to $100 per ton. About $20,000 worth of furs are purchased here annually, principally beaver. A small rapid mountain stream flows through the village into the Buonaparte. A few years ago it was stocked with trout, and so rapidly have they increased that a fellow passenger, Mr. Andrew Gray o Victoria, brought in forty splendid specimens after an absence not exceeding two hours. For fifty miles beyond Clinton we pursued a North-Easterly course over a rocky surfaced mountain divide between the Fraser and the Thompson, lightly wooded with black pine, spruce, and tamarack, known as the Green Timber. Near the summit, at an elevation of 3,660 feet, we pass within sight of the Great Chasm, a remarkable rent in the mountain nearly a thousand feet in depth, perpendicular walled, with two lakelets gleaming through the pines at the bottom. At Bridge Creek there is a pleasant prairie opening of six or seven hundred acres with meadows bordering, owned by Mr. Hamil-

ton, and used for dairying purposes. Soon we are following down the Salmon and San Jose Rivers through

THE BEAUTIFUL LAKE LA HACHE COUNTRY.

It embraces an extensive scope of excellent summer stock ranges only partly occupied. The winters are very severe but dry, and the snow-fall moderate. At Lake La Hache, a charming sheet of water, scores of trout were seen jumping out their full length. A son of Mr. Archibald McKinley, a former factor of the Hudson Bay Company, who owns a large stock ranch here, said that they could be caught by the boat load. On we whirl, at a seven mile trot, through poplar openings interspersed with small lakes, bordered by hay meadows. At the head of Williams Lake we leave two of our passengers, Sister Mary Clement and her companion, of the St. Joseph Mission. *En route* from Kamloops with a settler of that section, his horses took fright, threw him out, and dashed away at full run with the Sisters for over three miles at the imminent peril of their lives. With remarkable presence of mind they seized the reins, sat down on the bottom of the wagon and held on for dear life. At length, but not until the horses had begun to slacken their speed from exhaustion, a horseman, who had witnessed the runaway from a distance, dashed up to the rescue. At the 150-mile House we stopped for a late supper, fresh horses, and a few hours' rest.

A fire broke out in the kitchen of the hotel just as we had got fairly stowed away in a far off corner of the second story, and sound asleep. I awoke first and arousing my bed-fellow, Mr. Gray, we jumped into our clothes double-quick and explored our way through a narrow, smoky passage down stairs. By hard work the flames were extinguished, but there was no more sleep that night. Mr. Gavin Hamilton, for a long time an agent of the Hudson Bay Company at their extreme North-Western posts, owns in company with Mr. Griffins, besides the hotel, a large ranch, a store, flour mill, &c. They estimate that 500,000 pounds of grain are raised in the neighborhood. A trail leads sixty miles North-East to the Forks of Quesnelle and from thence to the neighboring mining camps.

A rapid ride of twenty-eight miles the following morning brought us to

SODA CREEK,

A small town situated on the left bank of the Fraser at the mouth of the creek of that name. Mr. Robert McLeese, M.P.P., and Mr. P. C.

Dunlevy, are the principal traders. The latter presented me with a potato grown near Mud Lake, which weighed three pounds nine ounces. Here we made connection with the steamer Victoria, owned by Mr. McLeese, which during the summer months runs to Quesnelle, about sixty miles above, at present the extreme North-Western steamboating upon the Continent. Capt. Lane, commanding, is a grandson of Gen. Jo. Lane, of Oregon, and well-known in connection with daring steamboat exploits. The navigable stretch of the Fraser abounds in subjects of interest. Numerous parties of Chinamen were seen placer mining on the bars and benches. Twenty miles out we pass Alexandria, an old fort of the Hudson Bay Company, but now abandoned, and a few miles beyond, the well-known Australian and Bohanan Ranches, the most extensive grain farms in Northern British Columbia, raising upwards of 400,000 pounds of wheat and oats yearly, and considerable quantities of apples, plums, and other fruits. Away to the Westward over the terraced pine and poplar wooded bluffs lies the

CHILICOTIN COUNTRY,

Which embraces several hundred thousand acres of rolling prairie, undulating, lightly timbered forest plateaus, as yet unoccupied except by a few Indians, and by bands of cattle in summer. Steaming slowly up the rapid stream, past Castle Rock, Cottonwood Canyon, and the pyramids, at five o'clock, P. M., the 22nd, we arrive at

QUESNELLE.

The town is very pleasantly situated on the left bank of the Fraser, at the mouth of the Quesnelle, and contains about fifty white inhabitants, fifty buildings, two hotels, several stores, shops, &c. The Hudson Bay Co., J. R. Skinner, J. C. F., and the firm of Reed and Hudson, carry large stocks of merchandise and do an extensive trade. The Occidental Hotel, Mr. John McLean, proprietor, is one of the best in the upper country. Here we resume our journey by stage, and before daylight, the 23rd, are on the home stretch for

THE GOLD FIELDS OF CARIBOO.

Twenty-two years ago the advance of the bold and hardy prospectors, following up the rich digging of the lower Fraser, penetrated as far North as the Forks of the Quesnelle. Here Keithley struck it rich upon the creek of that name, and then followed in rapid succession those

remarkable discoveries which made Cariboo so famous in the history of gold mining. Antler Creek in 1860, and Williams, Lightning, Lowhee, Grouse, Mosquito, Sugar, Harvey, Cunningham, Nelson, Burns, and Jack of Clubs, in 1861, and then Stouts Conklings, McColloms, Beigs, Stevensons, Chisholm, Van-Winkle, Last Chance, and Davis Gulches in 1862, poured out their long hidden treasures by the million. The reports of their wonderful wealth spread like wild-fire, and miners rushed in by the thousands from all parts of the world. Victoria was like the encampment of an army of 20,000 men, and Yale of 5,000 more. At that time the whole of this immense interior region was an almost unknown wilderness, without roads, and untrodden except by the native Indian tribes and the yearly pack trains of the Hudson Bay Company. Over the 400 miles from Yale to Cariboo, over the steep and perilous Cascades flocked the great eager throng, thousands on foot, packing their blankets and provisions, fording rivers, wading deep snows, sleeping on the ground, enduring untold hardships by cold and heat, hunger and fatigue, to reach the shining goal.

The rugged mountains of Cariboo became a beehive of miners exploring its rivers and creeks. Never were gold-seekers more liberally rewarded. Gold was found in unprecedented quantities. Three hundred and forty ounces were taken out in one day by drifting from one set about eight feet by three and a half-feet square in the Sawmill claim, originally taken up Hon. R. Beaven, the present Premier of the Province, and his associates, Messrs. R. J. Kennedy and Silas James, and a big, broad-shouldered German named Diller cleaned up one night with 102 lbs. of gold as the result of his day's work! The aggregate yield of these wonderful deposits can never be known. Men who reached the diggings penniless, hungry and ragged, left them again in a short time with a mule load of gold dust. For several years from 1861 to 1876, their annual product is estimated to have ranged from two to five million dollars, maintaining since 1872 a yearly average of about one and a-half million. But of the millions realized immense sums were absorbed by the enormous expense of living and conducting mining operations. The costs of transportation alone were so great that strong men earned from $25 and upwards a day packing in supplies upon their backs. Provisions sold at almost incredible prices; flour from $1.50 to $2 per lb., meats from $1 to $1.50, and salt, $1 per lb. I have met an editor, Mr. Holloway, who published a paper in Barkerville in those days, who received $1 per copy for a five-column sheet. The postage on a letter from Victoria to the mines was $1. Building materials were

correspondingly high, lumber, $250 per thousand feet, nails, $1 per lb., &c.

As in all great mining camps comparatively few carried their riches away with them. Hundreds made their tens of thousands, and sank them again in unsuccessful efforts to find a real bonanza. Others, bewildered by their suddenly acquired wealth, spent it as freely as if they were in possession of the philosopher's stone which converts everything it touches into gold. I have heard of such a miner who went into a public-house in Victoria, and without provocation, out of a spirit of reckless extravagance, merely to show his contempt for money, dashed a handful of twenty dollar gold pieces through a costly mirror, and then cooly piled them up before the astonished landlord and walked away. Crossing the Cottonwood and ascending the mountains along Lightning Creek, through the villages of Stanley and Richfield, by ten o'clock we were rattling down the famous Williams Creek into

BARKERVILLE.

It is one of the most interesting collections of human habitations ever piled together by the accidents of flood and the fortunes and misfortunes of a great mining camp. Built in the narrow bed of Williams Creek it has been so frequently submerged by the tailings swept down from the hydraulic mines above, that it now stands upon cribs of logs from fifteen to twenty feet above the original foundation. When the floods break loose, the inhabitants man their jack-screws and raise their respective buildings, each according to his views of the impending danger. As a result the sidewalks of the town are a succession of up and down stairs from one end to the other, with occasional cross walks elevated like suspension bridges.

LYTTON,

SITUATED on the left bank of the Fraser, just below the mouth of the Thompson, fifty-seven miles from Yale, is the first place reached after crossing the divide, and the second largest in the interior to Barkerville. Looking at the bare, brown, rocky foot-hills surrounding, one wonders what can support its scores of business houses, hotels and shops, and two hundred residents. It comes from various sources, the rich Lillooet country on the river above, railway construction, through travel and traffic, and the neighboring Indians. Mr. Seward and Thos. Earl have the most extensive and valuable improved ranches in this neighborhood, each containing fine orchards of apples, pears, cherries, plums, etc. Mr. Earl says he gathered $100 worth of apples from one tree this season, and one apple which weighed one pound and a-quarter. Here Mr. Patrick Killroy, the oldest and most extensive resident butcher in the interior, told me that he had killed two, five, and six-year-old bunch grass fed steers, which weighed, dressed, respectively, 915, 1,336, and 1,400 pounds, and showed me the kindney of an ox weighing 69 pounds.

THE YALE-CARIBOO WAGON ROAD,

Another great highway, runs parallel with the Canadian Pacific Railway through the Cascade Mountains on the opposite, or South side of the Fraser. It was built by the Colonial Government, in 1862, at a cost of $300,000 to accommodate the great rush to the wonderfully rich gold fields of Cariboo, and the travel and traffic resulting therefrom. Beginning at Yale it crosses the Fraser twelve miles above, over the Alexander wire suspension bridge, a fine structure erected by Hon. Joseph W. Trutch, in 1863, at a cost of $42,000. From thence it follows up the left bank of the river to Lytton, then along the Thompson to Cook's Ferry, which it crosses on Spence's bridge up the Buonaparte, through the Green Timber forest, down the San Jose, through the beautiful Lake La Hache country; again along the Fraser, across the Quesnelle, then up the famous Lightning Creek into the heart of the mountains and of the richest mining camp 400 miles from Yale, 5,000 feet above the level of the sea. Over the steep mountain spurs, and across the wild canyons—62 bridges in 25 miles—along the brink of frowning precipices thousands of feet above the river, and 3,000 feet below the summits, it winds through the Cascade Range.

Slides, avalanches, and floods frequently destroy portions of it, $39,000 having been expended for repairs upon the first 110 miles in 1882. During the great flood of last June the water rose within four feet of the Suspension Bridge, which stands 88 feet above low water mark. Mr. Black, who has charge of the first section of the road, once saw an avalanche sweep entirely across the river, above Hell Gate, on to the mountain on the opposite side. He expended, one year, $2,500 in clearing the snow from the first twenty-five miles of the road. I walked over it by day and rode over it be night, and what, with the grandeur of the mountains and canyons, the two great highways which traverse them—only separated by the roaring river—the Indian villages and burying grounds, the old placer diggings, the tents of an army of Chinese railway laborers, the long processions of great freight wagons drawn by from twelve to sixteen cattle or mules, and hundreds of pack animals filing by, driven by Indians, carrying supplies into the interior, it was a journey of exceeding interest. At several points there were wayside inns, orchards, gardens, and meadows. Mr. H. B. Dart, of Boston Bar, and Thos. Benton, of Kanaka Bar, showed me apple, pear, and plum trees bending under their burdens of handsome fruit.

THE GREAT WORK OF BUILDING THE RAILWAY THROUGH THE CASCADE MOUNTAINS.

Soon after the consumation of the agreement between the Dominian Government and the Syndicate, Mr. A. Onderdonk, an experienced railroad builder, became the managing contractor for the construction of that portion of the Western division extending from Port Moody to Savona's Ferry, a distance of two hundred and twelve miles, ably assisted by E. G. Tilton, Superintendent and Chief Engineer, John P. Bacon, Chief Commissary, Geo. F. Kyle, Assistant-Superintendent, and other gentlemen. It presented greater difficulties than have ever been overcome in railway building. The Union and Central Pacific and other lines have gone *over* the mountains by gradual ascents, but no such way of climbing the Cascades was possible, and the wonderful undertaking of running *through* them parallel with the great canyon of the Frazer, was determined upon. For nearly sixty miles from Yale to Lytton, the river has cut through this lofty range, thousands of feet below the summits. Mountain spurs of granite rock, with perpendicular faces hundreds of feet in height, project at short intervals along the entire passage. Between them are deep lateral gorges, canyons and plunging cataracts. On this sixty miles of tunnels, rock work

and bridges, the greater portion of Mr. Onderdonk's construction army of 7,000 men have been engaged since 1880. The loud roar of enormous discharges of giant powder has almost constantly reverberated among the mountains. Fifteen tunnels have been bored, one 1,600 feet in length, and millions of tons of rock blasted and rolled with the noise of an avalanche into the rushing boiling Fraser; workmen have been suspended by ropes hundreds of feet down the perpendicular sides of the mountains to blast a foot hold; supplies have been packed in upon the backs of mules and horses, over trails where the Indians were accustomed to use ladders, and building material landed upon the opposite bank of the river at an enormous expense and crossed in Indian canoes.

As the work progressed the cost of transportation by such means increased until Mr. Onderdonk determined to try and run a steamer through the Grand Canyon of the Fraser to the navigable waters above to supply the advance camps. For this purpose he built the steamer Skuzzy. Then came the difficulty of finding a captain able and willing to take her through. One after another went up and looked at the little boat, then at the awful canyon, the rushing river and the swift foaming rapids, and turned back, either pronouncing the ascent impossible or refusing to undertake it. Finally Capt. S. R. and David Smith, brothers, were sent for, both well known for their remarkable feats of steamboating on the upper waters of the Columbia. The former ran the steamer Shoshone 1,000 miles down the Snake River through the Blue Mountains—the only boat, which ever did, or probably ever will, make the perilous passage. He also ran a steamer safely over the falls of Williamette at Oregon City. He said he could take the Skuzzy up, and provided with a crew of seventeen men, including J. W. Burse, a skilful engineer, with a steam winch and capstain and several great hawsers, began the ascent. At the end of seven days I found them just below Hell Gate, having lined safely through the roaring Black Canyon, through which the pent up waters rush like a mill-race at 20 miles an hour. Returning from my journey in the interior, I had the pleasure of congratulating the captains upon the successful accomplishment of the undertaking, and of seeing the Skuzzy start from Boston Bar with her first load of freight. Capt. Smith said the hardest tug of war was at China Riffle, where, in addition to the engines, the steam winch, and fifteen men at the capstain, a force of 150 Chinamen upon a third line was required to pull her over! The captains received $2,250 for their work. It would fill quite a volume to describe in detail even the more important portions of Mr. Onderdonk's great work.

YALE.

YALE, a town of several hundred inhabitants, is situated at the head of navigation on the Frazer River, 90 miles from Burrard Inlet, surrounded by a grand amphitheatre of precipitous mountains. In the early days of the gold discoveries in this region, Yale presented those scenes of wild dissipation and reckless extravagance only witnessed in great and rich mining camps. An old miner, who was stopped from working his claim when paying from sixteen to twenty dollars per day, because encroaching upon the city front, told me that he seldom cleaned up without finding gold pieces which had been dropped from the overflowing pockets of men intoxicated with liquor, and excitement. It was nothing uncommon in those times to spend fifty dollars in a single treat around at the bar. It is now an orderly place, supporting churches and schools. There is still paying placer mining on the river bench opposite, though the place derives its main support from the construction of the C. P. R. R., traffic with the interior, and through travel.

SALMON RUNNING AND CATCHING EXTRAORDINARY.

I have read, with much allowance, accounts of the multitudes of salmon sometimes seen in the smaller tributaries of the Umpqua, Columbia, and Fraser Rivers, but, after what I have witnessed to-day, am prepared to believe any fish story within the limits of possibilities. Arriving at Emory, five miles below Yale, two young men from San Francisco, reported immense numbers of salmon at the mouth of Emory Creek, a small, rapid mountain stream flowing into the Fraser just above. Going there I found it packed so full in places that I counted, while standing in one position on the railway bridge, over four hundred different salmon. Mentioning the matter to a resident, he remarked, "Oh! that's nothing. If you want to see salmon go to the next creek beyond." Reaching it, after a walk of about four miles, I counted, without moving from the R. R. bridge, over 800 salmon. This stream plunges down the mountain side with a

fall of, probably, one hundred and fifty feet within a mile and-a-half, being from five to fifteen yards in width. For a distance of several rods up from its mouth, the salmon were crowding in from the muddy Fraser, now again rapidly rising, almost as thick as they could swim, and in their desperate efforts to ascend the successive falls above, presented a spectacle never before witnessed by the oldest native settler. Mr. John Woodworth who has lived here for twenty-four years, says he never heard of the like. The salmon is a fish of extraordinary strength and agility, and are said to jump and swim up perpendicular falls from ten to twenty feet in height. I stood upon the bank an hour and watched them in their desperate struggles to make the ascent of several of lesser size within sight. Of hundreds which made the attempt, only a few, comparatively, succeeded, but fell back exhausted, splashing and whirling among the boulders. Many were covered with great bruises, some had lost their eyes, a few lay dead upon the shore, others were dying, and all seemed nearly worn out. Stepping close to a pool filled with them, I easily caught two in my hands, which offered but little resistance. Before leaving, a photographer, Mr. D. R. Judkins, of New Westminister, arrived and took views of the remarkable scene. Mr. Daniel Ashworth, wife and family were also present. Reaching Yale I told a hotel-keeper about it, estimating the salmon at thousands. "Thousands!" he exclaimed, almost with indignation, "Why, there are millions of them now running up the Fraser within a few miles of town." Getting aboard Mr. Onderdonk's construction train I rode along the river to the end of the track. Millions was probably not much of an exaggeration, for although the river was quite muddy, schools of salmon, numbering thousands each, could be seen from the platform of the cars, at short intervals, the entire distance. The Indians were catching and drying them in great quantities. Standing upon the edge of perpendicular ledges, they capture the largest and finest specimens, either by means of hooks or scoop nets, dress them upon the spot and hang them up on long poles to dry in the wind and sun. When sufficiently cured they are packed in caches made from cedar shakes, and suspended for safe keeping among the branches of trees from twenty to fifty feet above the ground. It is the opinion of those familiar with the habits of the salmon, that not one in a thousand succeeds in depositing their spawn, and that if hatching places were provided upon these streams, and protected that they could scarcely be exhausted, under proper restrictions as to catching them.

THE GRAND SCENERY OF THE CASCADE REGION.

The grandest scenery on the Western slope of the Continent is formed by the passage of its great rivers through the Cascade Range. When I looked with wonder and admiration upon the stupendous architecture of the mountains through which the Columbia has worn her way by the flow of unknown ages, I though surely this scene can have no parallel; but ascending the Fraser, above Yale, mountains just as rugged, lofty, and precipitous, present their rocky, furrowed sides; a stream as deep, swift, and turbulent, rushes headlong to the sea, between granite walls hundreds of feet in height, above which rise, by every form of rocky embattlement, tower and castle, and terraced slope which the imagination can conceive, the snow-covered peaks of the Cascades. Great broad, deep paths, have been worn down the mountain sides by the winter avalanches; crystal streams come bounding over their narrow rocky beds, sometimes leaping hundreds of feet, as if impatient to join the impetuous river below, enormous rocks stand out threateningly in the channel, over and around which, the waters boil and foam with an angry roar; and thus above, and below, and on every hand for more than fifty miles, extends this sublime exhibition of nature.

THE FRASER RIVER,

The third largest stream flowing into the Pacific upon the Continent of North America, rising in the Rocky Mountains, drains, with its tributaries an area estimated at 125,000 square miles, reaching from the hundred and eighteenth to the hundred and twenty-fifth degree of longitude. The intervening country embraces the greatest diversity of physical features, climates, soils, natural resources, and adaptations. East of the Cascade Range, mountains, rolling foot-hills, and elevated plateaus, covered with bunch grass, sage brush, plains, forest and table lands, with occasional prairie openings, are its prevailing characteristics. It is rich in gold and other valuable minerals, contains extensive stock ranges of unsurpassed excellence, and large arrears of arable lands excellently adapted to the growth of cereals, roots, and fruits generally. Irrigation is necessary over a considerable portion of this region. The summers are hot, the nights cool and sometimes frosty in the valleys and in the elevated plateaus; the winters dry and not unfrequently severe, though the snow fall, except in the mountains, seldom exceeds two feet in depth. Crossing the Cascades its Western slopes and river valleys embrace the greatest variety of climates and range of productions, varying according

to altitude and local surface configurations. Forests of Douglas pine, cedar, spruce, and hemlock cover a considerable portion of this region, though there are extensive bodies of excellent grazing and agricultural land. But no general description can convey correct impressions concerning or do justice to this region. The climatic conditions existing in the same latitudes on the Atlantic coast affords no guide in judging of those found here. The warm Asiatic ocean currents sweeping along the Western coast and through the Gulf of Georgia modifies the temperature in a marked degree. It is one of the healthiest portions of the globe. Even the river bottoms and deltas are free from all malarial fevers.

The delta lands of the Fraser are more extensive than those of any other river flowing into the Pacific. Advancing up the South Arm, a broad, rapid, muddy stream, the tide lands stretch away for many miles on either hand, extending from Boundary Bay on the East to Point Gray on the West, a distance of thirteen miles, embracing over 100,000 acres susceptible of cultivation. Enriched by the silt and alluvial deposits of ages, brought down from the plains and mountain slopes of the interior, they are famous for their inexhaustible fertility. They generally require diking to the height of three or four feet, for protection against high tides, though escaping, almost altogether, any damaging effects from the spring floods. Messrs. Turner & Wood, civil engineers and surveyors, at New Westminster, who have recently examined a tract of 4,500 acres near Mud Bay, estimated that it can be reclaimed in a body for $8,000, and that from two to four dollars per acre will securely dyke the average Fraser delta lands. Every one bears testimony to their exceeding fertility and durability. Hon. W. J. Armstrong, M.P.P., informs me that he saw a field which, after growing timothy ten or eleven years in succession, produced three tons per acre. He estimated the cost of cutting, curing, and bailing at not exceeding four dollars per ton. These delta lands are also well adapted to oats, barley, and roots generally. They are offered in tracts to suit at from ten to twenty dollars per acre, and are being rapidly reclaimed and improved.

THE SALMON FISHERIES AND CANNERIES.

Although salmon fishing and canning has been an important industry on the Pacific coast since 1866, and during the last twelve years has grown to immense proportions—a single firm on the Columbia River (Kinney's) canning fifty thousand cases during the season of 1881—it

is only a few years since the establishment, by Ewen & Co., of the first cannery on the Fraser. Now there are thirteen—the Phœnix, English & Co., British American Packing Co., British Union, Adair & Co., Delta, Findlay, Durham & Brodie, British Columbia Packing Co., Ewen & Co., Laidlaw & Co., Standard Co., Haigh & Son, and the Richmond Packing Co., their aggregate product during the present season amounting to not less than 230,000 cases. The fish of Northern waters are of a superior quality, and their ranges for hatching and feeding so extensive and excellent that the salmon, especially if protected by the Government, will constitute one of the great permanent resources of this region. Before proceeding far up the Fraser we meet the advance of the numerous fleet of salmon fishing boats which throng the river for a distance of fifteen miles from its mouth. They are from twenty-two to twenty-four feet in length, and from five to six feet wide, each furnished with a gill net, made of strong linen, from one hundred and fifty to two hundred fathoms long, and about forty half-inch meshes deep, and manned by two Indians.

The daily catch per boat ranges from fifty to three hundred solmon, the fleet sometimes bringing in twelve or fifteen thousand. This season the run has been so extraordinary that the Delta Cannery put up 1,280 cases in a single day, and 6,600 cases in six days. Messrs. Page & Ladner, the managing partners of the firm, showed me their product for the last month, amounting to the enormous quantity of 25,000 cases or 1,152,000 cans, covering every available space of the immense lower floor to the height of over five feet, the largest number ever packed by any one establishment during the same period of time. Two hundred and fifty barrels of salmon, or about 13,000, were also salted within the month.

New Westminister.

NEW WESTMINISTER, the principal city of the Mainland, formerly the capital of the Crown Colony, occupies a very pleasant and commanding situation on the right bank of the Fraser, about fifteen miles from the mouth and 75 miles from Victoria. The site was chosen by Col. Moody, in 1858, being then covered with a dense growth of enormous cedars, some of which were twelve feet in diameter. Hon. J. W. Armstrong, late Provincial Secretary, erected the first house —a store and dwelling—in March, 1859. This gentleman related to me how it came by its present name. Originally called Queen or Queensborough, a dispute having arisen between Gov. Douglas and Col. Moody as to which should prevail, the matter was submitted for settlement to Her Majesty Queen Victoria, who decided against both by substituting New Westminster. It lies in the heart of the great resources of the Province, surrounded by the most extensive and richest bodies of agricultural lands, with large tracts of the finest timber near at hand, and in the midst of fisheries so enormously productive that thirteen canning establishments within a radius of twelve miles, will put up over twelve million cans of salmon alone, the present season. Vessels drawing fifteen feet of water reach New Westminister in safety at all times and find good anchorage and wharfage, and Vancouver, on Burrard's Inlet, the best and most commodious harbor along these shores, selected as the terminus of the Canadian Pacific Railroad, is only 12 miles distant. The city contains a population of about 2,000 souls, good schools and churches, a fine Post Office and Provincial Penitentiary. A free reading room and library is well sustained. There are two local newspapers—the *British Columbian* and *Mainland Guardian*—well conducted and supported. At the hospital Mr. Adam Jackson, the courteous and efficient Superintendent, after conducting me through the several commodious and sunny wards, showed me, in the fine flower garden attached, a sweet pea vine over seven and a-half feet in height, and close by, vegetables of surprising growth. Rheumatism and paralysis are the most prevalent of diseases among his patients. At the

time of my visit, just after pay-day among the canneries, the city was full of Indians, representing all the various Mainland and Island tribes, living in canvas tents and huts, dressed in every conceivable mixture of barbarous and civilized costume, one of the most interesting collections of human creatures ever seen on the earth. These Northern tribes are generally good workers, and earn during the summer considerable sums of money which they spend freely upon whatever most pleases their fancey. Many of their purchases, which the traders said included almost everything, were exceedingly amusing, especially in the line of dress goods. Sometimes a prosperous buck will jump from a barbarous into a civilized costume at a bound, and parade the streets in a black suit and white silk necktie, and everything except habits to correspond. One Indian was seen proudly leading his little daughter whom he had gaily dressed in white, with a blue sash, a pretty white waist, and a silk parasol in hand, but bare footed and legged. Though there were probably upwards of a thousand Indians in the city I saw no disorderly conduct among them. I am indebted to Capt. A Peele, a prominent druggist and apothecary of New Westminister, and Meterological Observer for the Dominion Government and Signal Officer for the United States, for the following valuable notes of the mean temperatures and rainfall at that place for a period of six years :—

	MEAN TEMP.	HIGHEST TEMP.	LOWEST TEMP.	RAINFALL
January	34.9	57	7	7.26
February	37.9	57	16	6.61
March	40.3	65	18	6.77
April	48.1	74	20	2.85
May	54.9	82	34	
June	58.3	87	38	2.33
July	63.8	92	45	1.66
August	61.9	84	44	2.10
September	56.9	81	42	3 68
October	48.9	75	26	5.83
November	40.6	59	14	7.65
December	36.2	54	8	7·87

PORT MOODY.

(From Chittenden's Travels in British Columbia and Alaska, in 1882.)

IMMEDIATELY bordering the shore of Burrard Inlet are the largest bodies of valuable fir timber in the Province. Here great saw-mills have been in operation since 1865, exporting immense quantities of timber, direct to all the principal Eastern ports of the world. Steam tugs have been employed towing back and forth the numerous fleet of vessels engaged in this trade; of these the Alexander, Captain Donald Urquhart, commanding, is the largest, finest, and most powerful on the Pacific coast. She was built at Port Essington, near the mouth of the Skeena, in 1876, and is 180 feet in length, twenty-seven feet wide, with two 400-horse power engines. Leaving the fine harbor of Esquimalt on the evening of the 9th, with two ships in tow, she steamed along easily through the Straits and crossed the Gulf at the rate of eight miles an hour.

At daybreak the following morning we were headed directly for a lofty snow-capped peak of the mainland, beneath which flashed the brilliant light of Point Atkinson. The dark outlines of the grand old mountains were clearly defined against the cloudless starlit sky. Just before rounding Point Gray the rising sun gilded the snow covered summit of Mount Baker, and of the Cascade Range. A large black whale is rolling and spouting within rifle range on the right. Entering the inlet, Indian villages are seen on the shores, and two Indians paddle by, making the woods ring with their salutations. A dense forest of Douglas pine reaches down to the water's edge, except where leveled by the axe of the lumberman. We leave the ships a little beyond English Bay, and run alongside the wharf of

MOODYVILLE SAW-MILL COMPANY,

The most extensive manufacturers and exporters of lumber on the coast, North of Puget Sound. Their great mill, furnished with ten electric lights for night work, completely equipped with double circular and gang saws, edgers, scantling, planing, and lath machinery, and employ-

ing a hundred men, were cutting up hugh logs at the rate of from 75 to 100 thousand feet daily, or from 20 to 25 million feet a year. Quite a fleet of ships lay waiting for their cargoes for China, Japan, Australia, and the West Coast of South America. The town with its mill, machine shop, store, hotel, boarding house, and numerous dwellings, and the shipping in front, presented the most interesting scene of activity on the Inlet. The company own large bodies of the best timber in this region, and have about 100 men logging in their several camps. They obtain the largest and finest specimens of fir on Owen Sound, Mud Bay and Jarvis Inlet, furnishing almost any size required. Mr. Hickey, chief engineer of the steamer Alexander, measured one of them which was seven feet six inches through at the butt and six feet and six inches fifty feet therefrom, five feet and four inches 100 feet up, and five feet in diameter 130 feet from its base. These mills are owned by Welch & Co. of San Francisco, Mr. George B. Springer being their manager at Moodyville, and Welch, Rithet & Co. their agents at Victoria.

VANCOUVER.

BURRARD INLET, an arm of the Gulf of Georgia, extends about twelve miles inland from the entrance, between Points Grey and Atkinson.

Vancouver, situated upon the neck of land lying between English Bay and Coal Harbor, and commanding all the commercial advantages of both waters for shipping, and avoiding all the disadvantages of strong currents and tide rips, incident to the navigation of the upper arm of the Inlet, has been selected as the Pacific Terminus of the Canadian Pacific Railway.

Everyone familiar with the topography of the North-West Coast and the character of its sea approaches, will recognize the wisdom of the choice.

The Inlet is a perfect land locked harbor with excellent anchorage, and easily accessible in all kinds of weather for the largest ships afloat.

It is situated about 75 miles from Victoria and 35 miles from Vancouver Island at Nanaimo.

Immediately bordering its shores are the largest bodies of valuable fir timber in the Province.

High mountains rise abruptly on the North, the Southern shore receding gradually over rolling timber lands.

Mountains and forests shelter the beautiful harbor so perfectly that it may be safely navigated in stormy weather by the smallest craft.

This is the favorite abode of the mountain sheep, and bears are so numerous that they were frequently caught stealing from the mess tents of the railway construction camps.

It requires no prophetic foresight to predict, with reasonable certainty, regarding the future of the terminus of such a great railway, stretching from ocean to ocean, across over 2,500 miles of country, embracing hundreds of millions of acres of the choicest pastoral and wheat growing lands in America.

Fleets of ships will soon be sailing between Vancouver and Eastern Ports laden with the exports and imports of a great commerce. Lines of steamers will run regularly from thence to Victoria and the cities of Puget Sound and of the South Pacific ; and machine shops, can works, ship yards and other manufacturing industries will doubtless be established at an early date.

Nanaimo and the Island Railway.

NANAIMO is the principal mining city and centre of population and trade of the great coal fields of Vancouver Island, of which Robert Dunsmuir, M.P.P., is the chief owner. It is beautifully situated upon a fine harbor, about sixty-eight miles North-East of the city of Victoria.

The building of the Island railway from Victoria to Nanaimo, suggests the possibility of the establishment of a great ferry, thirty-five miles across the Gulf of Georgia, and sixty-five from Vancouver, and thus making Victoria the practical shipping terminus of the Canadian Pacific Railway.

The following are among the principal Business Firms of Nanaimo :—

M. Manson & Co., importers and dealers in Furniture, Carpets, Oil-cloths, Crockery, Glassware, &c., &c.

John Swift, Plain, Ornamental, and Fresco Painter, and dealer in Paints, Oils, Brushes, Wall-paper, &c.

Pichard Hilbert, prop. The Lion Boot, Shoe, and Leather Factory.

Alex. Meyer, Red House, Nanaimo, General Merchandise.

VICTORIA.

VICTORIA, the chief city and capital of British Columbia, occupies a magnificent situation on the South shore of Vancouver Island, about 60 miles from the Pacific, and 750 North of San Francisco. Its immediate surroundings are charmingly picturesque, embracing a beautiful harbor and inlet, pine and oak covered shores and rolling hills, with green forests of fir and pine clad mountains in the near back ground. The distant view is one of exceeding grandeur, comprising the loftiest peaks of the Olympic and Cascade Mountains. A person unfamiliar with the marvelous progress of civilization in the New World surveying its busy marts of trade, ships of commerce laden with exports for the most distant ports, numerous manufacturing industries, well graded streets, and good public and private buildings, would scarcely believe that all these things are the creation of a little more than twenty years, and that only a generation has passed since the Hudson Bay Company first planted the English flag on these shores. But this is only the beginning as compared with the brilliant future which awaits Victoria. The resources of the vast region to which she holds the commercial key are only in the bud of their development. That she has reached her present status while laboring under the great disadvantages of extreme remoteness from the centres of population and demands for her products, excessively costly transportation, shows not only their enormous extent and richness, but what may reasonably be expected when all railway communication shall be established with the East and the country opened to imigration and capital.

Victoria is provided with all the concomitants of the progressive cities of our times—good religious and educational advantages, four newspapers, the *Colonist*, *Times*, *Standard* and *Evening Post*, a public library, and the usual benevolent orders, an able and active Board of Trade, gas and water works, efficient police and fire departments, a beautiful public park, and a well ordered government.

Nature has awarded to Victoria the most attractive and interesting situation and surroundings of any city on the North Pacific Coast. Possessing a most enjoyable, invigorating and healthful climate, she lies

central amidst the sublimest scenery in the New World. The waters of Puget Sound and of the inside passage to Alaska, between Vancouver and the Mainland, embrace more than is unique and wonderful in nature, than can be found on any equal area of the earth's surface. I can scarcely conceive of a grander panorama of mountains and inland waters, forests and islands, than that afforded from the summit of Beacon Hill, her favorite Park resort. Her drives are unsurpassed, both in respect to the excellence of the roads and the beauty of the scenery through which they pass. The three miles from Victoria to the fine harbor of Esquimalt, with its pretty village, off-lying fleet of ships, Graving Dock, &c., is a delightful drive or walk; so is the one to the Gorge, a picturesque romantic spot, situated about the same distance from the City. It may also be visited by a small boat through a charming inlet extending from Victoria almost to Esquimalt. To Cadboro Bay, returning by the Government House, Race Course, and Beacon Hill, a distance of about eight miles, affords a splendid excursion. Excellent macadamized roads lead from three to twenty miles into the country in all directions. Victoria is central in one of the best fields for hunting and fishing of which I have any knowledge. Deer and other large game abound on Vancouver Island, and within a short distance of the city. All kinds of water fowl are numerous, and the streams and lakes are full of trout. It is only a few hours' ride by steamer amidst magnificent scenery to the most important places in the Province, New Westminister, Vancouver and Nanaimo—and to the principal towns of Puget Sound—Port Townsend, Seattle, Tacoma and Olympia. Steamers also run among the beautiful islands of the Archipelago De Haro, and of the San Juan group, touching at their chief points of interest.

Mr. and Mrs. R. Maynard, of Victoria, the leading photographic artists of the North-West coast, have the most complete collection of British Columbia and Alaska views extant. They have been taken by Mr. Maynard, personally, for which purpose he has travelled extensively through the interior, and along the coast as far North as Portage Bay, within thirty-two miles of the Yukon.

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IN VARIETY.

VICE-REGAL MOVEMENTS.

Victoria Evening Post, Oct. 4th, 1882.

Yesterday afternoon, Her Royal Highness, accompanied by Miss Harvey, Miss McNeil, Dr. Burnet and others, strolled through the principal streets and visited the London Bazaar, S. L. Kelley's and E. J. Salmon's, Johnson Street. At the last mentioned place, Her Royal Highness spent nearly half-an-hour examining the numerous Indian curios, the use and manufacture of which were described by Mr. Salmon. The Princess seemed to take great interest in the native bead work, mats, painted figures, etc., and before leaving, made many purchases.

ANDREW A. AARONSON, Victoria, B.C.,
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