British Columbia

1892

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THE

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C2 1892

BRITISH - COLUMBIA

THE PACIFIC PROVINCE OF THE DOMINION OF CANADA

ITS POSITION, RESOURCES AND CLIMATE

—A NEW FIELD FOR—

FARMING, RANCHING AND MINING

ALONG THE LINE OF

THE CANADIAN PACIFIC RAILWAY

FULL INFORMATION FOR INTENDING SETTLERS

1892

A FOREST ROAD IN BRITISH COLUMBIA.

BRITISH COLUMBIA

ITS POSITION, RESOURCES AND CLIMATE.

INTRODUCTORY REMARKS.

CONCERNING the Province of British Columbia, which the Canadian Pacific Railway so suddenly transformed into an easily accessible and profitable field for commercial enterprise. the majority of people have only very indistinct ideas. The object of this pamphlet is to impart reliable information of the country, its present condition and capabilities, and the important position it now holds and in the future will occupy, in its relations with the other provinces of the Dominion, the trade of the Pacific Coast, and the commerce of the world.

The completion of the Canadian Pacific Railway was the dawn of a new era on the North Pacific Coast. The province that has been lightly spoken of as a "Sea of Mountains," deriving a certain majesty from its isolation, is now traversed by a railway, accurately described as the highway between Liverpool and Hong Kong. The completion of this road allows the current of trade to flow uninterruptedly between the Atlantic and the Pacific.

The history of British Columbia may be summed up in a few sentences. After a number of years, during which British Columbia, under various names, was occupied only by Indians and Traders of the Northwest Company, afterwards amalgamated with the Hudson's Bay Company; Vancouver Island, an important part of the province, was made a colony in 1849. In 1858 the mainland territory became a colony, with the name of British Columbia, and in 1866 the two colonies were united, and so remained until July 20th, 1871, when British Columbia, retaining its appellation, entered the Confederation of Canada.

In 1881 the Canadian Government entered into a contract with a syndicate of capitalists to build a railway from Ontario to the Pacific Ocean, and to complete and operate it by the year 1891. An Act of Parliament was passed embodying the contract with the Syndicate, a company was organised, and work was immediately commenced and prosecuted with such vigor that the last rail in the gigantic railway that now binds British Columbia to the Eastern provinces of Canada was laid in November, 1885, six years before the time stipulated in the contract between the Government and the Company. This road has pierced the successive ranges of the Rocky Mountains, Selkirk, Gold ranges, etc.; it has penetrated the then unknown country on the north of Lake Superior and opened a way from ocean to ocean. The busy life that teems on either side of the Atlantic already surges towards the west, impatient to reach the latent wealth of the Western provinces, and to seek on the shores of the Pacific new fields for its enterprise and capital.

THE MAINLAND OF BRITISH COLUMBIA.

THE GEOGRAPHICAL POSITION OF THE PROVINCE.

British Columbia, the most westerly province of Canada, lies between the 49th parallel of north latitude (the international boundary between Canada and the United States) and latitude 60° N., and extends westward from the summit of the Rockies to the Pacific Ocean, and includes Vancouver Island and Queen Charlotte Islands.

British Columbia, which contains a superficial area of about 300,000 square miles, is one of the most important provinces of the Dominion, as well from a political as from a commercial point of view. With that island it is to a maritime nation invaluable, for the limits of British Columbian coal fields can only be guessed at, while enough coal has already been discovered on Vancouver Island to cover the uses of a century. The harbours of this province are unrivalled. Vancouver, the Pacific terminus of the Canadian Pacific Railway, is the point of embarkation for Japan and China in the new and shortest highway to the Orient. The voyage from London to Yokohama has already been made in 21 days via the Canadian Pacific Railway, and this time will be still further reduced. It will soon be the highway to Australasia. Its principal seaport must attract not only a large portion of the China and Australian rapid transit trade, but must necessarily secure much of the commerce of the Pacific Ocean. Its timber is unequalled in quantity, quality, or variety; its mines already discovered, and its great extent of unexplored country, speak of vast areas of rich mineral wealth; its waters, containing marvellous quantities of most valuable fish, combine to give British Columbia a value that has been little understood.

The author of "Greater Britain" says: "The position of the various stores of coal in the Pacific is of extreme importance as an index to the future distribution of power in that portion of the world; but it is not enough to know where coal is to be found, without looking also to the quantity, quality, cheapness of labour, and facility of transport The three countries of the Pacific which must rise to manufacturing greatness are Japan, British Columbia, and New South Wales."

The Rocky Mountains rise abruptly at their eastern base from the plain or prairie region of Central Canada. They are composed of a number of more or less nearly parallel ranges, which have a general direction a little west of north, and a breadth of over sixty miles. Between the 51st and 52nd parallels the ranges decrease rapidly in height.

The surface of the country between the Rocky Mountains and the Pacific Ocean may be divided into two subordinate mountain districts, flanking on either side an irregular belt of high plateau country, which extends with an average width of about 100 miles. The large islands of Vancouver and Queen Charlotte shelter the mainland coast. In the extreme north of the province the mountains generally, except those of the coast range, diminish in height, and the surface has a gentle northerly and north-easterly slope.

THE HARBOURS.

Of the many harbours, the principal are English Bay and Coal Harbour, at the entrance to Burrard Inlet, a few miles north of the Fraser River. Vancouver, the terminus of the Canadian Pacific Railway, is situated between these harbours. Port Essington, at the mouth of the Skeena, promises to be much used for the northern gold field traffic, and

Waddington Harbour, at the head of Bute Inlet, is said to be the natural outlet for a large tract of valuable country in the interior. But, numerous as are the harbours along the coast, their respective merits have all been duly weighed, and all have been discarded in favour of the harbours in Burrard Inlet, which have been adopted by the railway. Vancouver is the eastern terminus of the Canadian Pacific Railway Co.'s Royal Mail S.S. line (including the Empress of India, the Empress of China, and the Empress of Japan), running monthly to Japan and China. For the coast trade the other harbours are all valuable.

THE RIVERS.

Of the rivers of British Columbia the principal are the Fraser, the Columbia, and the Peace, The Fraser is the great water course of the province. It rises in the northern part of the Rocky Mountains, runs for about 200 miles in two branches, in a westerly direction, and then in one stream runs due south for over 300 miles before turning to rush through the gorges of the coast range to the Straits of Georgia. On its way it receives the waters of a number of other streams, many of which would be rivers of some magnitude in other countries. Amongst these are the north and south branches of the Thompson, the Chilicoten, the Lillooet, the Nicola, the Harrison, the Pitt, and numerous others.

The Columbia is a large river rising in the southern part of the province, in the neighbourhood of the Rocky Mountains, near the Kootenay Lake. This lake is now traversable by regular steamboat service. The Columbia runs due north beyond the 52nd degree of latitude, when it takes a sudden turn and runs due south into Washington State. It is this loop made by the abrupt turn of the river that is known as the "great bend of the Columbia." The Kootenay waters fall into the returning branch of this loop.

The Peace River rises some distance north of the north bend of the Fraser, and flows eastwardly through the Rocky Mountains, draining the plains on the other side. It more properly belongs to the district east of the mountains that bears its name. In the far north are the Skeena River and Stikeen flowing into the Pacific, the latter being in the country of the latest gold mining operations.

The Fraser River is navigable for river boats to Yale, a small town 110 miles from the mouth ; and larger vessels, drawing 20 feet, can ascend to New Westminster, situated about 15 miles from the mouth.

THE FRASER RIVER DISTRICT.

On either side of the river below New Westminster is good arable land. It is subject to occasional overflow, but this quickly subsides, and floods the land only for a short distance from the banks. The whole of the lower Fraser country is much esteemed for farming. The soil is rich and strong, and heavy yields are obtained without much labour. Very large returns of wheat have been got from land in this district—as much as 62 bushels from a measured acre, 75 bushels of oats per acre, and hay that yielded 3½ tons to the acre. Good prices are realized for all farm produce. This part of British Columbia is fairly well settled but there is still ample room for new comers. Those having a little money to use, and desirous of obtaining a ready made farm, may find many to choose from. These settlements are not all on the Fraser ; some are at a distance from it on other streams.

The climate, described elsewhere, proves to be a great temptation to many. The proximity of the great river and the Canadian Pacific Rail-

way are additional attractions. The Thompson is navigable from a point on the Canadian Pacific Railway at Spence's Bridge, through Kamloops Lake to Clearwater on the North Thompson, and through the South Thompson, and Shuswap Lake, to some distance up the Spallumcheen River. The Columbia is navigable between the point at which the Canadian Pacific Railway crosses the western side of the loop which the river makes at Revelstoke, and Colville, a town in Washington State.

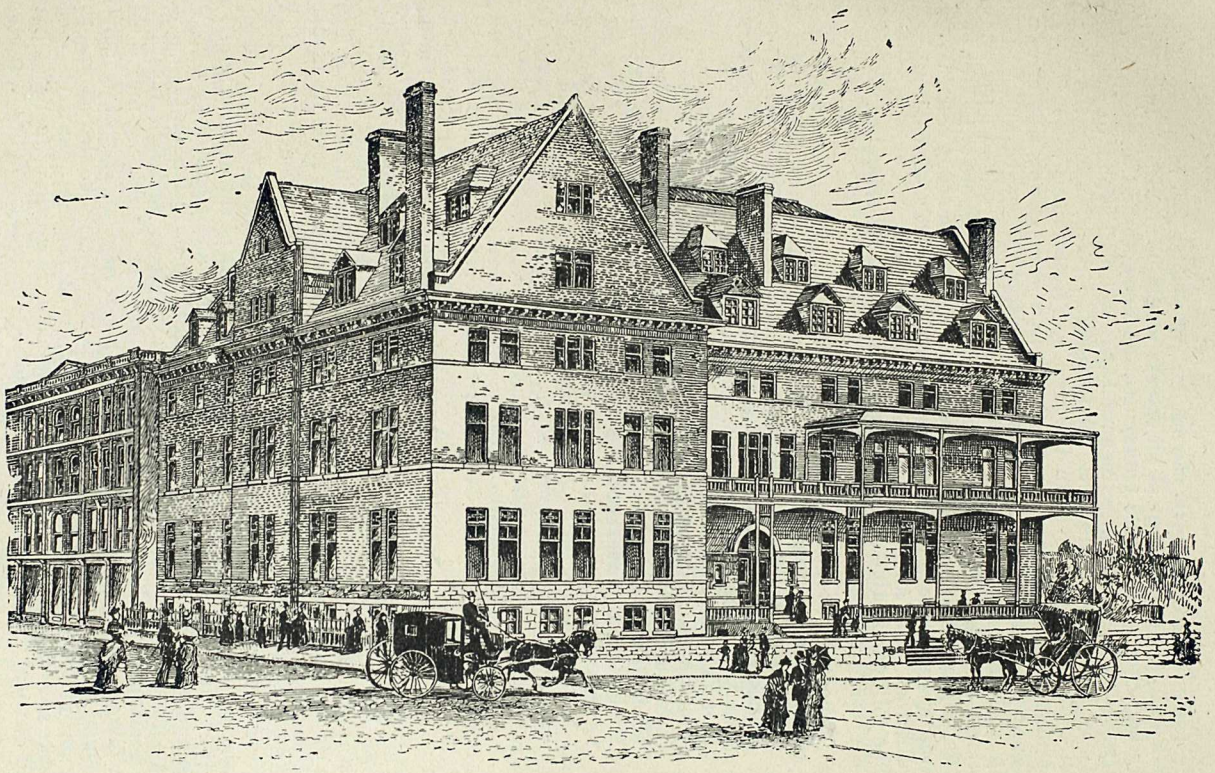
BURRARD INLET.

VANCOUVER, POPULATION 20,000, THE CANADIAN PACIFIC TERMINUS.

About two or three miles from the delta formed by the Fraser River is Burrard Inlet, a land-locked sheet of water accessible at all times to vessels of all sizes, at the entrance to which are the harbours of Coal Harbour and English Bay. Vancouver is 75 miles from Victoria and 35 miles from Naniamo, on Vancouver Island. This, the most accessible and in several ways best anchorage on the mainland, was the one selected by the Canadian Pacific Railway at which to make their western terminus.

On a peninsula having Coal Harbour on the east and English Bay on the west is the new city of Vancouver. It is surrounded by a country of rare beauty, and the climate is milder and less varying than that of Devonshire and more pleasant than that of Delaware. Backed in the far distance by the Olympian range, sheltered from the north by the mountains of the coast, and sheltered from the ocean by the high lands of Vancouver Island, it is protected on every side, while enjoying a constant sea breeze and a view of the Straits of Georgia, whose tranquil waters bound the city on two sides. The inlet affords unlimited space for seagoing ships, the land falls gradually to the sea, rendering drainage easy, and the situation permits of indefinite expansion of the city in two directions. It has a splendid and inexhaustible water supply brought from a lake in a ravine of one of the neighbouring heights. The Canadian Pacific Railway was completed to Vancouver in May, 1887, when the first through train arrived in that city from Montreal. That year, also, the Canadian Pacific Company put a line of steamships on the route between Vancouver and Japan and China. Those two important projects gave an impetus to the growth of the city, by placing its advantages entirely beyond the realm of speculation, and the advancement made was truly marvellous.

A great conflagration, in June, 1886, nearly wiped the young wooden city out of existence, but before the embers died, materials for rebuilding were on their way, and, where small wooden structures were before, there arose grand edifices of stone, brick and iron. Under the influence of the large transportation interests which were established there the next year, the building of the city progressed rapidly, and during 1887 most of the city plat was cleared of timber, and a large amount of street work was done. Electric cars run in the streets and there is a service of electric cars to and from New Westminster, on the Fraser River. The Hotel Vancouver, in comfort. luxury and refinement of service is equal to any hotel on the continent, and in the vicinity of this hotel is an Opera House admitted to be unsurpassed in elegance by any outside of New York. Since that time its progress has been unhindered by any disaster. The city is laid out on a magnificent scale, and it is being built up in a



VANCOUVER HOTEL.

style fully in accord with the plan. Its residences, business blocks, hotels and public buildings of all classes would be creditable to any city.

In addition to the great transportation lines of the Canadian Pacific Railway and the steamship lines to Japan and China and to Australia, the city has connections with all important points along the Pacific coast. The boats employed in the mail service between Vancouver and Japan and China are three magnificent new steel steamships specially designed for that trade. Steamers ply between Vancouver and Victoria daily, to Naniamo three times a week, and all Puget Sound ports and to Portland and San Francisco. The Seattle, Lake Shore & Eastern and the Bellingham Bay and British Columbia roads, and other valuable connecting systems are now in operation and give closer connections with the different cities and towns of the Pacific Coast.

The following table of distances will be useful for reference.

	Miles
Vancouver to Montreal	2,906
Vancouver to New York, via Brockville	3,163
Vancouver to Boston, via Montreal	3,248
Vancouver to Liverpool, via Montreal	5,713
San Francisco to New York	3,266
San Francisco to Boston	3,370
Yokohama, Japan, to Liverpool, via San Francisco	11,281
Yokohama, Japan, to Liverpool, via Vancouver	10,047
Melbourne to Liverpool, via Vancouver	13,707
Melbourne to Liverpool, via San Francisco	14,211
Liverpool to Hong Kong, via Vancouver	11,649
" " via San Francisco	12,883
Vancouver to Yokohama	4,300
" Hong Kong	5,936
" Calcutta	8,987
" London, via Suez Canal	15,735

NEW WESTMINSTER.

This flourishing city was founded by Colonel Moody during the Fraser River gold excitement in 1858. It is the headquarters of the salmon canning industry, and the population is about 6,000. It is situated on the north bank of the Fraser River, fifteen miles from its mouth, is accessible for deep water shipping, and lies in the centre of a tract of country of rich and varied resources.

New Westminster is chiefly known abroad for its salmon trade and its lumber business, but the agricultural interests of the district are now coming into prominence and giving the city additional stability. A large and valuable tract of farming land in the province is in the southwest corner, in the valley and delta of Fraser River, and New Westminster is situated in the midst of that great garden. Lulu, Sea and Westham islands, comprising the delta of the river, have an area of over fifty thousand acres of the choicest land. It is not heavily timbered, and the rich soil yields crops of first quality and in surprising quantity. Year by year new districts are opened up, and there is excellent farming land in all of them. The agricultural productions include the common grains, roots, vegetables and a variety of fruits, and these are produced in great abundance. A failure of crops was never known in that region. Dairying is a profitable industry, and it is growing in importance. While in the valley there is no government land to speak of, a considerable portion

of the area is yet unimproved and may be purchased at moderate prices. On the northern branches of the Fraser there are still eligible locations which may be obtained from the Government or from the Railway Company on reasonable terms. In the interior there are large amounts of land of all degrees of fertility and in all sorts of locations, that are waiting for settlers.

There are several large salmon canneries within easy reach of New Westmininster. These establishments represent an invested capital of $500,000, they employ over five thousand men during the fishing season, and pay out over $400,000 a year for supplies. This is one of the most important industries of that region. Lumbering operations are also extensive and profitable. New Westminster has direct connections with all transcontinental trains.

ALONG THE LINE OF THE CANADIAN PACIFIC RAILWAY.

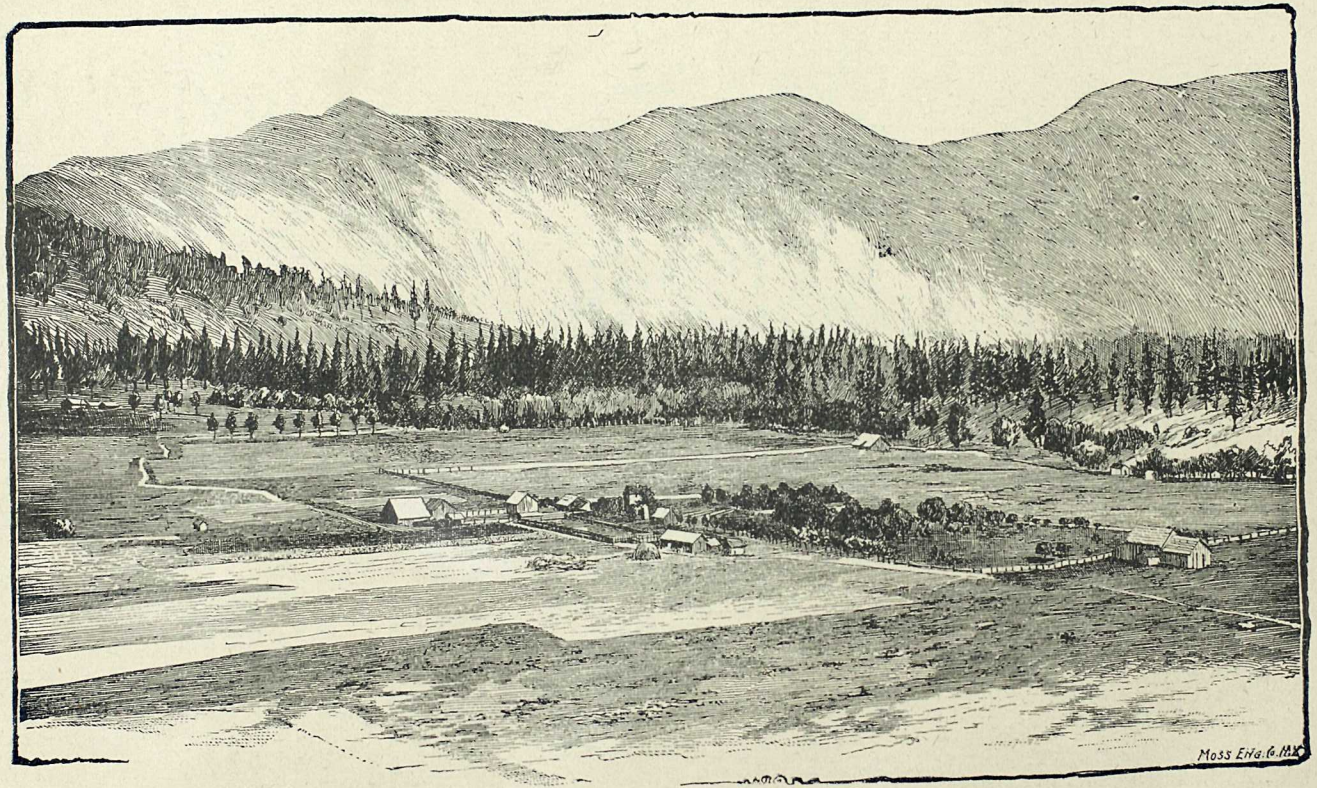
At Yale, a small town about 90 miles from the head of Burrard Inlet, and at the entrance to the mountain gorges through which the Fraser River rushes to the sea, a change of the characteristics of the country appears. From this point to the Gold Range, about 200 miles by rail, the rainfall is slight and uncertain. Agriculture is carried on by means of irrigation, a mode preferred by many as enabling the cultivator to regulate the growth of his crops, and certainly possessing advantages after the first slight outlay has been incurred.

Fifty-seven miles north of Yale, on the line of the railway, is Lytton, a small town, owing its existence to a now washed out gold bar in its vicinity. Here the Thompson flows into the Fraser, and from this valley a large district of arable and pastoral land begins. In fact over very considerable areas, far exceeding in the aggregate the arable areas of the coast region, the interior is, in parts, a farming country up to 2,500 to 3.000 feet. Cultivation is, however, restricted, as a rule, to the valleys and terraces. The soil consists commonly of mixtures of clay and sand, varying with the character of the local formation and of white silty deposits. They everywhere yield large crops of all the cereals, vegetables and roots when favourably situated. The climate is much hotter in summer that the climate of the coast regions. Tomatoes, melons and cucumbers thrive in the open air in most parts. Very fine fruit can be grown. Now that access to the markets on the Eastern side of the mountains has been opened by the Canadian Pacific Railway, fruit growing will become one of the principal industries both in this and other parts of the province.

As a grazing country this wide sweep of territory is unexcelled. Cattle and sheep that feed on bunch-grass, which is the pasturage of this region, produce the best beef and mutton on the continent. In the district where the heavier rainfall occurs, the bunch-grass is supplanted by red-top, blue-joint and other more familiar grasses. The bunch-grass country is equally valuable for horses; it affords them excellent pasturage during the winter, for though the outside may be frosted the heart remains sweet and good, and the animals keep in excellent condition. There is a ready demand for British Columbia horses east of the Rocky Mountains.

UP THE FRASER.

There are numerous small settlements in this district, particularly up the valley of the Fraser, on the Lillooet and between the Fraser



FARM AT AGASSIZ, B. C.

and Kamloops Lake. In summer a steamer runs on the Fraser from Soda Creek, 150 miles north of Lytton, to Quesnele, sixty miles farther up the river, the surrounding country which is traversed by the Government waggon road, producing heavy crops of grain and fruit. Beyond this is the Cariboo country, from which a great deal of gold has been taken. In 1860 and the following few years a number of gold bearing creeks were discovered in the Cariboo district, great numbers of men flocked to the place, and very large quantities of gold were taken out, but the work was mainly confined to placer mining. Rich veins exist, and with the use of proper machinery, which can now be taken into the country, large results will be obtained. Westward of the Fraser lies the Chilicoten prairies of large extent, but they are not likely to invite much settlement while quantities of excellent land nearer the railway remain to be taken up.

KAMLOOPS AND THE SOUTHERN DISTRICT.

About 40 miles north of Lytton the Canadian Pacific Railway turns due east to Kamloops, a thriving town situated on the South Thompson, a few miles above its junction with Kamloops Lake. Kamloops was originally a Hudsons Bay Company's post, and round this a prosperous little town has growu up. It is in a good grazing neighbourhoood, and has been used by the H. B. Co. as a horse breeding district. The country round is well settled, a large number of farmers having established themselves in the neighbourhood of the Lake, and on the banks of the Thompson, within the last two or three years. The lake is 25 miles long, and a steamer runs from Kamloops town to Savona's Ferry at the other end. South of this is a hilly, well-timbered country, in which large numbers of cattle are raised. In parts it is well-watered with lakes, marshes and small streams. and in the Okanagan and Spallumcheen valleys, the soil is a deep, clayev loam, producing goods crops of cereals and roots without irrigation. The climate of this southern part of the province is healthy, with moderate winters and there is plenty of timber for the use of settlers. A small steamer runs on the Spallumcheen River through the Shuswap Lakes, lying between Kamloops and the mountains and down the South Thompson to Kamloops.

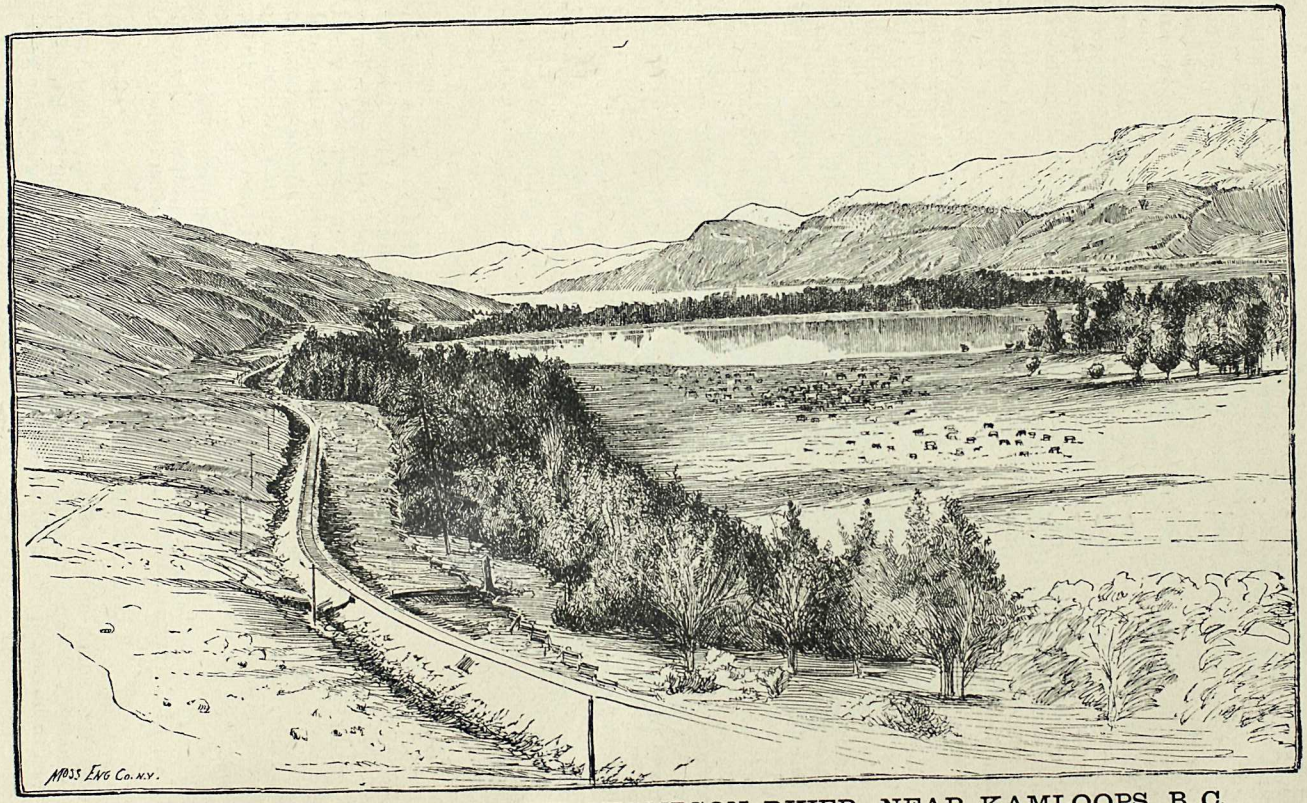
THE NICOLA VALLEY

Forms part of the Yale District, and is due south of the main line of the Canadian Pacific Railway, Spence's Bridge being the principal outlet for this fine section of country. Whilst it is specically adapted to pastoral pursuits, it is no less fitted for agriculture and the growth of all classes of cereals. The crops already grown are excellent in quality and the yield unexceptionally large. There is a greater tendency now to mixed farming than in the past. In a few years Nicola Valley will become as famous for its grain, roots, vegetables and fruit of all kinds, as it has been for its bunch-grass fed cattle.

This valley is also rich in its mineral deposits. The principal mines for the precious metals are at Stump Lake and at Coulter's. The coal fields are at Coldwater, where magnetic iron ore is likewise found.

THE OKANAGAN DISTRICT.

South and south-east of Kamloops, and the lake of that name, and the Canadian Pacific Railway, is situated the Okanagan District. believed to be one of the finest sections in the whole province for agri-



CATTLE RANCH ON THE SOUTH THOMPSON RIVER, NEAR KAMLOOPS, B. C.

cultural and stock-raising pursuits. In this part are to be found the most extensive farms in the province, as well as the largest cattle ranges. Many can count their herds by the thousands of head, and their broad fields by thousands of acres. The district is an extensive one and within its boarders are to be found large lakes, the principal one being Okanagan, whilst such streams as the Spallumcheen, the Simelkameen and other large rivers flow through the district.

Okanagan is famous as a grain growing country. For many years this industry was not prosecuted with either vigour or profit. Of late a marked change has taken place in this respect. Samples of wheat raised in Okanagan, sent to Vienna Exposition in 1886, were awarded the highest premiums and bronze medals.

One of the best flouring mills in the Dominion is now in operation at Enderby, some 35 miles south of Sicamous, a station on the line of the Canadian Pacific Railway, which is reached by navigation for vessels of light draught. The flour manufactured at these mills from Okanagan, grown wheat is equal to any other to be found on the Continent. The climate is specially adapted to the growth of wheat, which is now reaching extensive dimensions—said to be of several thousands of tons a year. The capacity of the Enderby mill is 150 barrels of flour per day. It is operated to its utmost capacity. Farmers here find a ready cash market for all the wheat they can possibly grow, an advantage which every farmer will fully appreciate.

There are still to be taken up immense stretches of the very best land, which is but lighly timbered and easily brought under cultivation. Water is abundant in some sections, whilst in others it is scarce, rendering irrigation by artesian wells a necessity.

Okanagan is also a very rich mineral district. Valuable mines are now being operated within its limits, which extend southerly to the American boundary.

The approaching completion of the Shuswap and Okanagan Railway to Vernon, the capital of the district, from the main line of the Canadian Pacific, a distance of 52 miles, will prove an immense impetus to this splendid section of country. From Vernon there will be first-class navigation up Lake Okanagan for a distance of 100 miles. The country tributary to the lake throughout is capital, and will shortly become thickly populated.

There is roomfor many settlers in this southern area, and locations are plenty where good soil, excellent pasturage, and an ample supply of timber are to be found. This comprises pine, spruce, cedar, hemlock, balsam and other kinds. On the high lands that back the valleys, forest succeeds forest, the trees of which attain the enormous growth for which this province is so famous. These places, like many other desirable localities in British Columbia, were formerly reached only by the adventurous who secured homesteads and founded settlements that are now within a day's journey from the line of railway. In the region that lies between the Shuswap Lakes and the coast range, there are two distinct climates, the dry and the humid; the one to the north of the Thompson and Fraser, and the other between the 49° and 50° parallel, each possessing its destinctive attraction to settlers. A short distance east of the Shuswap Lakes the Canadian Pacific enters the mountain passes of the Gold or Columbia Range. This is another region of magnificent timber. The fir and cedar attain dimensions far exceeding anything known in the east of America, and only equalled by those found on the west side of the coast range. Their value is enhanced by proximity to the prairies, where there is an ever-growing demand for this species of timber.

THE KOOTENAY DISTRICT.

The Kootenay District, including the Lower and Upper Kootenay valleys and the Columbia valley, is a most valuable region now attaining considerable prominence. Lying in the south-eastern corner of British Columbia, it is separated from the North-West Territories of Canada by the Rocky Mountains, and is in shape a huge triangle with a base line of some 150 miles resting on the 49° No. lat., which forms the international boundary between that portion of British Columbia and Montana, Idaho and Washington State. About the centre of this triangle is the Selkirk range of mountains, bending like a horeshoe with the open ends towards the south, and within the horseshoe lies the Lower Kootenay Valley, while the two remaining valleys comprising the Kootenay District, *i.e.*, the Upper Kootenay and the Columbia valleys, are outside of this horseshoe. isolating the Selkirks from the Rocky Mountains and Gold Range, These valleys are formed respectively by by the Columbia and Kootenay rivers, and in addition to splendid timber, posses considerable wealth of minerals and much valuable land admirably suited to agriculture and grazing purposes.

The Kootenay is reached from Revelstoke, a station on the line of the C. P. R. The steamer (during the season) leaves Revelstoke twice a week and goes via the Columbia and Arrow Lakes to Robson, a run of 165 miles through charming scenery, returning by the same route. From Robson the Columbia and Kootenay Railway and Navigation Company, runs up the valley of the Kootenay to Kootenay Lake where another steamboat can be taken to the numerous gold, silver and copper mines. From Robson a steamer runs to the Little Dalles of the Columbia, where rail communication is made for Spokane Falls, Washington and other points in the United States.

THE VALLEY OF THE COLUMBIA.

This south-east corner of the province is remarkable for its pasturage lands. It is a hilly country with rich grass lands and good soil. There is a great deal of prairie land, and about an equal quantity of forest in which pine, cypress and cedar grow luxuriantly, as well as birch and other deciduous trees. An excellent tract of farming country is a belt along the Kootenay River, varying from two to ten miles in width. Here the soil is light and bunch-grass grows. There is a series of lakes near the river where the valley, which is about fifteen miles wide, has a heavy soil, producing grain and vegetebles of the ordinary kind in abundance. Salmon from the Columbia make their way in great numbers into the Kootenay. The ordinary brook trout are plentiful in the mountain streams. The country produces some of the best timber in the province, and is a good district for large game.

Considerable placer mining has been done in the Kootenay District, and recently some rich quartz ledges has been discovered. The distrist is rich in minerals and valuable discoveries are made from time to time.

An English company is engaged in a scheme for widening the outlet of the Kootenay Lake, with a view to reclaiming about 40,000 acres of first-class alluvial land, on which they intend to form a colony of ex-officers and other selected persons. This district is well timbered, yet a splendid grazing country; it has a sufficient rainfall, yet is out of the constant rainfall peculiar to the mountains further north; it is a good game country, produces cereals and roots in abundance, and is within easy reach of rail. Gold and silver have been found and mined in this southern as well as in the northern parts of the province.

THE KOOTENAY VALLEYS

Are guarded in a great measure by the Rocky Mountains from the cold north and east winds, and the climate is also tempered by the warm breezes of the Pacific Ocean, the "Chinook Wind," which render it healthful and pleasant. The snow-fall is light, though at times the cold is severe, but cattle and horses remain out all winter without shelter or fodder and keep fat and healthy. The springs are early, the summer warm and free from frosts, and the winters moderate both in duration and range of cold. The soil is good, producing fine crops of wheat, oats, peas, garden produce, etc.; tomatoes, cucumbers, and such delicate growths do well anywhere in the valley. Hop culture has not been tried extensively as yet, but wherever the vines are grown as ornaments to houses they thrive surprisingly, proving that more extensive planting would be both safe and profitable. The timber is most valuable, including yellow pine, fir and tamarac, the former being a most useful and handsome tree, frequently attaining a girth of twenty feet. Large deposits of excellent steam coal have been discovered in the Crow's Nest Pass, and it is confidently believed that gold exists in paying quantities at many points in the valley, including Bul River, Gold Creek, Moojea Creek, etc., now in the hands of enterprising companies. During 1863 and 1864 there was an invasion of miners and much placer gold was taken out, over three million dollars being credited to Wild Horse Creek alone. From latest reports, the prospects for future successful quartz mining appear most encouraging.

The Lower Kootenay Valley, which ends with Kootenay Lake, is a beautiful sheet of water some 90 miles in length. The river varies from 600 to 700 feet in width, and the average depth is about 45 feet, rendering navigation by the largest steamers safe and easy, the current being slow. Lofty elm and cottonwood trees line the banks, leaving the valley an unbroken expanse of tall grass, without a tree until the level ends at the pine-covered hills on either side. Above these hills rise the mountains to a height varying from 1,500 to 5,800 feet. There is no question but that these valleys contain some of the most productive land known. The valleys are rich in minerals. On Kootenay Lake immense galena deposits have been discovered, containing a valuable proportion of silver, and mining is easy. On Toad Mountain, near Kootenay Lake outlet, rich deposits of copper and silver have been located and promise to be of great inportance. Two small steamers at present ply upon the lower Kootenay River and the Lake, and offer a delightful trip. The lake is claimed to be one of the most beautiful in the world, and is a very attractive point for sportsmen. In its clear depths are land-locked salmon, and on the mountains in the vicinity are found grizzly bear, mountain goat and caribou.

THE BIG BEND OF THE COLUMBIA.

Between the Gold Range and the Selkirks is the west side of the great loop of the Columbia River, that extends north above the 52nd paralell. This bend drains a gold region not yet well explored, but which has every indication of great mineral richness, and certainly possesses an amazing quantity of fine timber. Within easy reach of the Canadian Pacific Railway is enough timber to supply all the vast treeless plains east of the Rockies for generations to come. Gold has been found in paying quantities at many points north of the Bend, and indications of it on the Illecilliwaet River and Beaver Creek.

VANCOUVER ISLAND.

Vancouuer is the largest island on the west coast of America, being about three hundred miles long, and with an average breadth of about fifty miles, and contains an estimated area of from 12,000 to 20,000 square miles. The coast line, more particularly on the west side, is broken by numerous inlets of the sea, some of which run up to the interior of the island for many miles, between precipitous cliffs, backed by high and rugged mountains, which are clothed in fir, hemlock and cedar. At some points are sheltered bays which receive small streams, watering an open gladed country, having a growth of wild flowers and grasses—the white clover, sweet grass, cowslip, wild timothy and a profusion of berries. The two ends of Vancouver island are, comparatively speaking, flat, but there are mountains in the interior ranging from 6,000 to 8,000 feet on the highest ridges. The interior of the island, still unsettled at any distance from the sea coast, is largely interspersed with lakes and small streams. The surface is beautifully diversified by mountains, hills and open prairies, and on the east coast the soil is so good that great encouragement is offered to agricultural settlement.

In other parts the soil is light and of little depth, but it is heavily wooded. In the inland lakes, and in the indentations of the coast, there is a plentiful supply of fish, and a fair variety of game on shore.

The principal harbour is that at Esquimalt, which has long been the rendezvous of the English squadron in the North Pacific. It is situated at the south end of the island, on the eastern side, and can be approached in foggy weather by means of soundings, which are marked on the admiralty charts, for a considerable distance seaward, an advantage possessed by very few anchorages, and with the exception of Burrard Inlet, at the terminus of the Canadian Pacific Railway, by no other large harbour on that coast. The scenery of Vancouver island is exceedingly varied and picturesque.

VICTORIA.

Victoria (pop. 20,000) is the capital of British Columbia and the chief city of Vancouver Island, It was formerly a stockaded post of the Hudsons Bay Company and was then called Fort Victoria. It is delightfully situated on a small arm of the sea, commanding a superb view of the Straits of Georgia, the mountains of the mainland, and snow-capped Mount Baker in the distance. The city's age may date from 1858, when the discovery of gold on the mainland brought a rush of miners from the south. It is now a wealthy, well-built, and very English city, with business and shipping interests of great importance. Victoria is preeminently a place to delight tourists, and has ample accommodation for a large floating population, having several comfortable hotels, one or two of which are noted for the excellence of their tables. Various public buildings are also worthy of more than passing notice. Most of the manufacturing interests of the province are centered at Victoria. It has the largest iron works on the Pacific Coast outside of San Francisco, and several smaller foundries and machine shops, also many factories. The city is amply provided with educational facilities, both public and private. The public schools are supported by the Government, and controlled by a school board elected by popular suffrage. Besides these there are the ladies' collège, under the auspices of the Anglican Church and an academic institution, as well as a primary

school, maintained by the Roman Catholic denomination. There are Protestant and Roman Catholic orphanages. The city has a public library of about 10,000 volumes, and several of the fraternal and benevolent societies also have libraries of considerable size.

Victoria has the advantage of being a port of call of the Canadian Pacific Railway Company's Royal Mail Steamship Line steamers to and from Japan and China. Steamers run daily between Victoria and Vancouver, and the trip from city to city through the clustered isles of the Gulf of Georgia is very pleasant. Daily boats ply to all important Puget Sound Ports, and to points northward on the island and mainland, and all regular San Francisco and Alaska steamers call at Victoria.

The city has for many seasons been a favourite resort for tourists, and appears to be steadily growing in popularity. The country for some miles about the city supports a scattered farming population and furnishes a portion of the supplies of the city, but it is not a particularly good farming country, being better adapted to fruit culture. Here every variety of fruit grown in a temperate climate attains peculiar excellence, and fruit culture promises to become a leading industry in the near future.

ESQUIMALT.

Esquimalt harbor is about three miles long, and something under two miles broad in the widest part; it has an average depth of six to eight fathoms, and affords excellent holding ground, the bottom being a tenacious blue clay. The Canadian Government has built a dry-dock at Esquimalt to accommodate vessels of large size. Its length is 450 feet, and 90 feet wide at the entrance. It is built of concrete, faced with sandstone, and was nearly three years in construction.

There is a small town at the northern corner of the harbour bearing the same name, Esquimalt. The nucleus of it are some British Government buildings, consisting of a naval hospital, an arsenal, and other dockyard buildings. In the immediate vicinity of these the town has arisen. There are two churches, a public school, two hotels or inns, and a number of residences and business buildings. In the territorial division of Esquimalt there are several farming settlements and one or two manufactories, including a boot and shoe manufactory and a saw-mill. Esquimalt is only three and a half miles from Victoria by land, and is connected with it by an excellent macadamized road and an electric car service.

NANAIMO.

Situated on rising ground and overlooking a fine harbour on the east coast of Vancouver Island, is the thriving city of Nanaimo, with a population of about 4,000, and ranking next to Victoria in importance. It is seventy miles north of Victoria, and depends chiefly upon its coaling interest and shipping business for support. Nanaimo Harbour is connected by a deep channel with Departure Bay, where the largest craft find safe anchorage. Vancouver Island bituminous coals are now acknowledged to be superior for all practical purposes to any coals on the Pacific Coast. Four companies operate mines in the immediate vicinity of Nanaimo. Large quantities are sent to San Francisco; to the Sandwich Islands and China, being shipped from either Nanaimo or Departure Bay. Nanaimo is also the coaling station for the British squadron in the Pacific. A large number of men find employment in the

mines and about the docks, and the town for its size is well supplied with the requirements of a growing population. It has churches, schools, hotels, water-works, telephone, etc., and such industries as a tannery, boot and shoe manufactory, saw-mill, shipyard, etc., and weekly and semi-weekly newspapers. Much of the land is excellent for agricultural purposes. There is a daily train service between Nanaimo and Victoria, and connections by steamers with the different island and mainland ports.

These three places, Victoria, Nanaimo and Esquimalt, all on the south-eastern corner of Vancouver Island, are the principal centres. There are smaller communities on the island, mainly on the south corner, and at no great distances from the three principal places already spoken of. Such is Cowichan, a settlement on the east coast, about midway between Victoria and Nanaimo, where the quality of the soil permits farming to be carried on to some advantage. Saanich, another farming settlement at the extreme south-east. Maple Bay, Chemainus, Somenos, all in the neighbourhood of Cowichan; Comox, some 60 miles north of Nanaimo, in the vicinity of which are some of the principal logging camps; Sooke, a short distance south-west of Esquimalt, are being gradually developed.

THE SOIL OF VANCOUVER ISLAND.

The soil of Vancouver Island varies considerably. In some parts are deposits of clay, sand and gravel, sometimes partially mixed, and frequently with a thick topsoil of vegetable mould of varying depth. At other places towards the north of the island on the eastern shore are some rich loams, immediately available for cultivation. The mixed soil with proper treatment bears heavy crops of wheat; the sand and gravelly loams do well for oats, rye, barley, buckwheat, roots, etc., and where the soil is a deep loamy one, fruit grows well. The following average of the yield of a properly cultivated farm in the Comox district is given by a member of the Canadian Geological Survey. This is from the best land in Comox, but there are other parts of the island not much inferior:

Wheat, from 30 to 45 bushels per acre; barley, 30 to 35 bushels; oats, 50 to 60 bushels; peas, 40 to 45 bushels; potatoes, 150 to 200 bushels; turnips, 20 to 25 tons per acre.

Some of the rocks of the island furnish excellent building material, the grey granite being equal to Scotch and English granites.

TIMBER.

The timber of Vancouver is one of its richest products. Throughout the island the celebrated "Douglas Fir" is found, and a variety of coniferous trees grow on all parts of the island. It is impossible to travel without marvelling at the forest growth. This exuberance is not confined to the mammoth fir trees, or the enormous cedars; trees of many of the deciduous varieties abound, so that either for lumber and square timber, or for the settlers' immediate requirements for the use of cities, and as arboreous adornments to the homes, the forests of Vancouver Island have a value that every year will become more apparent.

CLIMATE OF VANCOUVER ISLAND.

Concerning Vancouver Island, it only remains to say in the important matter of climate its inhabiiants believe, and with some reason, that they enjoy peculiar advantages. They have a mild and even

winter, with rain ; the annual rainfall is estimated at 45 inches ; and occasionally snow ; early spring ; a dry, warm summer. and a clear. bright and enjoyable autumn. Sometimes the frost is sufficiently hard to permit of skating, but this is exceptional. As a rule flowers bloom in the gardens of Victoria throughout the year. It is spoken of as England without its east winds ; in reality, it is Torquay in the Pacific. Fruits of all kinds indigenous to the temperate climates ripen in the open air, and amongst them. some that are in England brought to perfection only under glass. Thunder storms seldom break over Vancouver. It is this climate, combined with the situation of Victoria, that makes that city such a pleasant abiding place.

WAGES.

The wages earned in Victoria and other parts of the island are, of course, governed by the demand for labour, and the amounts paid on the mainland. but it is unlikely that they will be reduced for many years to the level of those paid in Eastern Canada.

Artizans are highly paid, and there is work at good wages for steady men even if without any mechanical knowledge. Women servants are well paid. but as in all backwood settlements the earlier work is done by men exclusively, and a pioneer soon finds that his new home is not complete without a wife. The consequence is that young women coming to the colony, and prepared to take their share of the duties of life as the wives of settlers in the back districts, do not long remain as servants or factory girls. They may at first miss some of the attractions of a city life, but by industry and orderly living, acquire a position in their neighbourhood, and gather about them much to occupy their time and give an interest to their home, and as the years roll on positions of credit and responsibility come to them, that in the early days did not even occur to them as possible.

THE ISLANDS OF THE STRAITS.

On the east side of Vancouver, in the Straits of Georgia, that is between the island and the mainland, are innumerable islands of smaller size. Generally they are wooded, and some of them have spots well fitted for agriculture, They are not much sought for by white men at present, as there is plenty of land in places nearer the settlements.

TAXADA.

Near Vancouver, is the island of Taxada, opposite the settlement at Comox, which from its wealth of iron ore, is destined to be of considerable value.

It is largely owned by speculators. The ore is in a mountainous mass that can be traced for miles, and it can be mined, smelted and shipped without difficulty. It is a coarse, granular magnetite, containing a large percentage of iron with only .003 per cent of phosphorus.

A little to the north of Taxada is a small group of islands, and then the island of Vancouver and the mainland approach one another to within two or three miles.

THE QUEEN CHARLOTTE ISLANDS.

North of Vancouver island, and close to the coast of the mainland, there is a succession of islands continuing to the extreme limits of British Columbia. Of these, the Queen Charlotte Islands are the

largest and most important. These are a group of which there are three principal islands, Graham, Moresby and Provost islands. They are the home of the remnant of the Hydah Indians. About 800 people, who live in villages scattered about the three islands. They are expert canœmen and fishermen, and find occupation in extracting oil from the livers of the dog fish, which abound on that coast. A company was started a few years ago called the Skidegate Oil Company, which, by introducing proper machinery for extracting the oil, obtains an excellent article, especially for lubricating. It manufactures about 40,000 gallons annually, and gives employment to the Indians during the summer months.

These islands are heavily wooded, but not with the larger kinds of fir. It is believed that there is gold on the islands, and in years past several attempts were made to find it; but, probably owing to imperfect methods, with only moderate success.

THE GOLD FIELDS OF BRITISH COLUMBIA.

It would be difficult to indicate any defined section of British Cnlumbia in which gold has not been, or will not be, found. The first mines discovered were in the southern part of the province, the next in the Cariboo district, in the centre of British Columbia, and at the present the richest diggings in work are the Cassiar mines in the far north. Recently several new mines have been opened elsewhere.

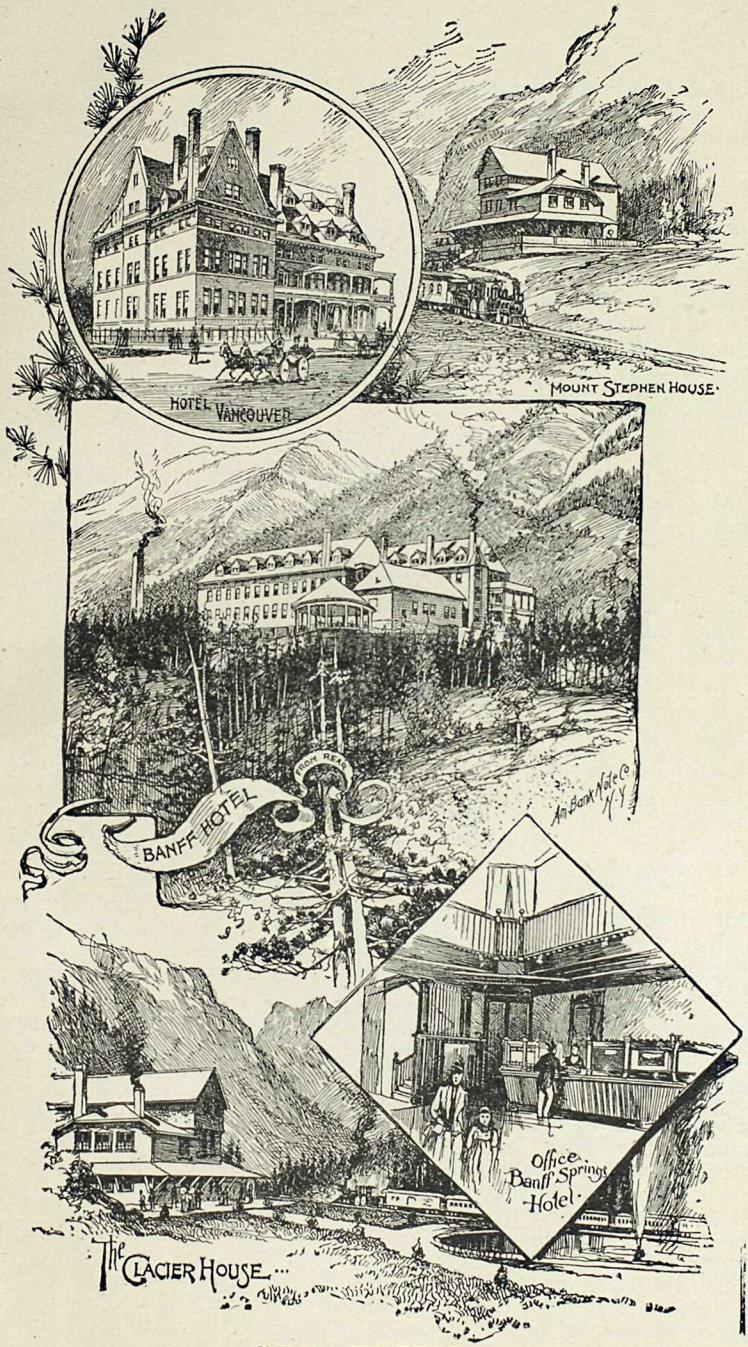
Gold has been found on the eastern side of the Rocky Mountains, on Queen Charlotte islands at the extreme west, and on every range of mountains that intervene between these two extreme points. Hitherto the work has been practically placer mining, a mere scratching of the surface, yet nearly fifty millions of dollars have been scraped out of the rivers and creeks. Bars have been washed out and abandoned, without sufficient effort being made to discover the quartz vein from which the streams received their gold. Abandoned diggings have been visited after a lapse of years, and new discoveries made in the neighbourhood.

The railway now pierces the auriferous ranges: men and material can be carried into the heart of the mountains, and with each succeeding season fresh gold deposits will be found, or the old ones traced to the quartz rock, and capital and adequate machinery be brought to bear upon them. There are hundreds of miles open to the poor prospector, and there are, or shortly will be, numerous openings for the capitalist. To the agricultural settler the existence of gold is of double significance. He is certain of a market for his produce, he is not debarred from mining a little on his own account, and he is never deprived of the hope that he will one day become the fortunate discoverer of a bonanza.

In giving evidence before a committee of the House of Commons a member of the Government Geological Survey said: "After having "travelled over 1,000 miles through British Columbia, I can say with "safety that there will yet be taken out of her mines wealth enough to "build the Pacific Railway." This means many millions. Another gentleman in the same service said that, "it may soon take its place as "second to no other country in North America."

In 1860, Antler Creek (on the Fraser) yielded at one time not less than $10,000 per day. On one claim $1,000 was obtained by a single day's work.

The total output of gold since its first discovery in British Columbia, even before new mineral districts were opened up by the Canadian


HOTEL VANCOUVER
MOUNT STEPHEN HOUSE
BANFF HOTEL
ROCK REAR
Am Bank Note Co N.Y.
Office Banff Springs Hotel
The GLACIER HOUSE

C.P.R. HOTELS.

Pacific Railway, was estimated at $60,000,000. It is now far in excess of this. With present facilities for prospecting, much heavier returns are expected, for the era of scientific mining in British Columbia has only commenced.

GOLD-BEARING ROCKS.

In British Columbia, a belt of rocks probably corresponding to the gold rocks of California, has already been proved to be richly auriferous. Geological explorations go to show a general resemblance of the rocks to those of the typical sections of California and the Western States.

Silver has been discovered in several places, and its further discovery will probably show that it follows the same rules as in Nevada and Colorado. The best known argentiferous locality is that about six miles from Hope, on the Fraser River. The lodes occur at an elevation of about 5,000 feet.

Great iron deposits exists on Taxada Island, and copper deposits have been found at several points on the coast of the mainland, Howe Sound, Jarvis Inlets, the Queen Charlotte Islands and other points. Mercury, cinnabar and platinum have been found in small quantities during the process of washing gold.

COAL ON THE MAINLAND.

Several seams of bituminous coal have been discovered on the mainland, and some veins have been worked in the New Westminster and Nicola districts, and other indications of coal have been found in several parts. The same formation exists on the mainland as on the island, and the New Westminster and Nicola coal-beds are probably small portions only of large areas.

Anthracite coal, comparing favourably with that of Pennsylvania, has been found in seams of six feet and three feet, in Queen Charlotte Island. Fragments of anthracite have been picked up on several parts of Vancouver Island, and this would seem to indicate that the seams found in Queen Charlotte islands will be traced to Vancouver.

THE FISHERIES OF THE WEST COAST.

An important part of the future trade of British Columbia will arise from the wealth of fish in the waters of her coast. Of these, the most valuable at present is the salmon. They literally teem in the Fraser and Columbia rivers, and frequently passengers on the Canadian Pacific Railway are astounded by the sight of broad expanses of river, or deep pools packed almost solid with wriggling masses of splendid fish, their motions being distinctly visible from the platforms or car windows as the trains pass by. The greater number of the canneries are on the Fraser River, but there are some in the far north.

The Salmon make their way for great distances up the rivers. The salmon of the Columbia fill the streams of the Kootenay; those of the Fraser are found six hundred miles in the interior. There are several kinds of this fish, and they arrive from the sea on different dates.

Besides the salmon are the Oolachan, which come in great numbers, and supplies a valuable medical oil, The black cod, a superior food fish, abounds from Cape Flattery northward. Cod, similar to the eastern variety, are taken on banks off the coast of Alaska, and the same fish is said to haunt British Columbia waters. Halibut of fine quality and large size are plentiful in the inner waters, on the banks off the west

coast of Vancouver Island, and further north. Sturgeon up to 1,000 pound weight are numerous in the Fraser and large rivers. The surf smelt and common smelt are abundant, and valued for the table. Shad are taken occasionally. Herring is abundant, and both lake and brook trout on the mainland.

There are scores of men in the fishing trade of England and Scotland who struggle year after year for an uncertain percentage, who, in British Columbia, would find competency in a few years' working, and hundreds who are no richer at the end of December than they were at the beginning of January, who would experience a very different condition of life on the coast of British Columbia.

These coasts afford wide fields for occupation and dispense reward with less niggard hand than in the older home where every loaf has many claimants. There is no rent to pay, no leave to ask to run a boat ashore. The land is his who occupies it. A man who in the British seas toils year in and year out for others may own his own home, his piece of land and his boat, by no mans' favour.

THE FOREST TREES.

In this respect there is no other province of Canada, no country in Europe and no state in North America, that compares with it.

There are prairies here and there, valleys free from wood, and many openings in the thickest country, which in the aggregate make many hundred thousand acres of land on which no clearing is required. But near each open spot is a luxurious growth of wood. A settler may be lavish as he pleases: there is enough and to spare.

The finest growth is on the coast, and in the Gold and Selkirk ranges. Millions on millions of feet of lumber, locked up for centuries past, have now become available for commerce. The Canadian Pacific Railway passes through a part of this, and crosses streams that will bring untold quantities to the mills and railway stations. The Government Department of Agriculture has published a catalogue and authoritative description of the trees of British Columbia, in which the several species are ranked as follows:—

Douglas Spruce (otherwise called "Douglas Fir," "Douglas Pine," and commercially, "Oregon Pine.") A well-known tree. It is straight, though coarse-grained, exceedingly tough, rigid, and bears great transverse strain. For lumber of all sizes, and planks, it is in great demand. Few woods equal it for frames, bridges, ties, and strong work generally, and for shipbuilding. Its length, straightness and strength specially fit it for masts and spars.

The Western Hemlock occurs everywhere in the vicinity of the coast, and reaches 200 feet in height. Yields a good wood; bark has been used in tanning. Is like the eastern hemlock, but larger.

Englemann's Spruce (very like "white spruce"), tall, straight, often over three feet in diameter—wood good and durable. Forms dense forests in the mountains.

Menzte's Spruce chiefly clings to coast, a very large tree, wood white and useful for general purposes.

The Great Silver Fir, so far as known, is specially a coast tree. It grows to a great size, but the wood is said to be soft and liable to decay.

Balsam Spruce abounds on Gold and Selkirk ranges and east of McLeod's Lake. Often exceeds two feet in diameter.

Among the pines may be mentioned the familiar tree known locally as "red pine," "yellow pine," or "pitch pine," considered to be a variety

of the heavy yellow pine (*Pinus Ponderosa*) of California and Oregon. It grows in open groves in the valleys, and on the slopes up to about 3,000 feet. Is used for building and general purposes.

The *White Pine* ("Mountain Pine") resembles the eastern white pine, and may be used for the same purposes. It is found throughout British Columbia.

The *Black Pine* ("Bull" or "Western Scrub" Pine) occurs everywhere in the province, at varying heights. Useful for rough purposes.

The *Western Cedar* ("Giant Cedar" or "Red Cedar") is a valuable tree. It is found throughout the province except in the far north. The wood is of a yellowish or reddish color, and very durable, splits easily into planks; has been used chiefly for shingles and rails.

Yellow Cypress (commonly known as "Yellow Cedar"). A strong, free, fine grained wood; used in boat-building and for ornamental purposes; often exceeds 6 feet in diameter. Occurs chiefly on coast; also in interior of Vancouver Island, and abounds on west coast of Queen Charlotte Islands.

Western Larch (sometimes called "Tamarac"), occurs in Rocky Mountains and valleys of Selkirk and Gold ranges. A large tree, yielding a strong, coarse, durable wood.

The *Maple*, the *Vine Maple*, the *Yew*, the *Crab Apple*, the *Alder*, the *Western Birch* and the *Paper* or *Canoe Birch*, the *Oak*, the *Aspen Mountain Ash* and other minor woods are found in different parts of the province and in all parts wild berries of nearly every variety occur.

THE TIMBER REGION.

Between the mountains and the sea the Canadian Pacific Railway passes through many forests of these valuable woods, and brings within reach of lumbering operations, vast additional quantities growing in the neighbourhood of those streams that fall into the Columbia, the Thompson, and the Fraser. Timber on the western plains of Canada will now be obtainable at considerable less prices than those paid in the Western States, The distance from the Rocky Mountains to the great farming and cattle raising districts of which Calgary, McLeod, Medicine Hat, Maple Creek, Swift Current, Moosejaw and Regina, are the centres, is less than that from Winnipeg to Minneapolis, from which market the earlier settlers in Manitoba were supplied before the Canadian Pacific Railway was built eastward to the Lake of the Woods. Cheap lumber, so essential to the settler, is therefore secured by the opening up of British Columbia.

THE TRADE OF THE PROVINCE.

Though the trade of British Columbia is still unimportant when compared with the extent, resources, and immense future possibilities of the province, still it has improved and developed wonderfully during the past few years showing an increase since 1884 that speaks volumes for the progress and enterprise of the people. Prominent exports are fish, coal, gold, timber, masts and spars, furs and skins, fish oil, wool, hops and spirits. A large portion of the salmon, canned and pickled, goes to Great Britian, the United States and Australia; the States and Sandwich Islands consume a large share of the exported coal, and great quantities of timber are shipped to Australia and ports in South America. To Great Britian and the United States are sent the valuable furs and peltries of land animals and the much prized seal and otter, etc. China

also receives a considerable amount of lumber, timber and furs. Valuable shipments of fish oil, principally obtained from the dog fish at the Queen Charlotte Islands, are consigned to the States annually, and also to the Sandwich Islands. These industries, though already of considerable importance, are destined to become very large as well as very profitable enterprises in the near future. With the shipping facilities offered by the Canadian Pacific Railway, and the new steamship lines to Japan and China, backed by her natural advantages of climate and geographical position, and immense resources in timber and minerals, British Columbia is gradually obtaining her proper share of the commerce of the world. There is no other country on the globe more richly endowed with varied resources of wealth, as fisheries, timber, minerals, pasture and arable lands, etc., and all are open to those who choose to avail themselves of these new and attractive fields for enterprise.

THE CLIMATE OF BRITISH COLUMBIA.

The climate is one of the greatest attractions of the province. On Vancouver Island and the coast line of the mainland it is serene and mild, resembling the climate of Devonshire and Cornwall, and from Queen Charlotte Islands to Alaska the climate of Scotland is closely matched. On April 13th strawberries have been seen in bloom, and by May 1st strawberries are ripening, spring wheat, potatoes and peas showing well above ground ; the plains covered with wild flowers and native roses in bloom.

It is on Vancouver Island and in the extensive districts west of the coast range as well as in those in the southern strip of the province between the parallels of 49° and 50° that the great fruit-raising farms of Canada will be located. Apples, pears, plums, peaches, apricots, nectarines, the finer class of grapes, berries of every description, fruits not common to the eastern coast, a profusion of flowers, and all the more delicate vegetables will grow luxuriantly, as do all kinds of grasses and flowers of the temperate zone.

No general description will serve the purpose in speaking of the climate of the mainland of British Columbia, On the coast it varies considerably, while in the interior the differences are yet more plainly marked. It may be divided into the southern, middle and northern zones.

THE SOUTHERN ZONE.

It is in this division that so much bunch-grass country exists, which offers so many advantages for cattle and sheep raising. The winter is shorter and milder than the district further north, and though snow falls, the wind-swept slopes are usually very thinly covered. Cattle as well as horses winter out.

THE MIDDLE ZONE.

This comprises the region between 51° and 53° north latitude and contains much of the mountainous parts of the province, including the Cariboo Mountains the locality of the most celebrated gold fields yet discovered in British Columbia. The rainfall is heavier there than in the southern zone and the forest growth therefore becomes more dense. The climate, if less attractive than that of the two great divisions east and west of the coast range, is particularly healthy.

THE NORTHERN ZONE.

A consideration of this country hardly falls within the scope of this pamphlet. It is necessarily remote from the line of the Canadian Pacific Railway and except for its gold mines and the fish in its waters will not, by reason of its distance, attract immediate settlement.

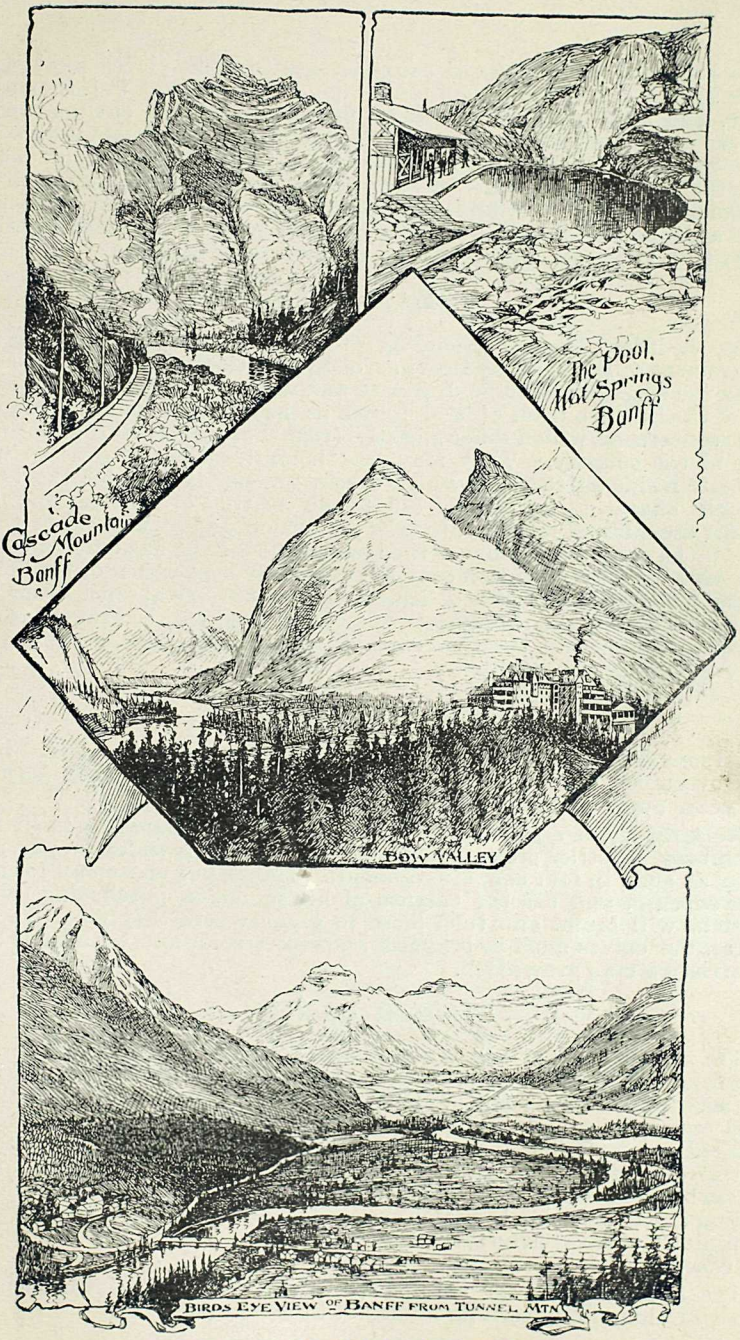
It will be seen from the foregoing that British Columbia possesses a greater variety of climate than any country of its size, and that the lines of demarcation between one and the other are singularly abrupt and well defined.

SPORT IN BRITISH COLUMBIA.

In addition to its many advantages already referred to, British Columbia offers great attractions to the lover of rod and gun. Of game, large and small, there is a great variety. On the mainland are grizzly, black and brown bears, panther, lynx, elk, cariboo, deer, mountain sheep and goat, heads and skins of which are the finest trophies of a sportsman's rifle. Water fowl, geese, duck, etc., are very abundant on the larger lakes, and these and several varieties of grouse are the principal feathered game, and can always be found in the season. On Vancouver Island bear and deer can be found within easy distance of lines of travel, snipe afford rare good sport, and the valley quail is as swift of wing and as fascinating an object of pursuit as his famous cousin "Bob White" of Ontario. English pheasants were introduced some years ago and have taken kindly to their new home. They are now numerous in some parts of the island. For big game, bear, caribou, sheep, goat, etc., there is no part of the continent that offers a more promising chance than the Selkirk Range, and taken all in all, with its great variety of game and noble scenery, there are no similar shooting grounds now so rich and so accessible. For the convenience of sportsmen desiring to work the Kootenay valley and neighbouring country, which is highly spoken of by the few who have as yet tried it, the Canadian Pacific Railway Company has erected four fishing lodges or "camps" on the line of the Columbia and Kootenay Railway. The camps are numbered and located as follows: camp No. 1, 15 miles from Robson; No. 2, 16 miles from Robson; No. 3, 17½ miles from Robson; No, 4, 5 miles from Nelson (at the railway bridge crossing). Parties can hire outfits from the company's agents, who will supply all necessary articles, provisions etc., at moderate cost. Cooks, guides, etc., when required, can be hired at Robson and the necessary camp equipage is carried free between Robson and the different camps.

THE SCENERY OF BRITISH COLUMBIA.

To convey a proper idea of the marvellous beauty of the scenery of British Columbia in a work of this description would be impossible. Within the limits of the province are crowded all the mountain ranges of Western America. forming a combination of scenic magnificence that is beyond written description. The province excels all others for beauty, and the journey from the extreme eastern boundary to the coast is something that once enjoyed will never be forgotten. Traversing the passes of the Rocky mountains, and continuing through the Selkirks and Columbian ranges, the eye wanders from peak to peak, gorge to gorge, and valley after valley, as they are revealed in endless succession for nearly 600 miles before the Pacific Ocean is reached. On the coast the scenery is softer, but none the less attractive. The natural canals of these tran-



BANFF HOT SPRINGS HOTEL.

quil waters and deep inlets of the coast are in some places flanked on either side by precipitous mountains rising sheer out of unfathomable water, and they look like strips of pale green riband curling about between mounds of a darker hue. The summits of these mountains are at one moment visible and at the next hidden in some passing cloud, and down their sides, from points far towards the summit, long lines of silver streaks of foaming water fall into the sea. Between the ocean and these inlets are islands which shield them from the force of any storm, so that a boat may travel for a thousand miles in absolute safety.

LANDS.

For the information of intending settlers a few words concerning the acquirement of lands in the Province of British Columbia may be useful. Along the Canadian Pacific Railway and within twenty miles on each side of the line is a tract of land known as the Railway Belt, the regulations concerning which differ slightly from those governing other portions of the country. They may be "homesteaded" by settlers who intend to reside on them, in which case no money is paid for the land, the only charge being a fee of $10 (£2) at the time of application. Six months are allowed in which to take possession, and at the end of three years if the settler can show to the local agent that he has cultivated the land, he acquires a patent on easy terms and becomes owner of the homestead in fee simple. In case of illness or of necessary absence from the homestead during the three years, additional time will be granted to the settler to conform to the Government regulations. These conditions apply to agricultural lands.

GRAZING LANDS.

Persons desiring to engage in cattle raising can acquire leases from the Government on easy terms, subject to a termination of their lease by two years notice from the Government.

Stock raising is a pleasant as well as profitable occupation in British Columbia. A settler pre-empts 320 acres of land, for which he pays one dollar an acre, in four equal instalments. He can put up a small lodge at little expense, and use the balance of his money in purchasing cattle. These he will brand and turn loose to graze where they will. In due course, the calves must be branded, and steers sold, and with little care or anxiety a man grows rich.

TIMBER LANDS.

The timber lands within the Railway Belt may be acquired from the Dominion Goverument on payment of an annual fee of $50 (£10), and 30c (1s. 3d.) for each tree felled. This refers to the large timber-making trees cut for sale, and not to the smaller deciduous trees that may be required for use. These terms apply to licenses granted for "timber limits" east of the 120° parallel of longitude, all timber west of that to the sea being governed by the regulations of the Provincial Government. Mining and mineral lands within the Railway Belt are disposed of by the Dominion Government on special terms governed by the circumstances of the case.

The following are the regulations of the Provincial Government of British Columbia, governing lands not in the Railway Belt.

PROVINCIAL GOVERNMENT LANDS.

Crown lands in British Columbia are classified as either surveyed or unsurveyed lands, and may be acquired either by record and pre-emption, or purchase.

PRE-EMPTIONS.

The following persons may record or pre-empt Crown lands:—Any person, being the head of a family, a widow, or a single man over 18 years of age, being a British subject, may record surveyed or unsurveyed Crown lands, which are unoccupied, or unreserved, and unrecorded.

Aliens may also record such surveyed or unsurveyed lands on making a declaration of intention to become a British subject.

The quantity of land which may be recorded or pre-empted is not to exceed 320 acres northward and eastward of the Cascade or Coast Mountains, or 160 acres in the rest of the province.

No person can hold more than one pre-emption claim at a time. Prior record or pre-emption of one claim, and all rights under it, are forfeited by subsequent record or pre-emption of another claim.

Land recorded or pre-empted cannot be transferred or conveyed till after a Crown grant has been issued.

Such land, until the Crown grant is issued, is held by occupation. Such occupation must be a bona fide personal residence of the settler or homestead settler, or his family or agent. Indians or Chinese cannot be agents.

The settler must enter into occupation of the land within thirty days after recording, and must continue to occupy it.

Continuous absence for a longer period than two months consecutively of the settler or homestead settler, and his agent or family, is deemed cessation of occupation ; but leave of absence may be granted not exceeding four months in any one year, inclusive of the two months' absence.

Land is considered abandoned if unoccupied for more than four months in the aggregate in one year, or for more than two months consecutively.

If so abandoned, the land becomes waste lands of the Crown, without any cancellation of the record.

The fee on recording is two dollars (8s.)

The settler may either have the land surveyed at his own instance (subject to rectification of boundaries), or wait till the Chief Commissioner causes it to be surveyed.

After survey has been made, upon proof, in declaration in writing of himself and two other persons, of occupation from date of pre-emption, and of having made permanent improvements on the land to the value of two dollars and fifty cents per acre, the settler, on producing the pre-emption certificate, obtains a certificate of improvement.

After obtaining the certificate of improvement and paying for the land, the settler is entitled to a Crown grant in fee simple. He pays five dollars therefor.

PAYMENT FOR LAND AND CROWN GRANT.

The price of Crown lands, pre-empted, is *one dollar* per acre, which must be paid in *four equal instalments*, as follows: First instalment two years from date of record or pre-emption, and each other instalment is not payable till after the survey.

The Crown grant excludes gold and silver ore, and reserves to the Crown a royalty of five cents per ton on every ton of merchantable coal raised or gotten from the land, not including dross or fine slack.

No Crown grant can be issued to an alien who may have recorded or pre-empted by virtue of his declaring his intention to become a British subject, unless he has become naturalized.

The heirs or devisees of the homestead settler are, if resident in the province, entitled to the Crown grant on his decease,

SALE OF SURVEYED LANDS.

Vacant surveyed lands, which are not the sites of towns or the suburbs thereof, and not Indian settlements, may be purchased at the rate of two dollars and fifty cents per acre. Surveyed lands purchased under the provisions of this section must be paid for in full at the time of the purchase thereof.

SALE OF UNSURVEYED LANDS.

The applicant to purchase unsurveyed Crown lands, after staking, posting, etc., must give two months' notice of his intended application in the "Government Gazette," and in any newspaper circulating in the district where the land is situated.

He must also have the land surveyed at his own expense, by a surveyor approved of and acting under the instructions of the Chief Commissioner.

The price is *two dollars and fifty cents*, per acre, to be paid as follows: Ten per cent. at the time of application, and ninety per cent. on completion and acceptance of survey.

The quantity of land must be not less than 160 acres, nor more than 640 acres. The purchase must be completed within six months from date of application.

WATER RIGHTS.

Landlords may divert, for agricultural or other purposes, the required quantity of unrecorded and unappropriated water from the natural channel of any stream, lake, etc., adjacent to or passing through their land, upon obtaining a written authority of the Commissioner.

HOMESTEAD ACT.

The farm and buildings, when registered, cannot be taken for debt ncurred after the registration; it is free from seizure up to a value not greater than $2,500 (£500 English); goods and chattels are also free up to $500 (£100 English); cattle "farmed on shares" are also protected by an Exemption Act.

TITLES.

Not unfrequently settlers are anxious about their titles to property, when locating in a new land. There need be no uneasiness on this score in British Columbia. *Titles are secure.*

HOW TO REACH BRITISH COLUMBIA.

The Transatlantic steamships from England from about 20th November to 1st May, land their passengers at Halifax, Nova Scotia, the Canadian winter port, and at Portland, Me., Boston, or New York. From Halifax. Portland, or Boston passengers are carried to Montreal in the

Canadian Pacific's cars. During the summer months (about 1st May to 20th November) steamers land passengers at Quebec (or at Montreal, and thence the passenger goes across the continent to Vancouver,) and at Boston and New York; when at the former city the journey to Montreal is continued over the Canadian Pacific to Montreal and Vancouver.

The Atlantic passage takes from eight to ten days, and the railway trip from Quebec across the continent six days. A passenger can go through to British Columbia from England in fourteen days by crossing the continent on the Canadian Pacific line.

It is best to take "*Through Tickets*" to *Vancouver*, or as far as possible. Efforts may be made to induce passengers to take tickets by some roundabout route, which oftentimes necessitates expensive stoppages by the way. A passenger should insist upon having a ticket by the Canadian Pacific Railway, which is the ONLY DIRECT ROUTE.

Passengers travelling by the Colonist Cars should provide at least part of the necessary food for themselves for the railway trip across America, as provisions at the way-side stations are expensive, and the "through" ticket price *does not include provisions* except on the steamers. Colonist's meals are 50 to 75 cents each.

Surplus money should be sent through the Post Office, or a bank, to avoid risk from loss on the way.

It is the practice in North America, on the part of interested or dishonest persons, to fill the ears of passing colonists with stories about the places they are going to. No attention should be given to these men.

While passing through Eastern Canada, colonists for British Columbia will apply, in case of need, to the local immigration officers of the Dominion of Canada, who will give honest advice and information. The coin and paper money of Canada is of a uniform standard and is current throughout the Dominion.

Intending passengers can obtain tickets through to all points in British Columbia, together with the fullest information relative to the most desirable places of location for farming, cattle growing, mining, and trading, by applying to Agents of the Canadian Pacific Railway in London, Liverpool, Manchester, Glasgow, and Amsterdam.

HOW TO SEND MONEY TO BRITISH COLUMBIA.

The colonist is recommended not to take English coin to British Columbia. In Great Britain, he should pay that portion of his money, not wanted on the passage, to the Post Office, and get a money order for it payable in Vancouver or Victoria; or he may pay his money either to the Bank of British Columbia, London (the bankers for the Government of British Columbia), or to the Bank of British North America, London, and get from the bank, in exchange for his money, an order payable on demand from its branch bank in Vancouver or Victoria, British Columbia, for the equivalent of his money in dollars and cents.

The colonist, on paying his money to the bank, must sign his name on a separate piece of paper, and ask the Bank to send the signature to their Branch Bank in Vancouver or Victoria, so that the person who applies fov the money in Vancouver or Victoria may be known to be the proper person, If this is neglected, the colonist may not be able to get his money readily.

The above banks have agents in England, Scotland, and Ireland. The Bank of British North America has its own branches in the Dominion of Canada, New York, and San Francisco. The *Bank of Montreal is the agent of the Bank of British Columbia* throughout Canada and New York. The Bank of British Columbia has a branch in San Francisco.

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ON ARRIVING IN BRITISH COLUMBIA.

It is sometimes better for an intending farmer of moderate means to place his money, on first arrival, in the Government Savings Bank (which allows interest), to take lodgings, and to work for wages for some time, in order to gain a knowledge of colonial life and modes of management.

Colonists are recommended not to linger about the towns at which they may arrive, but to proceed, with as little delay as possible, either to their friends, if they have any in the province, or to the localities where they are likely to meet with employment.

The immigration Agent, at port of arrival, will furnish information as to lands open for settlement in the respective districts, farms for sale, demand for labour, rates of wages, routes of travel, distances, expense of conveyance, etc.

The colonist should be careful of *his cash capital, and not put it into investments hastily, There are Canadian Government Savings Banks in the province.*

PRICE OF BOARD AND LODGING.

Very erroneous ideas prevail in some quarters as to the actual expense of living in the province. In old days, during the mining boom and prior to the opening of the Canadian Pacific Railway, rates were undeniably high. But at present the increased shipping facilities and livelier competition have lowered prices all round, and necessaries of life cost much less than in the adjacent American territory, and can be purchased at a very reasonable advance upon ruling prices in Ontario and the older provinces. Good board and lodging at hotels (meat at every meal) costs from about $5.00 to $6.50 per week, or 20s. to 26s. Sterling currency. Board and lodging per day, $1, or 4s. Sterling; single meal, 25c., 1s. Sterling; beds, 50c. and 25c., 2s. and 1s. Stering.

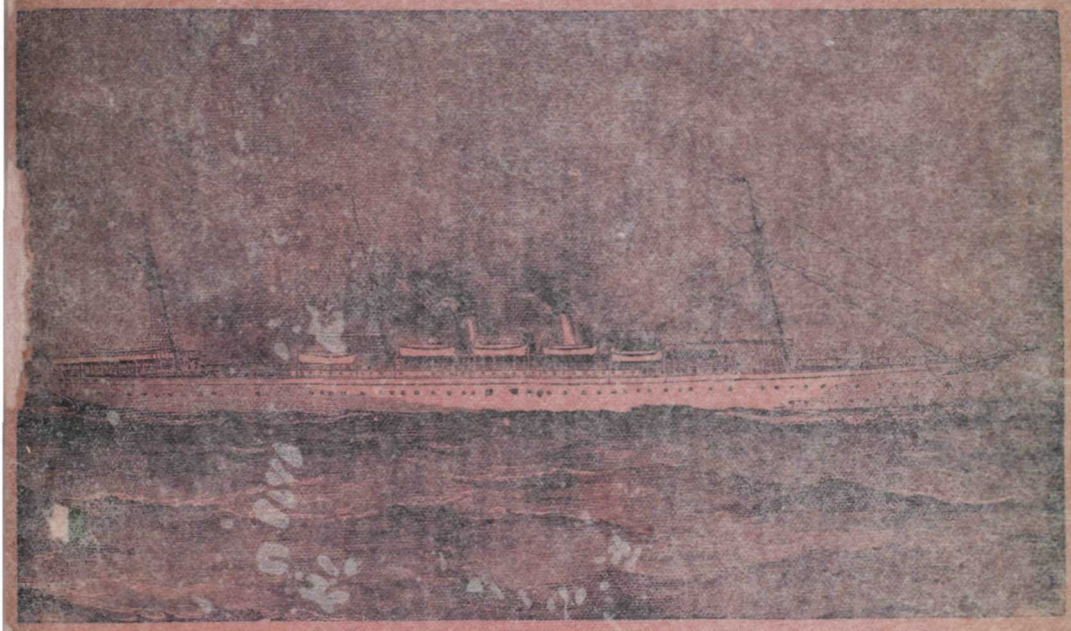
Canadian Pacific Railway Co's

ROYAL MAIL STEAMSHIP LINE

To JAPAN and CHINA.

This new line of STEAMSHIPS consists of the

EMPRESS OF INDIA (6,000 tons), EMPRESS OF JAPAN (6,000 tons),
EMPRESS OF CHINA (6,000 tons).



They are alike in every detail, 485 ft. long, 51 ft. beam, 36 ft. depth, and 6,000 tons register. They will run between VANCOUVER and VICTORIA, B.C., and CHINA and JAPAN—THE SHORT ROUTE.

Of these magnificent vessels constructed under supervision of the English Admiralty, with permanent water-tight compartments, ensuring perfect safety against danger from collision, and equipped with all the most improved appliances devised by modern marine engineering for obtaining speed, comfort and luxury, one will sail from Vancouver, B.C., subject to unavoidable changes, ONCE IN EVERY FOUR WEEKS.

Passengers booked from LONDON or LIVERPOOL, NEW YORK, BOSTON, MONTREAL, TORONTO, or any of the principal cities of CANADA and the UNITED STATES.

These vessels carry an experienced medical man and a stewardess on each voyage, and are in every respect superior to any ships that have as yet sailed the Pacific Ocean.

For freight or passage, hand-books of information, or Trans-Pacific and Japanese Guide, apply to

ARCHER BAKER, 67 and 68 King William St., London; 7 James St., Liverpool; 15 Market St., Manchester; 25 Gordon St., Glasgow.

C. E. McPHERSON, Assistant General Passenger Agent, 211 Washington St., Boston, and St. John, N.B.
E. V. SKINNER, General Eastern Agent, 353 Broadway, New York.
C. SHEEHEY, District Passenger Agent, 11 Fort Street West, Detroit.
J. F. LEE, District Passenger Agent, 232 South Clark Street, Chicago.
M. M. STERN, District Passenger Agent, Chronicle Building, San Francisco.
W. R. CALLAWAY, District Passenger Agent, 118 King Street West, Toronto.
W. F. EGG, District Passenger Agent, 266 St. James St., Montreal.
D. E. BROWN, Assistant General Passenger Agent, Vancouver.
ROBT. KERR, General Passenger Agent, Winnipeg.
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G. B. DODWELL,
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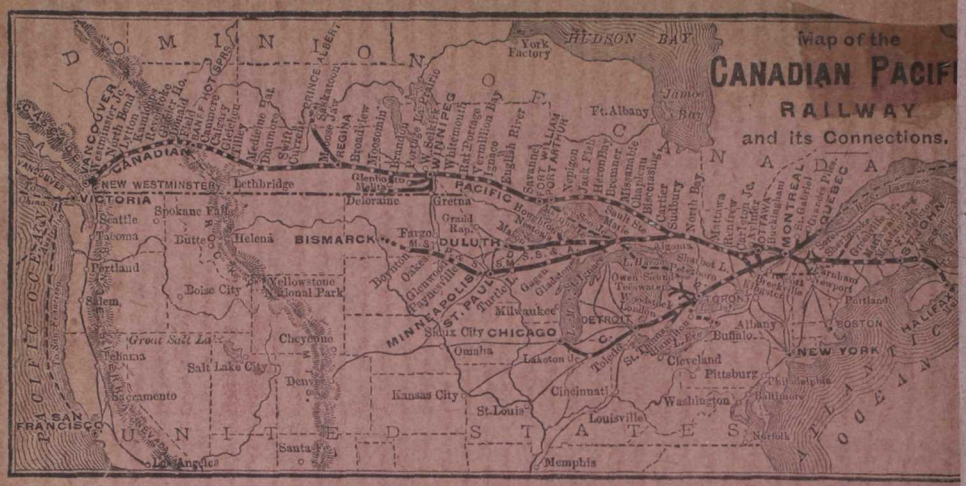
GEO. OLDS,
General Traffic Manager,
Montreal.

D. McNICOLL, General Passenger Agent, Montreal.



THE HIGHWAY

TO THE

PACIFIC COAST

The Best, Cheapest and Quickest Way to

MANITOBA, ASSINIBOIA
ALBERTA and SASKATCHEWAN
and BRITISH COLUMBIA

IS BY THE

CANADIAN PACIFIC RAILWAY