

BRITISH COLUMBIA



By **FORD FAIRFORD**

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Revenue 1901, £329,983—1913, £2,570,590.

Population 1901, 179,500—1913 estimated at 525,000.

Agricultural production 1901, £1,438,350—1913, £4,931,500.

Total Mineral production for all years to date, £94,581,682.

Estimated value of production from Agriculture, Timber, Minerals and Fisheries for 1913, over £20,000,000.

Net debt per capita 1901, £7 9s. 6d.—1913, £3 9s. 10d.

Area of the Province, about 355,000 sq. miles; of coal lands, estimated at 1,351 sq. miles. The Government controls the unappropriated lands, timber and minerals in the Province.

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J. H. TURNER, Agent-General for B.C.

Salisbury House, Finsbury Circus, London, E.C.

BRITISH COLUMBIA.



MOUNT STEPHEN

BRITISH COLUMBIA

BY

FORD FAIRFORD

AUTHOR OF "CANADA," "NEWFOUNDLAND,"
"CUBA," ETC.

WITH AN INTRODUCTION BY
THE HON. J. H. TURNER

(AGENT-GENERAL FOR BRITISH COLUMBIA
IN LONDON)

LONDON

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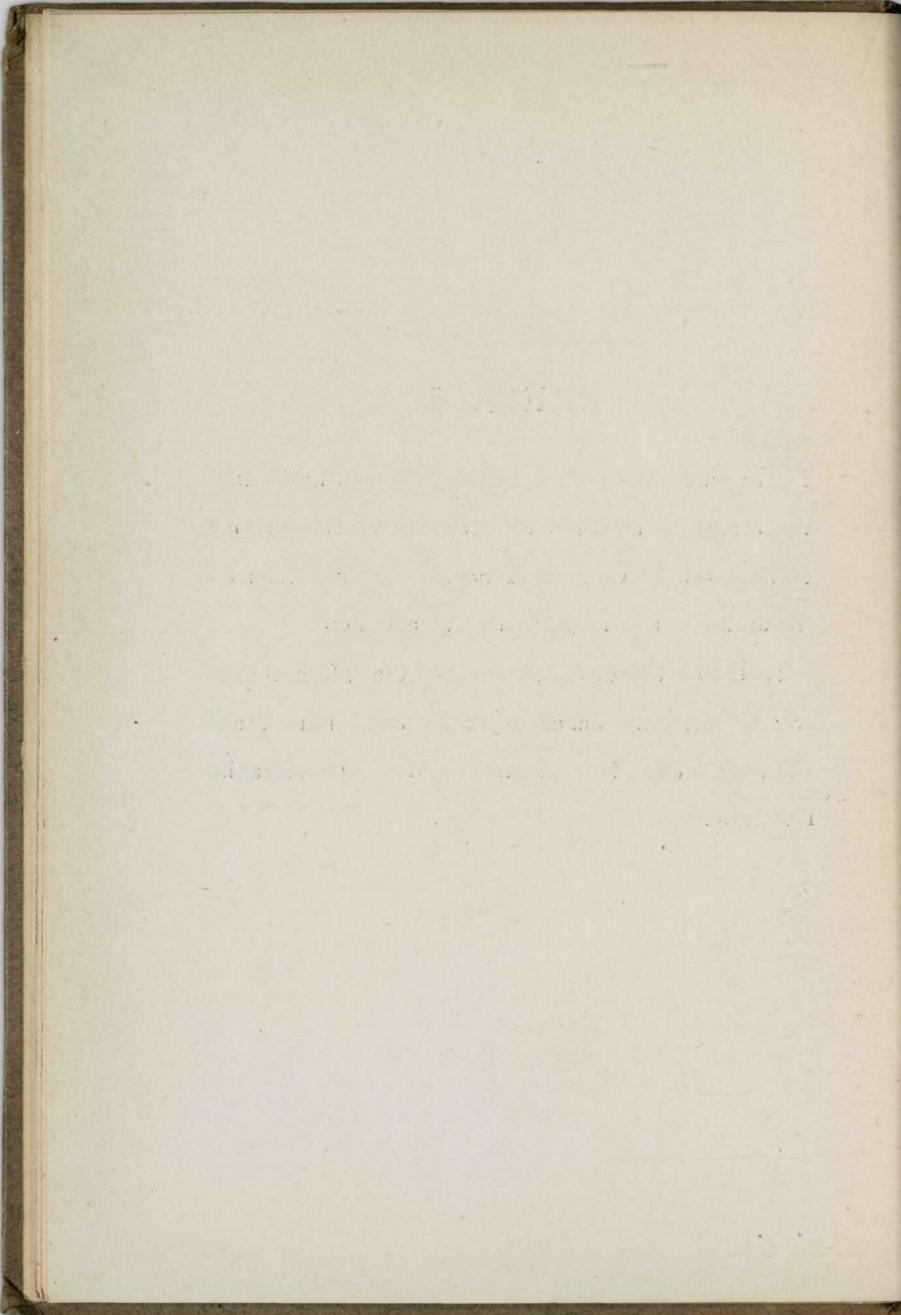
1914

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PREFACE

To the publications of the British Columbia Legislature, the author is indebted for statistics in this volume. To Mr. Gosnell's excellent *Handbook of British Columbia* the author is also indebted for valuable notes.

Thanks are also due to the Progress Club of Vancouver, several cities, the Canadian Pacific and Grand Trunk Railways, and Mr. Redmayne for photographic illustrations.



INTRODUCTION

BY THE AGENT-GENERAL FOR BRITISH
COLUMBIA IN LONDON

THE great Province of British Columbia, now so prominently brought before the people of the Motherland and of Europe generally, was little known and perhaps still less cared for some twenty years or so ago, and even later the knowledge of that fine country on the Pacific was apparently very vague, and if it was thought of or spoken about at all, there were still dimly remembered the opinions expressed in the public press by such papers as *Truth* and others, as long ago as about 1881, when such articles as these appeared.

“British Columbians, they say, have forced on the construction of the Canadian Pacific Railway and believe that prosperity will come to them when the line is made. This is a delusion on their part. British Columbia is a barren, cold, mountainous country, that is not worth keeping. It would never have been inhabited at all (unless by trappers of the Hudson Bay Company) had the gold fever not taken a party of mining adventurers there, and ever since that fever died down, the place has been going from bad to worse. Fifty railways would not galvanise it into prosperity.”

To-day, however, owing to the great advance of Canada and the development largely caused by railway construction, that is to say of only one of these great lines, the wonderful natural resources of the Pacific Province have been brought prominently before the people of the Old Country, the great fountain of money; and financiers here, who are always looking out for good and safe chances of investment, have of late paid much attention to British Columbia.

Financial men and others, however, complain of the want of definite and reliable information about the country, its resources and general conditions.

This book, *British Columbia*, is brought out with a view to supplying the want by giving as fairly and correctly as possible particulars of the natural resources of that Province waiting for development.

The latent wealth of British Columbia consists of timber, coal, iron, copper, lead, silver, gold, fish, fruit, and general agricultural products, etc. These, as we all realise, are exactly the things that are required for daily use in the very populous countries round the Pacific Ocean, where trade is so rapidly developing, and as the Province is so favourably situated for the trade, and has such a vast coast-line and possesses practically the only safe and commodious harbours north of San Francisco, it is bound to capture the major part of the shipping business of that ocean. This fact is already being demonstrated, for but a few years ago a dozen small steamers did all the trade of the north-west coast; now there are many large and important steamship lines of the finest class of vessels sailing from Vancouver and Victoria, and in addition to this, there is a very large coasting fleet of magnificent boats owned by such Companies as the Canadian Pacific Railway and the Grand Trunk Pacific Railway and others, and great European Shipping Companies are running, or preparing to run, regular steamers by the Isthmus of Panama to British Columbia Ports.

The importance of British Columbia can hardly be better demonstrated than by the fact that twenty years ago the whole trade of the country amounted to about twelve million dollars, whilst in 1912 it had mounted to seventy million.

Added to the important natural conditions already

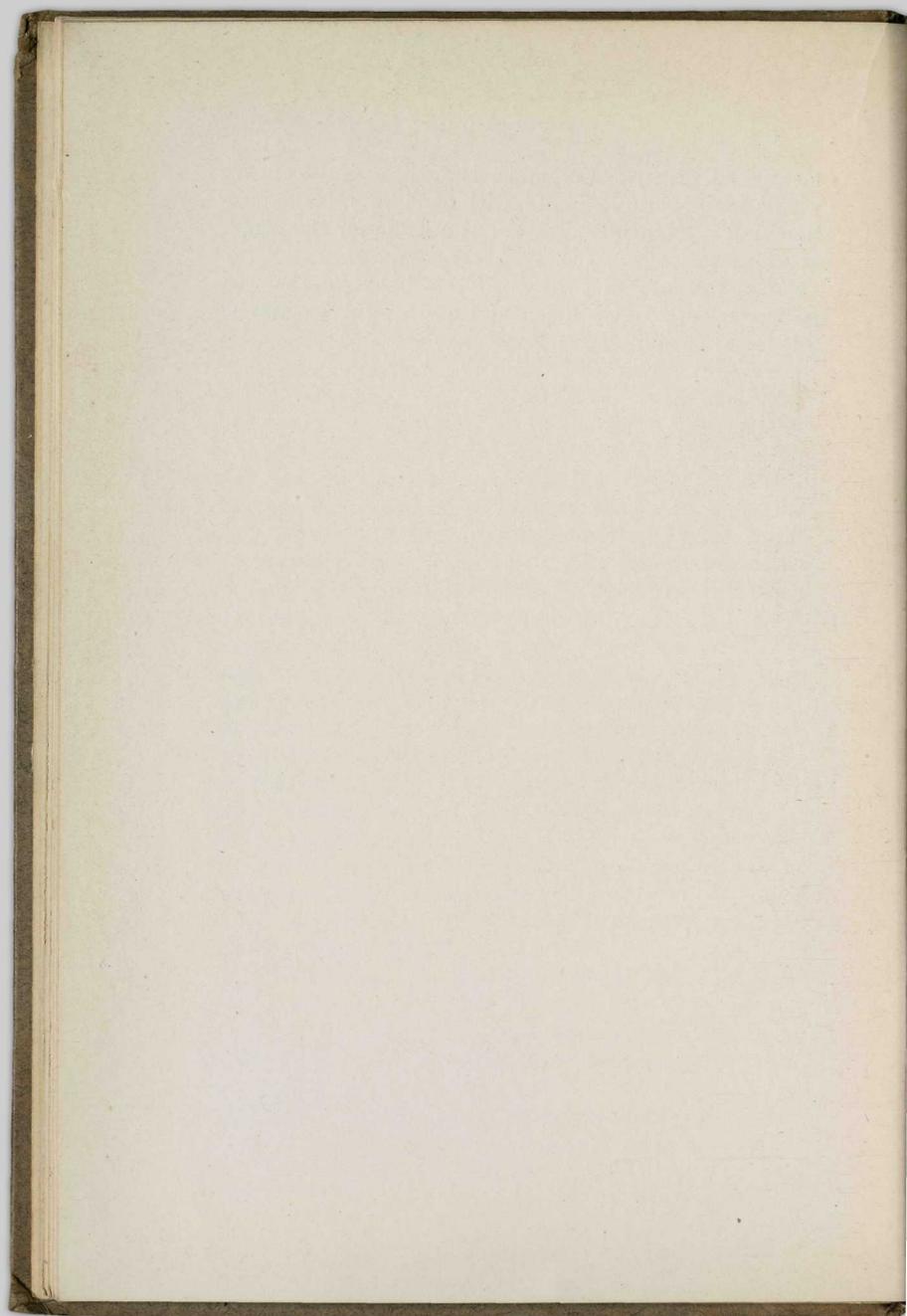
mentioned, British Columbia is a beautiful country with a very healthy climate, with good laws, free education, and is eminently adapted as a home for the people of all classes.

I congratulate the writer of this book on the care he has taken to give a truthful and useful account of this Great Britain of the West.

J. H. TURNER.

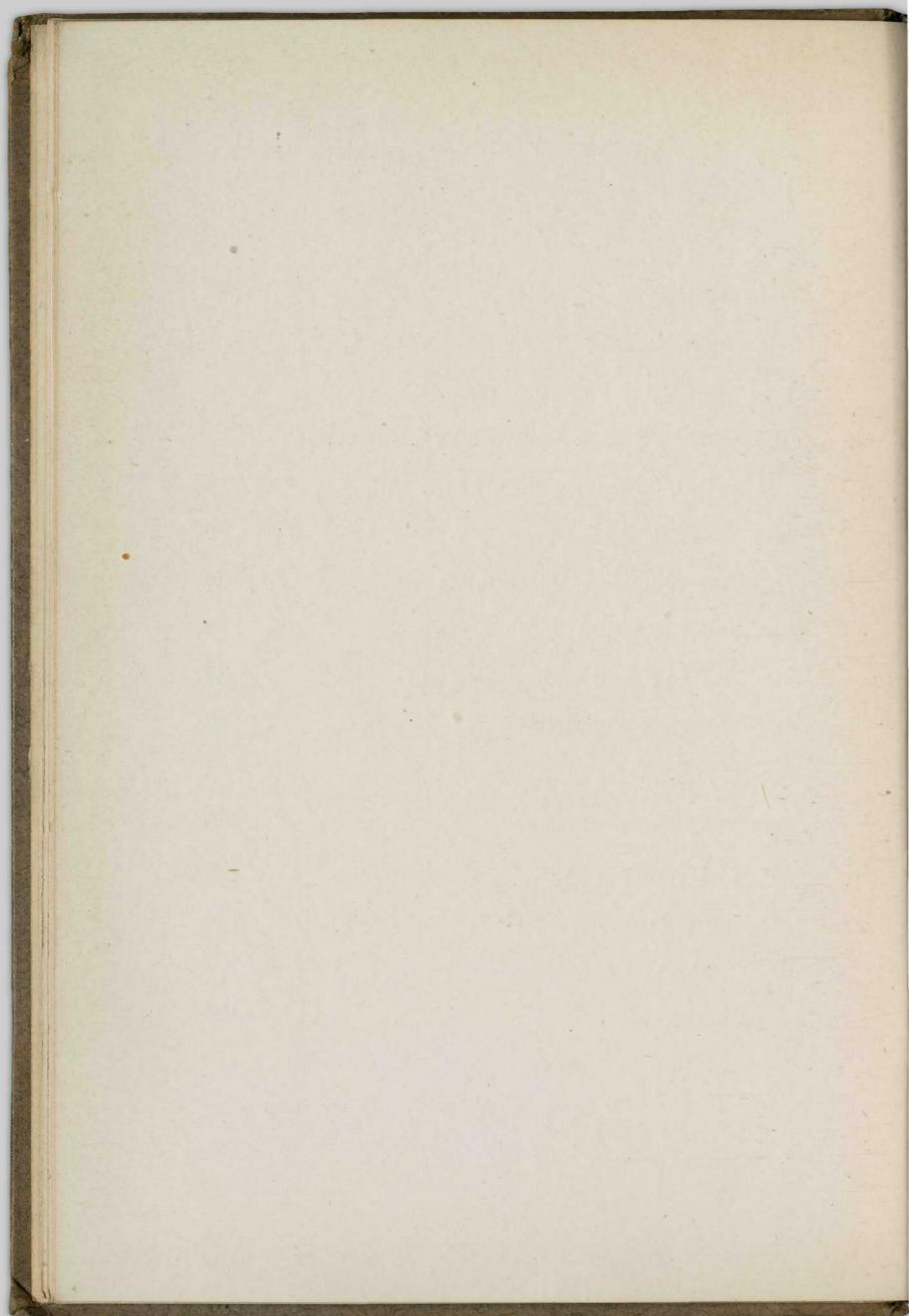
SALISBURY HOUSE,
FINSBURY CIRCUS,
LONDON.

March 14th, 1914.



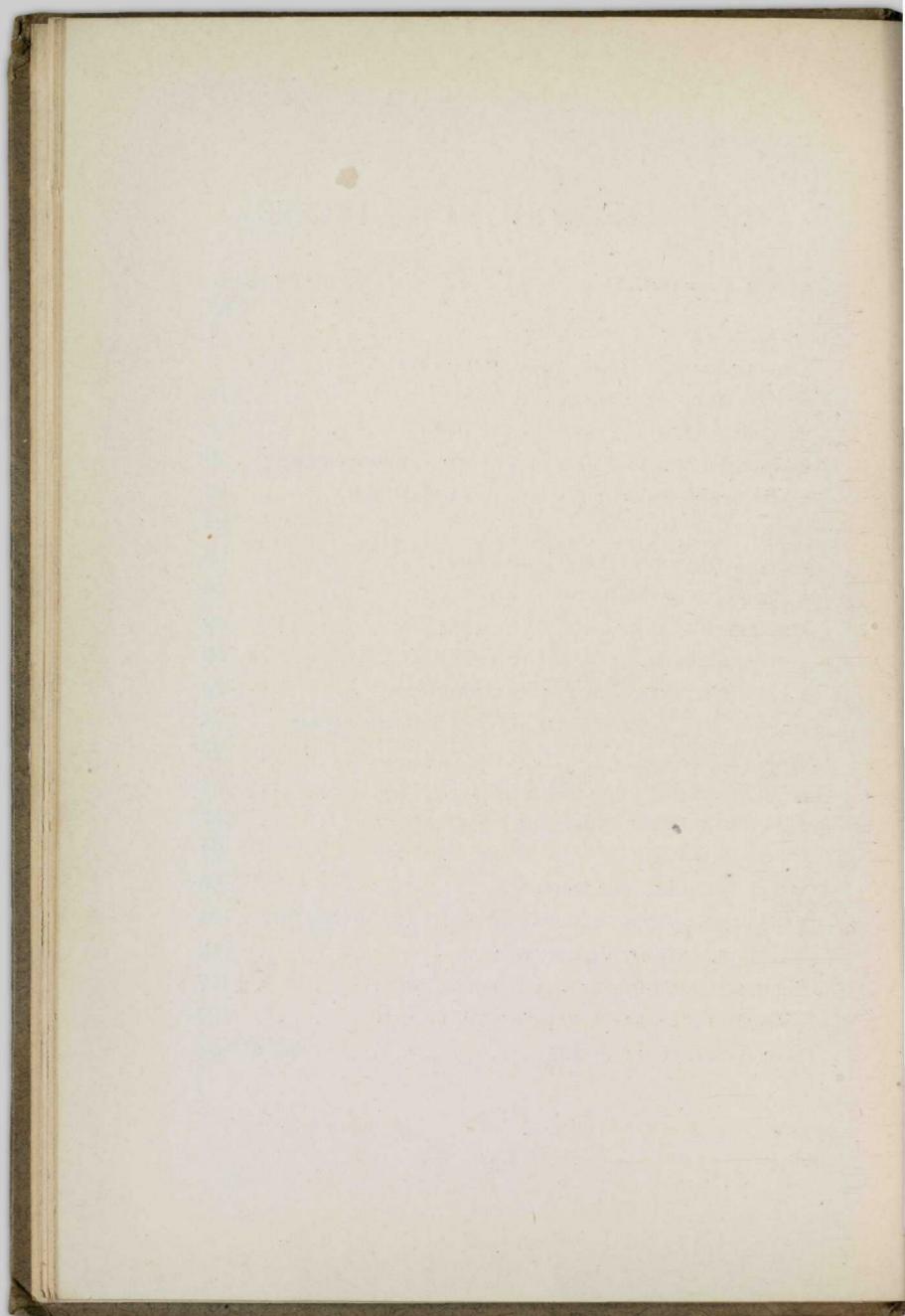
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BRITISH COLUMBIA

CHAPTER I

CANADA'S "PACIFIC GATEWAY"

BRITISH COLUMBIA is one of the most important provinces of Canada. Although a comparatively young country, it has a fascinating history which commenced as far back as 1578, when the great navigator, Drake, got as far up the Pacific coast as the Straits of Fuca. It is not our intention to narrate the stirring events of early history, glamorous as they are. It is sufficient for our purpose to state that in 1793 Alexander Mackenzie was the first man to cross the continent, and that fifteen years later, Simon Fraser continued the exploration of the Fraser River, which was begun by the former explorer. Soon after Fraser's discoveries, the Hudson Bay Company entered the country and established trading posts in the region of the Fraser valley. In 1857 came the memorable stampede of gold-seekers, and in a few years the land was flooded with miners and speculators. Trading posts, towns and cities began to spring up. Naturally, skirmishes and battles with the Indians followed, who reasonably concluded that the invasion of their territory by the white men was not to be allowed to continue without stern protest. Afterwards followed a temporary desertion of the country by the miners, speculators and tradesmen, which checked progress for many years.

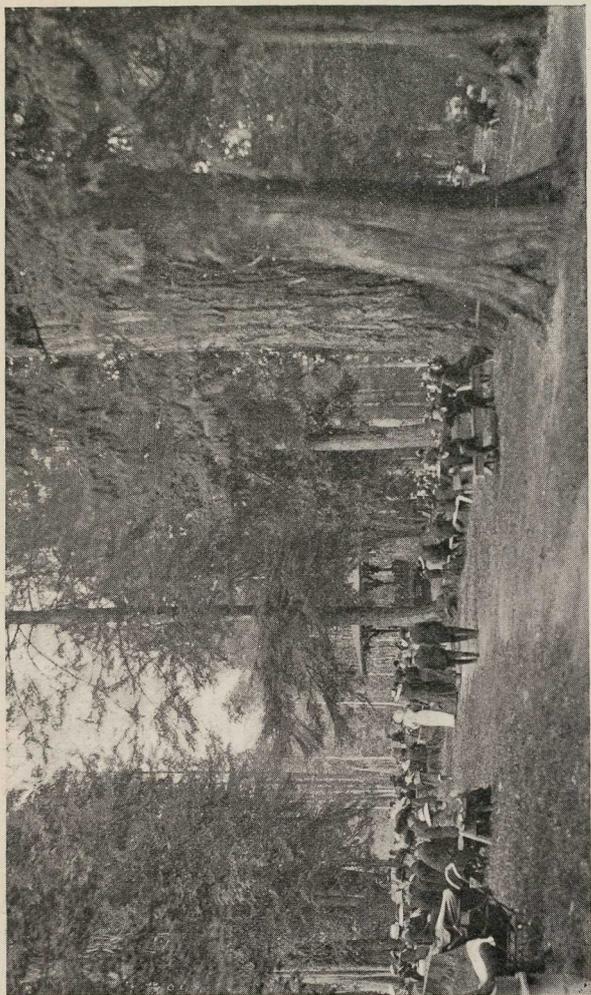
The renaissance of the country began in 1871, the

year in which British Columbia decided to join the Confederation. Steady, if slow, progress was made year by year, but the lack of transportation facilities still remained a stumbling-block to appreciable advancement. In 1885, the Canadian Pacific Railway established communication permanently between west and east, and from that year the province has gone on from one achievement to another. In 1900, the population numbered only 100,000 ; to-day it has risen to 400,000.

In several respects British Columbia differs from the other provinces of the Dominion, some of the differences being so marked as to constitute an individuality. A noteworthy characteristic, and one that emphasizes its value to Canada, is its location on the western coast, which makes it the Dominion's gateway to the Pacific. Physically, it is endowed by nature with beauty and vast economic resources ; climatically, its location between the Rocky Mountains and the warm Pacific makes the air salubrious and the soil generous ; commercially, its lumber, fish, minerals and fertile lands are an assured source of wealth for many centuries to come ; socially, the inhabitants are genial, generous and refined.

Special characteristics of the life and industries of this western province will be dealt with fully in the succeeding chapters, so that we shall merely introduce here the salient features in order that the reader may have a mental picture of the country at the outset.

Reference to the map to be found elsewhere in this book will reveal British Columbia as situated at the extreme west of Canada, bounded on the east by the Rocky Mountains, on the west by the Pacific Ocean, on the north by Yukon, and on the south by a section of the United States of America. Its length is approximately seven hundred miles, and its breadth about four hundred miles. The country is well supplied with mountains,



STANLEY PARK, VANCOUVER

ivers, lakes, streams, islands and bays. The Rocky Mountain range extends, as is well known, for hundreds of miles between the extreme west of Canada and the Prairie Provinces, and many of its peaks have an altitude of 10,000 feet. The chief rivers are the Columbia on the south (465 miles long in Canada); the Fraser (950 miles long); the Skeena (300 miles long); and the Stikine on the west; the Liard (over 300 miles in British Columbia) on the north, and the Peace River (over 300 miles in British Columbia) on the east. The rivers are wide and voluminous, and the first four are capable of accommodating steamers of moderate size.

A good knowledge of the province can be obtained by glancing briefly at the various districts into which it is divided.

The Kootenay district is situated in the south-east corner of British Columbia, and comprises an area of over fifteen million acres. This district is divided into two parts known as East Kootenay and West Kootenay. Each of these areas contains a vast extent of agricultural land, but it requires artificial watering. Immense coal deposits, yielding one million tons annually, are located here also.

The Yale district lies to the west of Kootenay. Its area is about 15,850,000 square miles, and embraces such rich soil as that in the valleys of Okanagan, Nicola, Similkameen, the Kettle River country and North and South Thompson valleys. Experts assert that in this district exists probably the largest area of agricultural and pastoral lands in the province. A government report states that in Similkameen alone there are 1,800,000 acres of government land, 1,100,000 of which are lightly timbered, 426,000 pasture land, and 284,500 arable land, all requiring irrigation. The Okanagan district, which lies to the west of Kettle River valley,

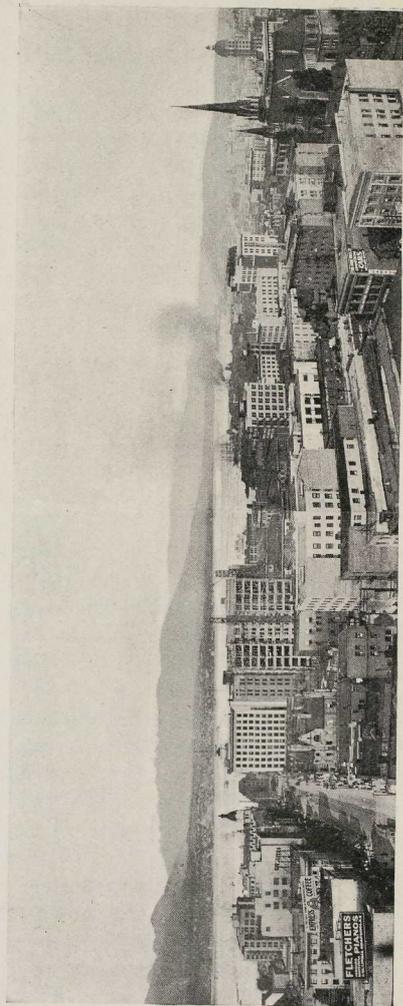
has been called the garden of British Columbia, on account of the large quantities of fruit grown successfully there, and the extent and variety of mixed farming. The Nicola district is devoted to cattle and horse raising. Here is conducted the largest cattle-ranching business in the province, the field of operation covering 125,000 acres, stocked with thousands of horses and cattle.

The Lillooet district, situated to the north-west of Yale, contains 10,300,000 acres. Sections of it are suitable for agriculture, but with the exception of limited areas, the country is still undeveloped.

The Westminster district, lying to the south-west of Yale, covers an area of 4,500,000 acres. Its timber resources are an important asset. Fruits are grown successfully, and it is authoritatively stated that the future may find this district leading all others in the production of plums, pears, cherries and various small fruits.

To the north of Yale and Lillooet stretch the immense territories of Cariboo and Cassiar, their combined areas being about 200,000,000 acres. From the creeks of Cariboo it is estimated that \$50,000,000 worth of gold have been extracted. In this vicinity is the Peace River country, occupying nearly 10,000 square miles of first-class agricultural and pastoral lands.

Vancouver Island is separated from the mainland by the Gulf of Georgia, the Straits of Haro and Juan de Fuca. Its length is about two hundred and eighty-nine miles, its breadth about sixty miles. The seat of British Columbia's government, Victoria, is situated on the island. In the northern part is the district of Comox, comprising over 9,600,000 acres—Canneries are in operation, coal measures are extensive, and stone, slate, iron, copper, gold and silver exist in quantities large enough to warrant the forecast that, with the advent of capital, this district is certain to develop into one of considerable



A BUSINESS SECTION OF VANCOUVER CITY

economic importance. The timber resources are equal to that of the commercial supply in all other parts of British Columbia.

The west coast of the mainland is thickly wooded with Douglas fir, spruce, hemlock, red cedar, balsam fir, maple, alder, birch and other varieties of timber.

The north-west coast is also well timbered. Salmon canning is a prosperous enterprise there, and the manufacture of pulp is also an important industry.

The Queen Charlotte Islands, about 150 miles north of Vancouver Island, are over 150 in number. Some are densely wooded, some mountainous, others flat and marshy. Many and various minerals abound, including bituminous and anthracite coal. The surrounding waters are stocked with halibut, salmon, cod and herring.

From this brief survey of British Columbia, some idea of the country's magnitude and physical character will have been ascertained. So vast and richly endowed a land must play a prominent part in the evolution of Canada's social and economic future.

CHAPTER II

LAW, REVENUE, EXPENDITURE, TAXATION

THE legislative machinery of British Columbia, although of comparatively recent structure, has its historic side. In the middle of last century, British Columbia, as it is now known, consisted of two Crown Colonies, one being constituted in 1849, Vancouver Island ; the other being constituted in 1858, New Caledonia, which colony took, at the same time, its new name of British Columbia, and included the area at present bearing the latter name, Vancouver Island excepted.

In 1866, owing to financial difficulties, the two Crown Colonies united. In the meantime, the British North America Act was being framed in eastern Canada, under which Upper Canada and Lower Canada formed the nucleus of confederation, the Act making provision for the admission of any other or all sections of British North America on mutually agreed terms. In the year 1871, British Columbia decided to enter the Union, thus becoming a unit of the Dominion of Canada.

It is fairly common knowledge that the legislative machinery of Canada is dual in nature. There is the Federal Parliament exercising its powers over the whole of the Dominion, and there are the various Provincial Parliaments (nine in number) exercising powers over their respective provinces. The jurisdiction of both federal and provincial authorities was allocated by the terms of the British North America Act of 1867, the pivot of confederation ; so that each legislature operates within clearly defined limits.

The main principles of the Canadian constitution are :

“ A federation with a central government exercising general powers over all the members of the union, and a number of local governments having the control and management of certain matters naturally and conveniently belonging to them, while each government is administered in accordance with the British system of parliamentary institutions.”

The powers conferred upon the Federal Government by the British North America Act need not be cited here. The powers conferred upon provincial legislatures are :—

1. The amendment from time to time, notwithstanding anything in this Act, of the constitution of the province, except as regards the office of the Lieutenant-Governor.

2. Direct taxation within the province for the raising of a revenue for provincial purposes.

3. The borrowing of money on the sole credit of the province.

4. The establishment and tenure of provincial offices, and the appointment of provincial officials.

5. The management and sale of the public lands belonging to the province, and of the timber and wood thereon.

6. The establishment, maintenance and management of public and reformatory prisons in and for the province.

7. The establishment, maintenance and management of hospitals, asylums, charities, eleemosynary institutions in and for the province, other than marine hospitals.

8. Municipal institutions in the province.

9. Shop, saloon, tavern, auctioneer, and other licences, for the raising of a revenue for provincial, local, or municipal purposes.

10. Local works and undertakings, other than such as are of the following classes :—

(a) Lines of steam or other ships, railways, canals,

telegraphs, and other works and undertakings connecting the province with any other or others of the provinces, or extending beyond the limits of the province.

(b) Lines of steamships between the province and any British or foreign country.

(c) Such works as, although wholly situate within the province, are before or after their execution declared by the Parliament of Canada to be for the general advantage of Canada or for the advantage of two or more of the provinces.

11. The incorporation of companies with provincial objects.

12. Solemnization of marriage in the province.

13. Property and civil rights in the province.

14. The administration of justice in the province, including the constitution, maintenance and organisation of provincial courts, both of civil and of criminal jurisdiction, and including procedure in civil matters in those courts.

15. The imposition of punishment by fine, penalty or imprisonment for enforcing any law of the province made in relation to any matter coming within any of the classes of subjects enumerated in this section.

16. Generally, all matters of a merely local or private nature in the province.

It will be seen that the above powers confer upon British Columbia practically complete control of its own internal affairs, important exceptions being customs, excise, postal matters, army and navy.

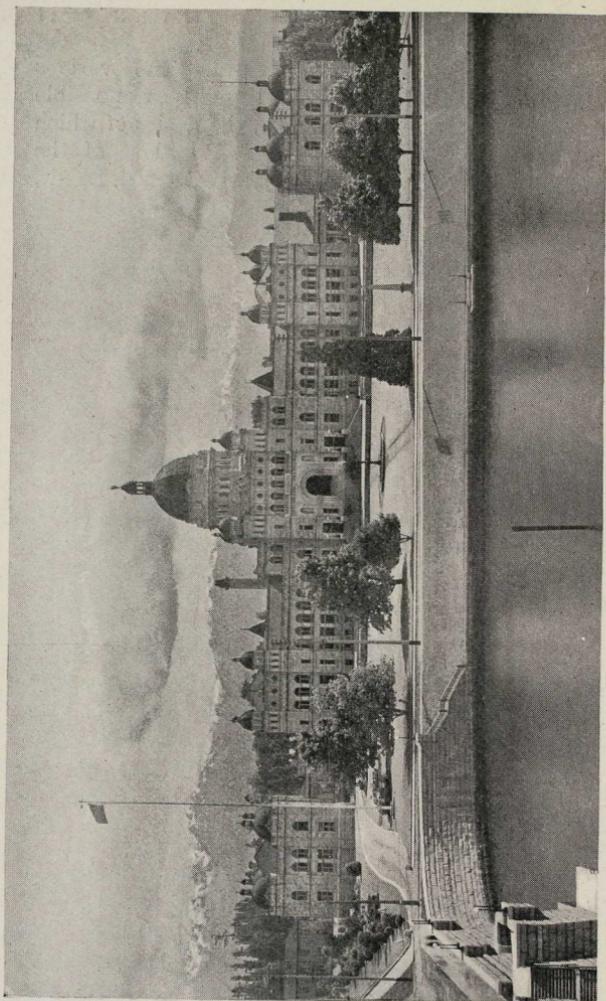
The government of the province consists of a Lieutenant-Governor, appointed by the Federal Government, an Executive Council of eight members (elected members of the Legislative Assembly), a Legislative Assembly of forty-two members popularly elected by the constituencies

into which the province is divided. The various members of the Executive Council are the responsible heads of the following departments, the duties of which are indicated by their designation—President of the Council, Provincial Secretary, Attorney-General, Lands, Finance and Agriculture, Mines and Public Works.

All the provinces pay a sessional indemnity to the members of their legislatures. In British Columbia the allowance is \$600 with necessary travelling expenses. To the seven members representing the province in the Federal Government at Ottawa, there is paid by the latter body a sessional indemnity of fifteen dollars per day, or a certain fixed amount irrespective of the duration of a session after thirty-one days.

The right to vote at any election for members of the provincial legislature is granted to every male of twenty-one years of age who enjoys the privileges of a natural-born British subject, who has resided in the province six months, and one month in his electoral district prior to his submitting a claim to vote, and is on the Register. Registrars of voters are located in each electoral district, their duties being the revision and preparation of the voters' lists. Persons desirous of exercising their power and right to vote must submit in writing an application to the registrar of his district, and at the same time they must make a statutory declaration as to the particulars required by the Act.

The visitor to Victoria, the seat of the Provincial Government, naturally does not leave the city until he has inspected the magnificent Parliament buildings. Their architectural design is beautiful and impressive—two features that are augmented by the buildings' location. From the placid water of James Bay, the stately central dome stands proudly upon the restful grey stonework beneath, and the enchanting Olympic Mountains



GOVERNMENT BUILDINGS, VICTORIA

form a background remarkably effective. No specific description can be given to the architecture of the buildings, although the general outline is renaissance in design. The stone employed in the structure was obtained from an island three hundred miles north of the capital, and the entire cost of erection was about two hundred thousand pounds.

The financial position of British Columbia is a strong one. Through seasons of monetary stringency she frequently passed prior to 1903, her treasury being sadly depleted and her credit almost at vanishing point. A phenomenal commercial advance, however, has augmented her treasury year by year during the last decade, in consequence, her finances are now healthier than at any time in her previous history. A judicious financial policy has not only freed the province from debt; it has made possible the extension of public works and the expansion of commercial activities by establishing confidence in the country's abilities.

In the Budget speech of February 20th, 1912, remarkable progress and prosperity were recorded. The total production of the year was about \$125,000,000, or about \$300 per head of population. Agriculture exhibited an increase of \$1,000,000. The products of the mines were estimated at nearly \$33,000,000, or \$9,000,000 in excess of the previous year. The Finance Minister intimated that capitalists were contemplating the erection of iron and steel works, at the same time forecasting a mineral production of \$100,000,000 ten years hence. The timber production was 1,262,000,000 feet, valued at \$20,000,000, this output exceeding that of the preceding year by 100,000,000 feet. The fisheries registered a record year with a catch valued at \$14,000,000.

The trade increased by \$8,000,000, and during the ten years, 1902-12, it advanced by \$40,000,000. Great

expansion was recorded by the banks, their clearings being nearly \$700,000,000, or \$145,000,000 in excess of those of 1911. The building increase was approximately \$12,000,000, and the assessment and revenues of the province, cities and towns was about 25 per cent. greater than the previous year. The railways under construction will involve an expenditure of \$25,000,000. To public works, including the new University buildings, \$10,000,000 were to be devoted; to education, \$1,000,000, independently of appropriations for school buildings, and public hospitals were to benefit to the extent of \$700,000

In his Budget Speech of 24th February, 1913, the Minister of Finance quoted the bonded debt of the province as being on 31st March, 1912, \$9,239,425. "But taking the available cash assets, such as the mortgages on the Shuswap and Okanagan, and the Nakusp and Slocan railways, loans to creamery associations and other minor loans detailed in the balance sheet, the balance of assets over liabilities is shown to be \$1,054,378, as against a balance of liabilities over assets amounting to \$1,497,694 on 31st March, 1911, and against a balance of liabilities over assets amounting to \$3,294,577 on 31st March, 1909."

The estimated revenue of the present year, 1913-14, is \$10,326,000, and as the estimated revenue of 1912-13 was exceeded by nearly \$3,000,000, it is safe under prevailing conditions to predict an excess for the current fiscal year. An expenditure of \$17,000,000 is provided for in the fiscal year ending 31st March, 1914, by the utilisation of the province's accumulated surplus.

Britishers are inclined to view these expenditures with alarm; but it must be remembered that the province's surpluses recently of revenue over expenditure have enabled the Government to accumulate a

credit at the banks of something like \$10,000,000. Furthermore, the unprecedented prosperity has empowered the Government to diminish taxation steadily and to announce that during the next four years it will entirely eradicate all direct taxation.

Revenue is derived from a number of sources, the chief being land sales, timber licences, taxation; there are also many other tributary items of what may be termed a permanent nature. One large factor in the province's revenue at present is its share of the Chinese head tax which amounted last year to \$1,500,000. It is obvious, however, that this item is not of a permanent character, as it may cease at any time under the influence of legislative changes or other circumstances which cannot be foreseen.

Incorporated municipalities are empowered to levy certain taxes to meet their expenses; but apart from these, the imposition and collection of taxes are the prerogative of the provincial government, and they are disbursed as public improvements, the civil service, etc., necessitate.

In accordance with the stipulations of the "Taxation Act," the rates imposed are as follow:—

On real property	$\frac{1}{2}$ of 1 per cent.	of assessed value
On personal property		Do.
On wild land	4	per cent.
On coal land, Class A (working mines)	1	"
On coal land, Class B (unworked mines)	2	"
On timber land	2	"
On income of \$2,000	1	"
On income over \$2,000 to \$3,000	$1\frac{1}{4}$	"
On income over \$3,000 to \$4,000	$1\frac{1}{2}$	"
On income over \$4,000 to \$7,000	2	"
On income over \$7,000	$2\frac{1}{2}$	"

A discount of 10 per cent. is allowed if paid before June 30th, and the following exemptions from taxation are granted:—

On personal property up to \$1,000 (to farmers only). Farm and orchard products, and income from farm.

On all incomes up to \$1,000.

On mortgages, as personal property.

On unpaid purchase money of land, as personal property.

On household furniture and effects in dwelling-house.

On pre-emptions, and on homesteads within the Dominion Railway Belt for two years from date of record, and an exemption of \$500 for four years after record.

Moneys deposited in bank; minerals, matte, or bullion in the course of treatment; timber and coal lands under lease from the Crown, and timber cut from lands other than Crown lands, if the tax payable under the "Land Act" has been paid, are exempt from personal-property tax.

In addition to the above, there is a tax on coal shipped from the mine of 10 cents per ton, and on coke of 10 cents per ton.

Minerals are taxed 2 per cent. on their gross value at the mine, less cost of transportation and treatment.

Crown-granted mineral claims are taxed 25 cents per acre.

A royalty of 50 cents per 1,000 feet, board measure, is reserved to the Crown on all timber cut from Crown lands and lands held under lease or licence, also a royalty of 25 cents per cord on wood.

There is a revenue tax of \$3.00 payable by male residents over 18 years of age.

Insurance companies, whether transacting fire, life or other business, are assessed and taxed one per cent. on their gross yearly income, as are also guarantee, loan, trust, telephone, telegraph, express, gas, water, electric

lighting, electric power and street railway companies. A tax of \$1,000 is placed on the head offices of banks, and \$125 on each branch.

Probate and succession duty is charged at the rate of one per cent. on the value of personal estate to father, mother, husband, brother or sister of deceased. Five per cent. is leviable on all other legatees or next of kin, with the exception of wife or children.

The banking system of Canada is the admiration of financiers in all parts of the world. The provisions of the Banking Act need not be cited here. Monthly returns, signed by the chief accountant, the acting president and the manager, have to be made to the Dominion Minister of Finance within the first fifteen days of each month, subject to a penalty of \$50 for each day's delay.

Currency consists of gold, silver, paper and bronze in denominations ranging from—one cent and two cents, bronze; five cents and upwards, silver; twenty-five cents and upwards, paper.

CHAPTER III

SOCIAL CONDITIONS, CLIMATE, ETC.

JUST as social conditions vary in the whole of Canada according to the nationality and temperament of the people, as well as to geographical position, so in a lesser degree do they vary in the extensive province of British Columbia. Life in the agricultural districts and in the small mining and lumbering towns naturally differs from life in cities like Vancouver and Victoria, where practically all the amusements of a modern city are existent. And although the sharp class distinctions prevalent in English social life are not so clearly defined in any part of Canada, they assert themselves unmistakably in the two cities just mentioned, where the "retired class" of the latter are only slightly in harmony temperamentally with the "hustling class" of the former.

For a new country, British Columbia is well-furnished with the necessaries, conveniences and luxuries of life. The rural districts, although bereft of city amusements such as theatricals, concerts, lectures and ball-rooms, have infinitely more healthy charms associated with climate, open-air life, scenery, boating, fishing and shooting. Amusements are largely a matter of habit, and the city-dweller who has migrated to the solitudes is not long before he finds that in exchanging his former amusements for the free out-of-door exercises, the restfulness of placid lakes and rivers, and the scenic, healthful climbing of mountains, he has become rather enriched than impoverished. Life in the rural districts and small towns, too, is creative of family ties and neighbourly *bonhomie*, pleasant features of life which the size of city

populations and the diversity of interests and tastes are so liable to eradicate.

The opportunities offered by a new, growing country, in which every man willing to work need never be out of employment, are factors of much importance, for the fear of poverty on account of a glutted labour market has not yet invaded British Columbia.

In all the cities and larger towns, hospitals are supported by Government grants and private subscriptions. Good hotels, modern stores, churches, schools, libraries and newspaper publishing offices are amply scattered throughout the province.

The inhabitants of British Columbia consider their climate a priceless asset. The prevailing wind is north west; it comes from the Japanese Current, warm and laden with moisture. Consequently, the west coast of Vancouver Island, and the various islands in its vicinity receive a heavy fall of rain. The rainfall of the east coast of Vancouver Island and a certain portion of the province's west mainland does not exceed that of the south of England. The Cascades act as a barrier to the moisture-laden winds, and so the interior is comparatively dry.

In a country, which is not only mountainous, but which also has its coast swept by two opposing currents, the Japanese and the Arctic, uniformity of temperature is not to be expected. Throughout the entire country climatic differences assert themselves, and probably more misconceptions prevail regarding the province's climate than any other of its features. Taking the province as a whole, one may say that it has all the climatic characteristics of European countries in the temperate zone, and is, therefore, capable of conferring upon human beings all the benefits necessary to health and economic development.



BRITISH COLUMBIAN TYPE OF HOUSE

From various chapters in this book, the reader will gather that British Columbia is very mountainous, that it has several broad, long rivers, many large lakes and islands, as well as vast stretches of forests and agricultural lands. The conclusion is therefore obvious that it must be a country of scenic grandeur. In a brief chapter it is impossible to note every district endowed by nature with beauty. Nor is it possible to emphasize the charms of a particular landscape or mountain view without doing injustice to others equally as beautiful, though of a different composition. Nevertheless, the temptation to quote two passages by Wilfred Campbell, one of Canada's sweetest lyrists, is irresistible. One passage refers to the beauties of the Kootenay River.

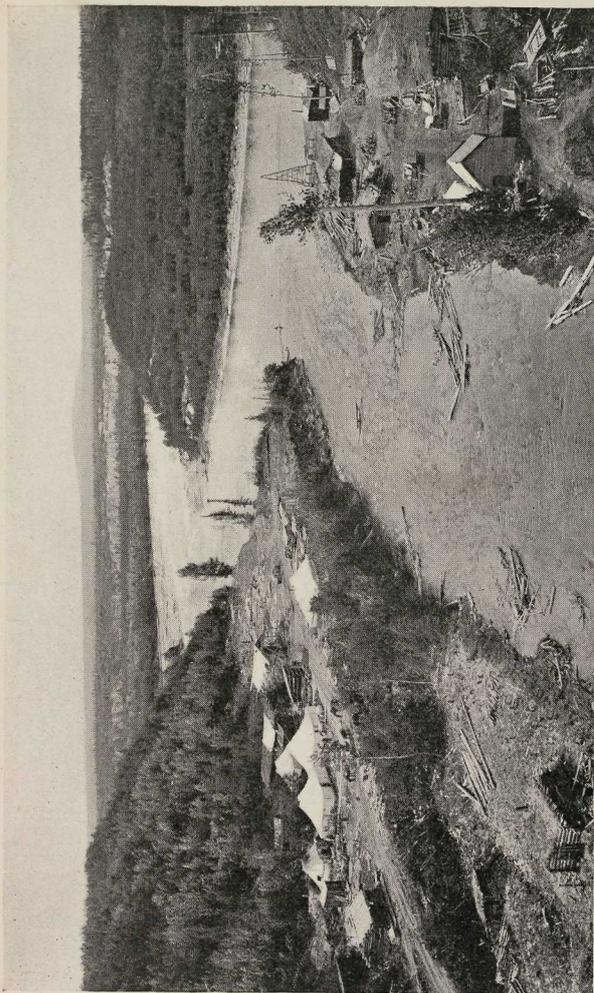
"The Kootenay River, with its lake expansions, its wonderful rapids twenty-four miles long, where the water leaps in glistening cascades from shelf to shelf, or roars a mad torrent of green foam-flecked waters, is another of the streams which cut their way through the mountain ranges and render it possible for man to overcome the obstacles which nature has placed in his way and to make this wonderful country his own. The pen fails, words are inadequate, to do justice to the wonders which meet one on every side. One might continue for pages to depict scenes of splendour and beauty, and yet yield in despair to the hopelessness of the task of doing justice to the scenery which unfolds itself, until eye and brain refuse to marvel; and all this without more than a passing reference to the mountains. If an attempt be made to describe the Selkirks, where shall a vocabulary be found equal to the stupendous undertaking of picturing the Rockies in their awe-inspiring grandeur?"

The second passage refers to the charms of the Selkirk Range.

"The Selkirk Range, lying to the west of the Rockies,

in the south-eastern part of British Columbia, is completely encircled by the Columbia and Kootenay Rivers. The Columbia, having its source to the west of the mountains, flows north for a couple of hundred miles, then turns sharply around the north end of the range, continues its course to the due south end of the range, where it is met by the Kootenay, which skirts the mountains on the east side. This range differs in many characteristics from the Rocky Mountain range. Its lofty peaks receive, and break, most of the heavy rain-clouds which blow in from the Pacific. There is, therefore, more rain and more snow, and consequently the soil receives more moisture, and the growth of forest and farm is more dense. The lower slopes, beneath the snow-line, except where the bare rock refuses to sustain life, are clothed with impenetrable forests of spruce, cedar and hemlock, of which the underbush is the most difficult barrier to exploration.

“ These characteristics give more richness and contrast in the colour. On a clear day the snow-capped summits and crested peaks, tinged perhaps with the crimson glow of the setting sun, glisten and sparkle with dazzling brilliancy. Great, luminous spears of transparent blue ice cut down into the dark rich green of the forest, which is blended into the warmer tints of shrubbery and foliage in the foreground. Great castellated crags of white and green rock break through the velvet mantle of forest. Blueberry bushes and alders, with white-flowered rhododendrons, adorn with delicate tracery the trailing skirts of the forest ; and rich-tinted, red, purple, and yellow wild flowers nestle in the fringe. All this, rising against the clear blue of the sky, while soft veils of mist rise from the valleys, floating across the face of the mountains, or break and hang in fleecy tassels upon the edges of cliffs and crags, makes a study in colour and grandeur beyond



CONFLUENCE OF THE MACLEOD RIVER AND WOLF CREEK

the power of human artist to depict, or poet to describe."

RELIGION

The history of religious thought in Canada is an enthralling subject, although its evolution is confined more to eastern Canada than to British Columbia.

The statistics of the various denominations in Canada are interesting. The following statement exhibits their growth during the last ten years :—

	1911	1901
Roman Catholics ..	2,833,041	2,229,600
Presbyterians ..	1,115,324	842,442
Methodists ..	1,079,892	916,886
Anglicans ..	1,043,017	681,494
Baptists ..	382,666	318,005
Lutherans ..	229,864	92,524
Greek Church ..	88,507	15,630
Jews ..	74,564	16,401
Mennonites ..	44,611	31,797
Congregationalists ..	34,054	28,293

The greatest number of Roman Catholics are in the province of Quebec ; the greatest number of Anglicans in Ontario, with British Columbia second ; the greatest number of Methodists and Presbyterians are in Ontario, as are also the greatest number of Baptists.

The religious life of British Columbia is comparatively modern and is framed in accordance with the religious views of the inhabitants which are mostly Protestants. Every denomination is tolerated, religious persecution being neither real nor apparent.

EDUCATION

The right to legislate on matters educational was conferred upon each province at the time of their entrance into the confederation ; but it was not until 1872 that British Columbia framed her school system, which has

continued to improve year by year, absorbing all the best features of the other provincial systems. Consequently the School system, like the Church systems, is comparatively young. In 1865 a few schools were established by the Hudson's Bay Company on Vancouver Island. It was not until seven years later that education began to assume a satisfactory shape.

"From the introduction of the public-school system in that year (1872)," says Mr. Gosnell, "until the passing of the amendment, in 1888, the whole cost of maintaining the schools was paid directly from the provincial treasury. By the amendment of 1888, the city councils of Victoria, Vancouver, New Westminster and Nanaimo were required to refund one-third of the amount of the salaries of the teachers employed in the schools of these cities. By an act passed during the session of 1901, all city school districts were divided into three classes, and a per capita allowance made of \$13, \$15 and \$20 respectively, based on the average actual daily attendance of public-school pupils. The salaries of all the rural school teachers were fixed and voted each year by the legislature. Amended acts, in the years 1903-4, still further enlarged the scope of local control corresponding to an increased local share of expense, until on the 1st of January, 1906, the principle was recognized in its entirety."

The basic principle of the school system is legally stated thus:—"All public schools established under the provisions of this Act (1905) shall be free, and shall be conducted on strictly secular and non-sectarian principles. The highest morality shall be inculcated, but no religious dogma nor creed shall be taught. The Lord's Prayer may be used in opening or closing school."

The Lieutenant-Governor in Council is empowered to create new schools wherever necessary, the minimum



GIANT STEPS, PARADISE VALLEY, LAGGAN, B.C.

number of children requisite being twenty between the age of six and sixteen years. A council of public instruction, composed of the executive council, and a Superintendent of Education, supervise the policy and conduct of the school system. Each year latterly there has been an extension of the principle of local control "which is now practically complete within the limits of the jurisdiction of boards of school trustees."

Three grades of schools exist : common schools, graded schools, and high schools. Every child from the age of seven to fourteen must attend school for six months at least in each year, unless such child's education is otherwise provided for by its parents.

Although the educational system of the province is quite free, undenominational and non-sectarian, there are many private and denominational academies at which children may be educated in accordance with the religious views of their parents. Roman Catholics, Anglicans, Methodists, Presbyterians and Baptists have each, in various parts of the province, their schools, academies, or colleges, as the case may be.

There are four classes of certificated teachers, and to qualify as a teacher a normal school course is necessary, the only exceptions being :—“(1) graduates in arts of recognized British or Canadian universities are exempt from examination in other than professional subjects, but may be subject to further oral examination ; (2) junior and senior matriculants in arts, and graduated first year university students, are, in a similar way, entitled to third, second and first-class certificates, respectively.”

Teachers' salaries are :—High school, from £17 to £37 per month ; city schools, from £10 to £27 per month ; rural municipality schools, from £10 to £20 per month ; rural assisted schools, from £9 to £12 per month.

The number of public schools in the province is:— Normal school, one ; high schools, twenty-one ; graded city schools, fifty-four ; rural municipality schools, 167 ; rural and assisted schools, 155. The total cost of maintaining these schools in 1910 was \$1,917,236, of which \$206,523 were spent on buildings, and \$612,053 on education proper.

CHAPTER IV

MINERAL WEALTH

ALTHOUGH each of the Canadian provinces has its areas of mineral wealth, it is generally conceded that British Columbia is *facile princeps*. Mineral development has proceeded at an almost unprecedented rate during the last seven or eight years. From the first year statistics were compiled, the total mineral production to the end of the fiscal year, 1912, amounted to, approximately, \$430,000,000. The output for the latter year was valued at \$32,606,000.

It was known in the early part of the nineteenth century, and probably much earlier, that British Columbia was an extensively mineralized country ; but so limited were the means of communication with her meagre and scattered population, and so interested were the inhabitants of British North America (one might also include the United States) in the development of those sections of the country where commerce was assisted by channels of transportation, that the extreme west of Canada had to await the advent of transportation facilities which did not attain to any degree of utility until the completion of the Canadian Pacific Railway in 1885. It is quite true that ample oceanic communication with the rest of the world was presented on the Pacific prior to 1885, but not until the "puffs" of the locomotive echoed through the Rockies did mineral development make any noticeable progress. The total production of forty years, from 1851 to 1891, did not amount to the value of the three years' output, 1909 to 1912. Even to-day there remains something like

300,000 square miles of mineralized country awaiting the advent of the "prospector." The ultimate value of these minerals it is not possible to compute, but some idea of it may be gleaned from a perusal of the results already revealed by the small section of the province so far developed.

Chief among minerals, so far as annual output and value are concerned, is coal. Deposits are widely distributed throughout the province, and their industrial importance worthily rivals those of the eastern province, Nova Scotia. Operations at present are mainly confined to the coast and the Crow's Nest in the Rocky Mountains. The annual output during the last four years, of coal and coke approximated two and a half million tons, valued at from nine to ten million dollars.

As early as 1835 the Hudson's Bay Company discovered coal at Fort Rupert, and in 1851 that company began mining operations at the now well-known coalfields of Nanaimo, Vancouver Island.

The distribution is general. "It is found in the interior valleys at Nicola, on the Thompson River, and in the Omineca district, where there is being developed on the headwaters of the Skeena what promises to be an immense coal-field, the coal being anthracite in character. It occurs on the Pacific coast on Vancouver Island, on the Queen Charlotte Islands, and along the Skeena River, while recent reports confirm its discovery in the Chilkat district of the Atlin Mining Division; the coal found is a first-class bituminous, carrying from 60 to 75 per cent. of fixed carbon, from 20 to 30 per cent. of volatile combustible matter, and from 3 to 9 per cent. of ash."

Development is proceeding, and there is no doubt that the increasing demand for coal supplies by the people on either side of the International Boundary will

considerably augment the prospects. Furthermore, there is certain to be a great demand for steamship coal on the Pacific coast when the Panama Canal increases ocean traffic along the entire western coast of North America.

The gold-mining resources of British Columbia are next in importance to those of coal. In 1858 "placer" gold was discovered in the bars of the lower Fraser River. This discovery led to exploitation to the headwaters of the river until the exceedingly rich "placers" of the Cariboo district yielded, in 1860 and 1861, gold to the value of \$50,000,000. Naturally these valuable discoveries lured gold-seekers from many parts of the world, and the birth of modern British Columbia may justifiably date from the foregoing memorable years. The following ten years witnessed the production of about \$30,000,000 worth of "placer" gold. The marvel of this yield was emphasized by the fact that it was all the result of pick and shovel labour, the crudity of the means of transit inhibiting the importation of machinery. Under the limited capacity of pick and shovel methods which were obviously confined to shallow deposits, the "placer" output diminished year by year, until the yield, in 1898, fell to about half a million dollars. In 1900, however, machinery and water-power were requisitioned, and those companies that were strong enough to bear the initial outlay on necessary plants have been amply rewarded for their labours. It is believed that in the coming years the fruits of hydraulic mining will surpass those attained "in the palmiest days of 'placer-mining' proper."

Lode mining is of comparatively recent date, due, as we have seen, to the lack of railway facilities and the capital essential to its prosecution. Prior to 1893 the production of the lode mines did not average \$60,000 a

year ; but in that year the output rose to \$300,000. Year by year the yield has increased, until in 1912 it reached the value of approximately \$5,000,000.

Nearly all the placer gold of the province emanates from the Cariboo and Cassiar districts. The contribution of each area is :—Cariboo district, \$230,000 ; Atlin Division of Cassiar, \$250,000 ; and the remaining parts of the province, \$20,000 annually.

Lode gold is mainly derived from the Nelson Mining Division, the Boundary and Slocan districts, the Coast district, the Trail Creek, Fort Steele and Kamloops Divisions.

The mining laws of British Columbia are framed to encourage the gold industry. Any person over the age of eighteen, and any joint-stock company, may obtain a Free Miner's Certificate by the payment of \$5 a year in the case of the former, and \$50 in the case of the latter should the capital not exceed \$100,000 ; if capitalized above that amount the fee is \$100.

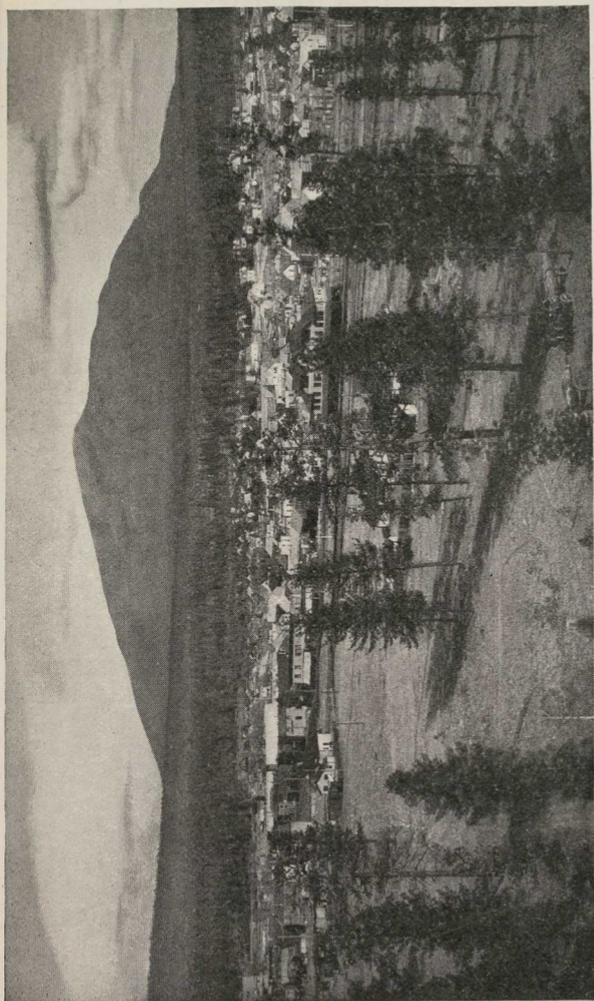
Placer-mining is governed by the "Placer-mining Act," and the main provisions of that Act relative to claims are :—

"In 'creek diggings' a claim shall be two hundred and fifty feet long, measured in the direction of the general course of the stream, and shall extend in width one thousand feet, measured from the general course of the stream five hundred feet on either side of the centre thereof.

"In 'bar diggings' a claim shall be :—

(a) A piece of land not exceeding two hundred and fifty feet square on any bar which is covered at high water.

(b) A strip of land two hundred and fifty feet long at high-water mark, and in width extending from high-water mark to extreme low-water mark.



CRANBROOK, B.C.

“ In ‘ dry diggings ’ a claim shall be two hundred and fifty feet square.

“ Special claims are granted to discoverers of new placer-mining ground.”

With regard to hydraulic and dredging operations, leases of unoccupied lands may be granted by the Lieutenant-Governor in Council upon recommendation of the Gold Commissioner of the district, after location, by placing a legal post at each corner of the ground applied for. On the post nearest the placer ground then being worked the locator must post a notice, stating the name of the applicant, the location of the ground to be acquired, the quantity of ground, and the term for which the lease is to be applied for. Within thirty days application must be made in writing to the Gold Commissioner in duplicate, with a plan of the ground on the back, and the application must contain the name of each applicant, the number of each applicant's free miner's certificate, the locality of the ground, the quantity of the ground, the terms of the lease desired, and the rent proposed to be paid. A sum of \$20 must accompany the application, which is returned if the application is not granted. The term of leases must not exceed twenty years. The extent of ground covered by leases is not in excess of the following :—Creek—half a mile ; hydraulic diggings—eighty acres ; for dredging leases—five miles ; precious stone diggings—ten acres. Under Order in Council, the minimum rental for a creek lease is \$75 per annum, and for a hydraulic lease \$50 per annum, with a condition that at least \$1,000 per annum shall be spent in development. For dredging leases the usual rental is \$50 per mile per annum ; development work worth \$1,000 per mile per annum must be done.

Taxation is extremely lenient. Mineral or placer claims, when Crown-granted, are subject to a yearly tax

of 25 cents per acre, but if \$200 is spent in work in a year this tax is not levied. A tax of 2 per cent. is levied quarterly on all ores and other mineral substances mined in the province, based upon the net value of such ore at the mouth of the shaft or tunnel, but where ore-producing mines produce under \$5,000 in a year, half the tax is refunded, while placer or dredging mines that do not produce a gross value of \$2,000 in a year are entitled to a refund of the whole tax. These taxes are in substitution for all taxes on the land and for the personal-property tax in respect of sums so produced, so long as the land is used only for mining purposes. By the "Land Act," a royalty of 50 cents per M., board measure, is levied on timber suitable for mining props, a cord of props being considered as 1,000 feet board measure.

The legal mining fees are as follow :—

	£	s.	d.
Individual Free Miner's Certificate (approximately)	1	0	0
Company Free Miner's Certificate (capital £20,000 or less)	10	10	0
If capital exceeds above	20	0	0
Recording Mineral or Placer Claim	0	10	6
Recording Certificate of Work, Mineral Claim	0	10	6
Re-record of Placer Claim	0	10	6
Recording Lay-over	0	10	6
Recording Abandonment, Mineral Claim	2	0	0
Recording Abandonment, Placer Claim	0	10	6
Recording any affidavit under three folios	0	10	6
Filing Documents	0	4	0
For Crown Grant of Mineral Rights under "Mineral Act"	5	0	0
For Crown Grant of Surface Rights of Mineral Claim under "Mineral Act"	2	0	0
For every lease under "Placer-mining Act"	1	0	0

Copper occupies an important position among the mineral products of Canada. It is produced in Ontario

and Quebec; but the pre-eminent copper-yielding province is British Columbia. The entire output of the Dominion last year was value at \$12,718,548, to which British Columbia contributed \$8,256,561.

In southern British Columbia, in the West Kootenay and Kamloops districts, and in the Coast district the most important discoveries of copper-bearing minerals have been made. The leading operated mines are to be found in Rossland, Phoenix, Motherlode, Howe Sound, Texada Island and Granby Bay.

According to experts of the Dominion Department of Mines, "the ore deposits of the Boundary district are, at present, the most important deposits of copper-bearing ores in Canada. The ore bodies occur in mineralized zones in altered limestones. They lie at different horizons in this zone, but generally occur in the lower or outer portions. They range in size from small lenses, less than twenty feet in thickness and one hundred feet in length, to huge ore bodies, such as that at the Knob Hill Ironside mine at Phoenix, which has a thickness of one hundred and twenty-five feet, a known width of nine hundred feet, and a length of about two thousand five hundred feet. The ore throughout is remarkably uniform, and is almost self-fluxing.

"The ore deposits of the Coast district are of three distinct types. The Britannia mines on Howe Sound are producing chalcopyrite ores containing small quantities of gold and silver. These ores occur in a mineralized shear zone of considerable extent, and are highly siliceous. The development work is very extensive, and there is reason to believe that the deposits will prove to be very large. The ores are concentrated and shipped to the United States for treatment.

"Copper sulphides, chiefly chalcopyrite and bornite, occur at many points along the Pacific coast and on the

adjacent islands. Some prospecting and some development work have been done at a few points, and the future will probably witness the development of other important producing mines."

In southern British Columbia, three copper smelting plants are in operation. Rossland camp ores are treated at Trail; Phoenix ores at Grand Forks; ores from the Motherlode at Greenwood. There exists a fully-equipped plant at Ladysmith; and a new plant at Anyox, Granby Bay, is expected to be in operation this year.

Deposits of iron ore are reported to exist in various parts of the province, although very little development has taken place. Every one admits that an iron industry is badly needed near the Pacific coast. Up to the present, however, the commercial possibilities have been confronted with several adverse factors, not the least being the powerful monopoly held by the iron and steel Trust of the United States. Magnetite ore is located in the basins of the Campbell and Quinsam rivers. The principal deposits of ore are said to be on Vancouver Island; they are of high grade and almost free from phosphor and sulphur.

Zinc, according to the latest report of the Dominion Department of Mines, exists in several sections of the country, and the industry promises to develop into one of considerable economic importance. Mines are in operation on Vancouver Island, the coast, and east and west Kootenay. In the latter district are located the Lucky Jim and the Bluebell mines, which were worked originally as silver-lead propositions. The former mine has recently produced five thousand tons of zinc blende, assaying 50 per cent. and more, in zinc, "broken out to a considerable extent from solid bodies of the mineral and shipped in lump form without any culling."

Petroleum fields are now being exploited in south-east Kootenay, where a goodly area of oil-bearing strata has been traced.

The miscellaneous minerals scattered throughout the province comprise plumbago, platinum, manganese, asbestos, mica, gypsum, etc.

Building materials occur in large quantities, and in many varieties, such as granite, marble, sandstone and limestone, and the success of several cement-making plants testifies to the commercial possibilities of that industry.

The current wages prevailing in the various mining districts are:—Miners, 12s. to 16s. per day; helpers, 8s. to 12s.; labourers, 8s to 10s.; blacksmiths and mechanics, 12s. to £1; and the cost of boarding at mining camps is about 30s. per week.

CHAPTER V

THE PROGRESS OF AGRICULTURE

FOR many years past the Federal Government of Canada has carried on an extensive immigration propaganda, and now the various provincial governments are undertaking immigration schemes in the interests of their particular provinces. According to the literature published, each province has "the best agricultural land in the Dominion." It is not the present writer's intention to eulogize one section of Canada to the detriment of any or all others, for each has its own advantages and disadvantages. The main object is to state as truthfully, and as clearly, as possible exactly how far agricultural success has been achieved in British Columbia, and what opportunities farming presents to persons contemplating emigration to that country.

We have observed elsewhere in this book that the Pacific province was very little known until the advent of gold discovery, and that the thirst for this precious metal relegated all other natural resources to the background. Next came the discovery of her vast timber and fishery wealth. These were profitably and continuously exploited, with the result that each succeeding year records a new high-water mark in their productiveness. Not until the railways penetrated the desolated places did the richness of the agricultural and pastoral lands reveal itself.

Opinions differ with regard to the kind of farming that is mostly favoured by climatic and soil influences. Some assert that mixed farming is the best, all things

considered ; some favour cattle and horse ranching ; some dairying ; some fruit-growing ; and others, roots exclusively. The soil's value as a cereal producer has not yet been fairly tested, and it may have to wait some years for a final verdict in the shape of economic results, due undoubtedly to the prolific soil and highly remunerative conditions associated with cereal-growing on the prairies of Alberta, Saskatchewan and Manitoba. The commercial advantage that will be given to cereals raised near the sea border when the Panama Canal is opened may encourage wheat-growing in British Columbia, particularly if the quality is competitive (a doubtful thing at present) with that of the afore-mentioned provinces.

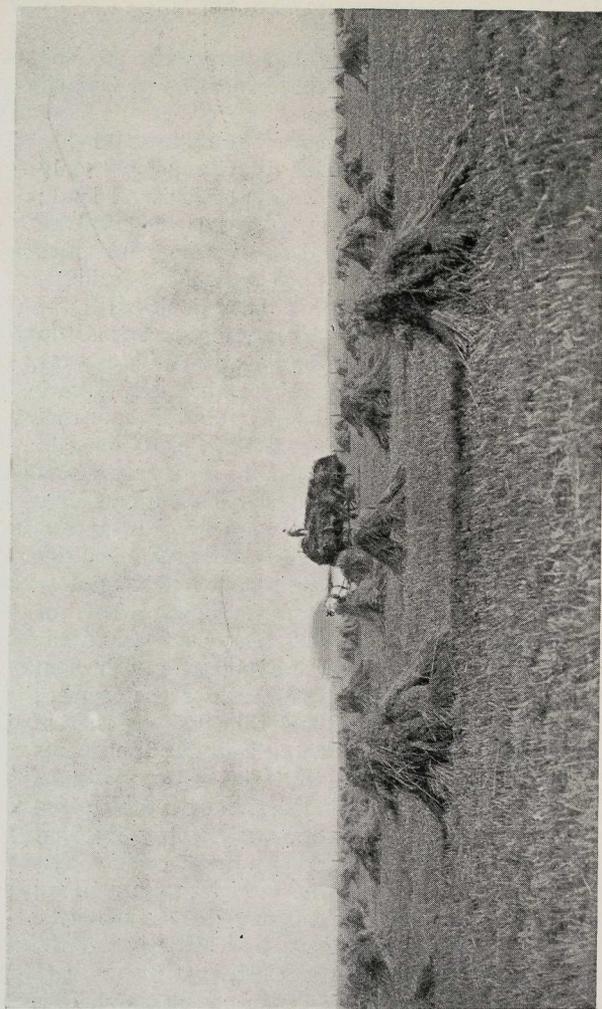
Dr. Dawson and Professor Macoun have stated that the section of Peace River Valley lying within British Columbia contains 10,000,000 acres of land suitable for wheat-growing.

Before passing on to consider the capabilities of the soil and climate, it will be well to see what demand there is for the products of such soil, and the relationship existing between supply and demand. A study of the imports by the 400,000 people of the province reveals a total annual purchase of agricultural products approximating £3,000,000. The leading imports and their values for 1911 are officially quoted as \$14,719,854 ; the home production as \$20,837,893 ; and the total production and imports of articles for consumption \$35,537,747. As every one of these products could be raised in the province, it will be seen at a glance that the market, at any rate, is immense.

Farming in British Columbia, however, is not without its difficulties. These are stated plainly and fairly by Mr. R. E. Gosnell, in an official publication of the British Columbia Legislative Assembly, and, although

somewhat lengthy, they are too important to be omitted from any work on the subject. Mr. Gosnell writes :—

“ In the first place it is necessary to understand that British Columbia is a very big province ; that only about one-twenty-fifth of its area is agricultural land ; that the valleys which make up this latter area are scattered here and there, and are in most instances widely intermittent ; that a good deal of it is still remote from communication ; that the agricultural tracts where they do exist, are not by any means uniform in character or compact of formation ; that ninety per cent. is still in its virgin condition ; that only a very small percentage of it is open land, and but little of that that has not required irrigation, dyking, or draining to bring into cultivation ; that by far the greater part of it has to be cleared of forest and of that some of unusually heavy growth ; that the more favoured localities, relatively small in proportion, are in the settled communities and near large towns or main lines of communication in a country still only incipiently developed ; that the areas of agricultural land being relatively limited the price of land is relatively high and represent much more than the average capital investment for the farmer ; that interest charges are still higher in the west than in the east ; that the prices of all agricultural implements are higher ; that local transportation rates are much higher ; that while prices and demand have increased the price of labour has proportionately increased ; that the average cost of living is higher ; that it takes longer time and more labour to bring land into cultivation ; that outside of the ranching country there is but little pasturage except what is made by clearing, and the forage in the woods is small indeed ; that by the very nature of the products to which farming in the main is



HARVESTING IN BRITISH COLUMBIA

limited—fruit-growing and small farming—more intensive cultivation is required, and it takes longer to render the land at first reproductive ; that forest fires through clearing are ever imminent ; that labour being dear, the holdings small and the natural physical difficulties greater to overcome, farmers are more dependent upon their own help.

“Hence, on the whole, without any just reflection upon the enterprise or industry of the farming community, development is necessarily slower and more expensive. Hence, too, financial success depends upon greater skill and natural intelligence ; and while, as results have shown, the British Columbia farmer, and fruit-grower, in particular, has taken a very high standing in methods and production, a very large number of those who have engaged in these occupations in British Columbia have done so without the average amount of previous training and experience, especially in the kinds of farming required to be done ; and with them a very considerable degree of education is still necessary to achieve possible results under conditions which obtain. There is, however, a general spirit of emulation and ambitious effort being displayed, in co-operation with which are the work of the farmers’ institutes, and the splendid educational machinery put in operation through the agency of the agricultural department, on account of which there is every reason to hope for an agricultural and horticultural development in specialized forms, not equalled, except in isolated instances, in any other portions of the globe. In specially favoured localities and under specially favoured conditions, the farmers of British Columbia are reaping very rich rewards and doing exceedingly well—not a few of the older men having become rich—but it is not safe to judge of the general status of the industry by these particular instances, and

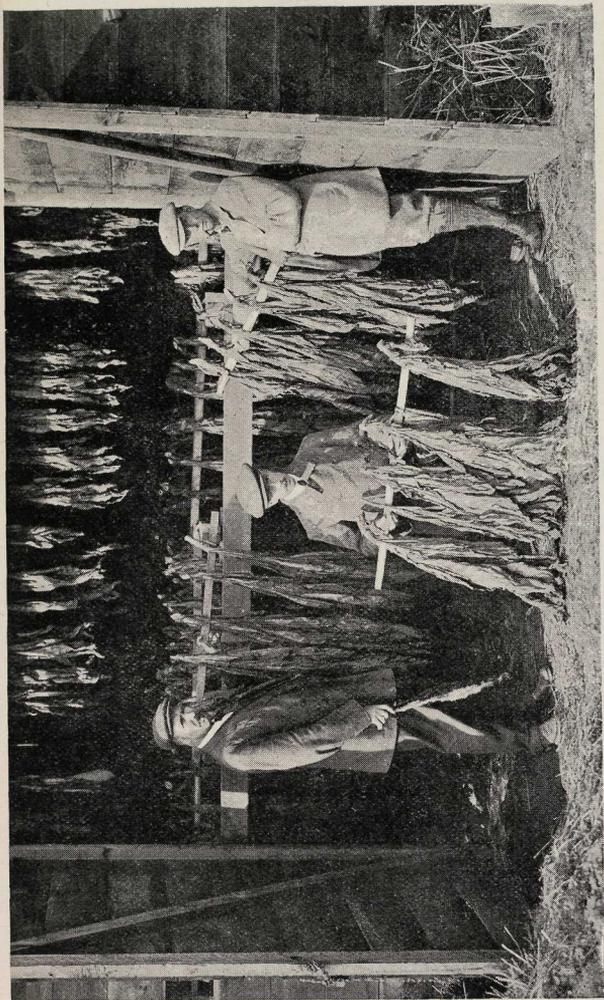
it is to avoid a very possible misapprehension that attention is called to the fact here."

Let us examine briefly the various grades of farming, specially noting the results obtainable under normal conditions.

Cattle and horse ranching is recognized as highly remunerative when conducted on rational lines by men who know their business. Two things are in its favour—the rapidly increasing demand at home for meat, milk, butter and cheese; the demand for heavy horses, due to the growth of lumbering, mining and farming, to which industries they are indispensable; and the prevalence of natural cattle feeds. West of the Cascade Range clover grows in abundance; and in many sections of the country the soil yields annually three crops of a most nutritious feed known as alfalfa, or lucerne.

Draught horses command from £100 to £170 per team, and farm teams from £60 to £100. Light harness horses are worth from £80 upwards. The quality of horses is improving year by year. Quite recently, large numbers of stallions have been brought into the province, including Clydesdales, Percherons, Belgians and Shires, some of them realizing £1,000 each. Good breeding mares command prices ranging from £60 to £100.

Holstein, Jersey and Ayrshire dairy stock thrive well in various localities, and good prices are paid for them. Few branches of farming pay more handsomely than dairying. There is a big demand for dairy products. The annual home production of butter is approximately 2,463,000 pounds, valued at £200,000. Some idea of the market may be ascertained from the home consumption which exceeds annually £388,000, thus necessitating an import of at least £188,000 worth each year. There are no returns indicating the home production of cheese,



A TOBACCO DRYING-SHED

but the quantity imported for consumption approximated in value £130,000 in 1911. During the same year the value of milk consumed was £740,000, to which the province contributed 10,985,000 gallons, valued at £659,000.

There are twenty-two creameries existing in the province, operating successfully. The establishment of co-operative creameries is aided by the British Columbia Government by loaning the promoters one-half the cost of the building, plant and fixtures, repayable in eight instalments with interest at 5 per cent., the first of such instalments to be paid at the expiration of three years, and the other seven annually thereafter.

The Westminster district is considered the best at present for stock-raising, on account of its larger area of hay lands. However, the production of butter is considerable in the southern part of Vancouver Island.

Sheep-raising has not yet assumed much economic importance. They can be bred profitably in several parts of the province; but success seems most assured in Vancouver Island.

Hogs are a desirable asset to mixed farming. Not on a large scale, however, have they been formerly fed. The industry is growing and, apparently, the people have faith in its commercial value, as several small packing-houses have been erected. The imports of hog products are over £200,000 a year.

Poultry-raising has been profitably undertaken for some years past, many farmers confining their energies exclusively to that industry. In support of this we quote the following from a poultry-raiser on Vancouver Island:—"I have no hesitation in saying that there are good profits in the business, conducted on a strictly commercial basis. In fact, I know of no other branch of agriculture which is so profitable, having in view the

amount of capital to be invested and the expense of conducting it. Properly managed, in any number, poultry ought to reap a profit of, at least, four shillings per head per annum."

The consumption of poultry in the province is valued at £350,000 annually, the home supply being the small proportion of £123,250. Illustrations of what has already been accomplished are infinitely more convincing than volumes of theorizing, so the following results from 150 hens are quoted :—

RECEIPTS :

From sale of eggs	\$375.00
From sale of chicks	50.00
From increase of flock.. ..	25.00
	<hr/>
	\$450.00

EXPENSES :

100 bushels of wheat at \$1.05 per bushel ..	\$105.00
50 „ of barley at .60 per bushel ..	30.00
Sundries	25.00
	<hr/>
	\$160.00
Net Profit	<hr/>
	\$290.00

Grain-growing is still in its infancy for reasons made obvious in other parts of this book. Wheat-raising is confined at present to the Fraser Valley, Okanagan, Spallumcheen and sections of the Thompson River Valley. Oats, rye and barley are of excellent quality, the first being the principal cereal grown.

Roots grow in profusion, potatoes, turnips, beets and mangolds yielding fine results. At Kelowna, twenty acres of soil have given 403 tons of potatoes, commanding £2 17s. 6d. per ton.

Hop culture is of growing importance. Fine hops are produced in the Okanagan, Agassiz and Chilliwack

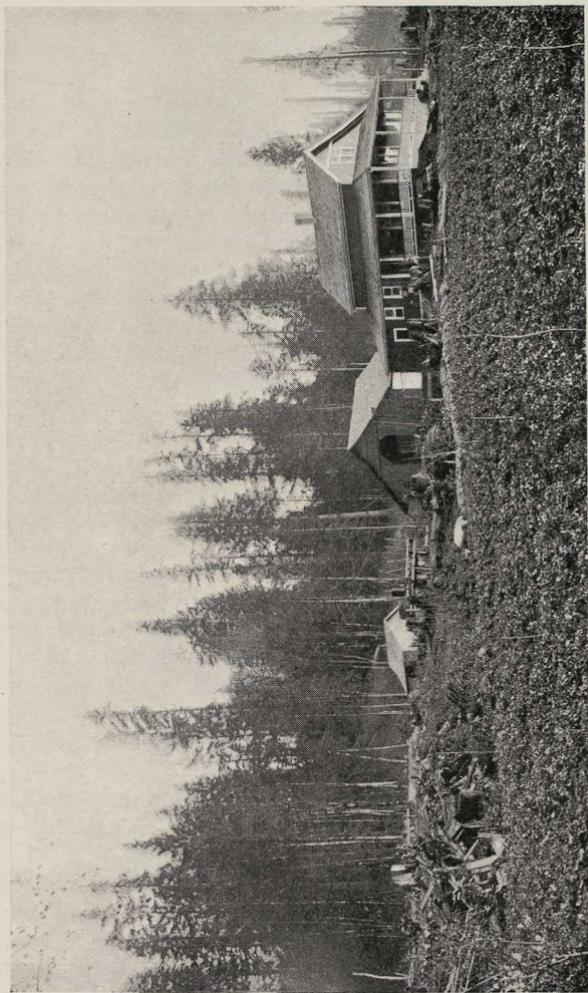
districts, and the quality is unexcelled. The writer has been the means of introducing these hops to large brewers in Burton-on-Trent, who expressed their admiration of the quality. The yield averages 1,500 lbs. to the acre, and the average price is one shilling per pound. British hops have been imported and sown with the result that, in some respects, the quality has been improved by transplantation in British Columbian soil, and by being subjected to the province's climatic conditions.

From our brief survey we may conclude that British Columbia is suitable for various kinds of farming, that there are difficulties associated with successful agricultural pursuits, that there is a ready and extensive home demand for farm products, and that an experienced farmer supported with sufficient capital may anticipate handsome profits from his ventures.

In connection with the subject of agriculture it will be appropriate to give a synopsis of the provincial land laws. At the outset, it should be stated that British Columbia does not grant free homesteads, as is the practice of the Federal Government and several of the other provincial governments.

There are three conditions under which land can be obtained:—(1) Pre-emption, (2) Purchase, (3) Lease.

(1) Pre-emption. A fee of 8s. is payable at the nearest land office, after which a stake is placed at one corner of the land pre-empted. A pre-emptor is obliged to live at least twenty months of two years on his property, and make improvements to the value of £80. A surveyor's fee must also be paid (from £10 upwards) if the land is unsurveyed at the time of pre-emption. At the end of two years, a payment of £8 must be made to the Government. When the balance of £24 is paid, the land is granted in fee simple. The area of a pre-emption is 160 acres which, at 4s. per acre amounts to £32.



A SETTLER'S HOME

No taxes are leviable during the period of pre-emption, but after the title has been granted, the taxation is approximately 16s. per year.

(2) Purchase. Land may be purchased in blocks up to 640 acres. It is sold under two divisions, first-class and second-class. First-class lands are those which can be cultivated or which are wild hay-meadow lands; second-class lands comprise all other, except timber lands. The former are purchaseable at £2 per acre, and the latter at £1 per acre. The amount payable as initial deposit is 2s. per acre. Prior to purchase, the land must be staked at one corner, particulars of the intended purchase advertised in the Government Gazette and one local paper (at the expense of purchaser), and if at the expiration of sixty days no objections to the purchase are raised, the deal is considered closed.

(3) Lease. Crown lands which have been sub-divided in lots not exceeding twenty acres may be leased for the following purposes :—(a) For the purpose of cutting hay thereon, for a term not exceeding ten years. (b) For any purpose whatsoever, except cutting hay, for a term not exceeding twenty-one years. Leases not to include a greater area than 640 acres.

Full particulars of the procedure necessary to acquire lands under any of the above conditions can be obtained from the British Columbia Government representative in London.

Intending settlers may be guided by the following Customs Regulations which refer to the articles they may take in free of duty :—

A settler may take in free of duty : wearing apparel, books, usual and reasonable household furniture and other household effects, instruments and tools of trade (occupation or employment), guns, musical instruments, domestic sewing-machines, typewriters, bicycles, carts,

waggons, and other highway vehicles, agricultural implements and live-stock for the farm, not to include live-stock or articles for sale, or for use as contractors' outfit, nor vehicles, nor implements moved by mechanical power, nor machinery for use in any manufacturing establishment; all the foregoing, if actually owned abroad by the settler for at least six months before his removal to Canada, and subject to regulations by the Minister of Customs; provided that any dutiable articles entered as settlers' effects may not be so entered unless brought by the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada.

A settler may bring into Canada free of duty live-stock for the farm on the following basis, if he has actually owned such live-stock abroad for at least six months before his removal to Canada, and has brought them into Canada within one year after his first arrival, viz.: If horses only are brought in, sixteen allowed; if cattle only are brought in, sixteen allowed; if sheep only are brought in, sixty allowed; if swine only are brought in, sixty allowed. If horses, cattle, sheep and swine are brought in together, or part of each, the same proportions as above are to be observed. Duty is to be paid on the live-stock in excess of the number above provided for. For customs entry purposes, a mare with a colt under six months old is reckoned as one animal; a cow with a calf under six months old is also to be reckoned as one animal.

CHAPTER VI

FRUIT-FARMING

FOR many years past the choice apples of Ontario, Quebec and Nova Scotia have been well known in Great Britain. Thousands of barrels have arrived each season, and continue to arrive, at Liverpool, London, Bristol and Glasgow, the quality of which has gained for them a high reputation. Only during the last few years, however, have British Columbian apples sought a reputation in competition with those of other provinces; to-day, their colour and size attract immediate attention wherever they are exhibited, and their flavour satisfies the most fastidious palate.

In dealing with this subject we cannot do better than ascertain first of all where the fruit lands are situated, and what varieties are most successfully grown. Afterwards we can deal with prices of land, methods of culture and results. In doing so the writer will adhere to illustrations from official and private sources, for practical results are of infinitely more value than reams of theorizing.

The fruit-growing areas and their capabilities, according to a report of Mr. R. M. Winslow, Provincial Horticulturist, are as follow:—

1. Vancouver Island and adjacent islands. Because of the mild and equable climate this district has so far been more successful in small fruits than in large fruits. Peaches, grapes, apricots and other tender fruits are successfully cultivated in a small way in very favourable locations. Sweet cherries, plums and prunes do well, except when a moist season brings injurious fungus diseases. Some cherries have proved very profitable.

Winter apples do not mature well except in most favourable localities, but all kinds of pears and several varieties of early apples are very successful. Strawberries and raspberries are usually successful, and the fruit of a high quality.

2. The Lower Mainland is a district west of the Coast Mountains and adjacent to the Fraser River. Here the climate is mild and damp with a precipitation of from fifty to seventy-five inches per year. Fungus diseases are very prevalent in consequence of the damp climate, and the cost of fighting them is a large item of expense. The small fruits, such as strawberries and raspberries, do particularly well, however, and, because of the natural early season of the district, early apples, pears and plums usually yield good returns.

3. The district of the Upper Fraser, up to the fifty-second parallel and including the main Thompson River and Nicola Valleys, is in the Dry Belt. Irrigation is essential, but fungus diseases are almost unknown. This district is proving more or less valuable for a wide range of fruits, but, generally speaking, the growing of the hardier winter apples is the industry of greater promise.

4. The country surrounding Shuswap and Adam's Lakes, the valley of the Spallumcheen River and the Armstrong district, has a total precipitation of from eighteen inches to twenty-five inches, which, with its generally excellent soil makes irrigation unnecessary for large fruits. The quality of the fruit is particularly high. The general climatic conditions are similar to those of Ontario, more so than in any other district in the province. The timber is not very heavy, and land clearing runs from \$50 to \$125 per acre. Winter apples have proved most remunerative. On suitable soils, celery, potatoes, etc., have made Armstrong famous.

5. The Okanagan Valley is the largest shipping district for fruit and vegetables in the province at the present time. Here, all northern fruits are successfully grown, winter apples especially so, all under irrigation, the rainfall running from twelve inches to fifteen inches. This district is, perhaps, the most advanced in fruit-growing in the province.

6. The valley of the Similkameen and contiguous valleys are all in the Dry Belt. In this district the semi-tropical climate reaches up into British Columbia, and here European varieties of grapes and similar fruits are successfully grown. This is a large district, and has some very fine land ready for irrigation, but hitherto insufficient transportation facilities have hindered its general development.

7. The Boundary country is that of the Kettle River and its tributaries, and lies directly east of Similkameen. This also is in the Dry Belt, and is a fruit-growing area of good size. The industry is becoming well established, and the Grand Forks prunes and winter apples are well known in the Prairie markets.

8. West Kootenay. This is a very large district, most of which lies along the Arrow Lakes, Kootenay Lake, Slocan Lake and the South Columbia River. The rainfall is from eighteen inches to forty inches and has resulted in a heavy growth of timber, the clearing of which is proceeding steadily. The large mining camps in this district have so far consumed the great bulk of the fruit produced, but high quality winter apples will, in a short time be produced in sufficient quantities to reach the markets of the Prairies and Great Britain. Irrigation is necessary in this district only in the driest seasons and for small fruits.

The above are all fruit districts which have been more or less proved by actual experience, and each markets

its own special varieties. The following are other districts of which not so much is known.

9. East Kootenay. Lying directly east of West Kootenay, from which it is separated by the Selkirk mountains. This district includes particularly the upper reaches of the Kootenay and Columbia Rivers, including Windermere Lake. At present the district is largely devoted to cattle ranching. While the winter temperature will prevent the growth of the more tender fruits, the hardier apples have done well, and more planting is being done each year.

10. The northern coast. Another immense section which has certain possibilities, but in which little has been done, is the big territory lying west of the Coast Mountains, all along the coast and including the Queen Charlotte Islands. The Department of Agriculture is undertaking the planting of a number of trees at various parts in the territory for experimental purposes, from which more will be known in a few years.

11. The northern interior. This vast territory, including the valleys of the Skeena, Bulkly, Nechaco, Naas, etc., has aroused considerable interest because of the building of the Grand Trunk Pacific through it. Excellent fruit has been produced in the Kitsumkalem Valley and Lakelse Lake district, and settlers are taking in with them many thousands of fruit trees at the present time.

The most productive orchards are found in the Okanagan region and the Kootenays, though the methods of culture are somewhat dissimilar. Speaking broadly of these regions, the latter is amply watered naturally, but the former requires irrigation. The capabilities of the Kootenays are described by a pioneer fruit-grower of the Nelson country, Mr. James Johnstone:—

“I consider the conditions here (Kootenay Lake

district) the most perfect for fruit culture. I have been interested in fruit-growing in various parts of Canada and of the United States during the last twenty years, and until coming to Nelson, in 1901, I had found the climate of the Alleghany Mountains of West Virginia the most suitable for the production of small fruit. The shores of Lakes Erie and Ontario to Montreal I considered the best for the production of apples. The shores of Lake Ontario, from Niagara to Toronto, I believe to be the finest peach section in America. Within the past two years, however, we have shown that we can produce as fine apples here (Nelson) as in any part of Ontario, or in the Northern States. Peaches are grown here to perfection, and I feel quite confident in asserting that the quality of the small fruit produced, such as raspberries, gooseberries and black currants, is superior to any produced elsewhere on the Continent; in fact, the Southern States, such as Virginia, Tennessee, and Georgia, will not compare with this section in the production of small fruits. The quality and size here are far superior, and the yield per acre is, at least, double that of anything I have ever seen or succeeded in producing during my ten years residence in these States. One average gooseberry bush in my Nelson garden bears finer fruit, and as much of it, as six of my finest bushes did in West Virginia—and my Virginian garden excelled in the production of gooseberries in that country.

“The fruit-grower will find here an ideal home. The climate is perfect; the soil is very rich and productive, and the market the best. He will be surrounded by beautiful scenery; and the fishing and the shooting are the best to be found anywhere.”

From the valley of the Kootenay Lake, if we move westward, we arrive at the Arrow Lakes Valley, a fertile section, and then journey on to the Okanagan Valley,

the beauty of which is enhanced by a long and beautiful lake. Thence we pass on still further towards the Pacific until we reach the Similkameen-Nikola Valley and the valley of the Fraser River, two regions included in what is known as the "Dry Belt," where irrigation is indispensable.

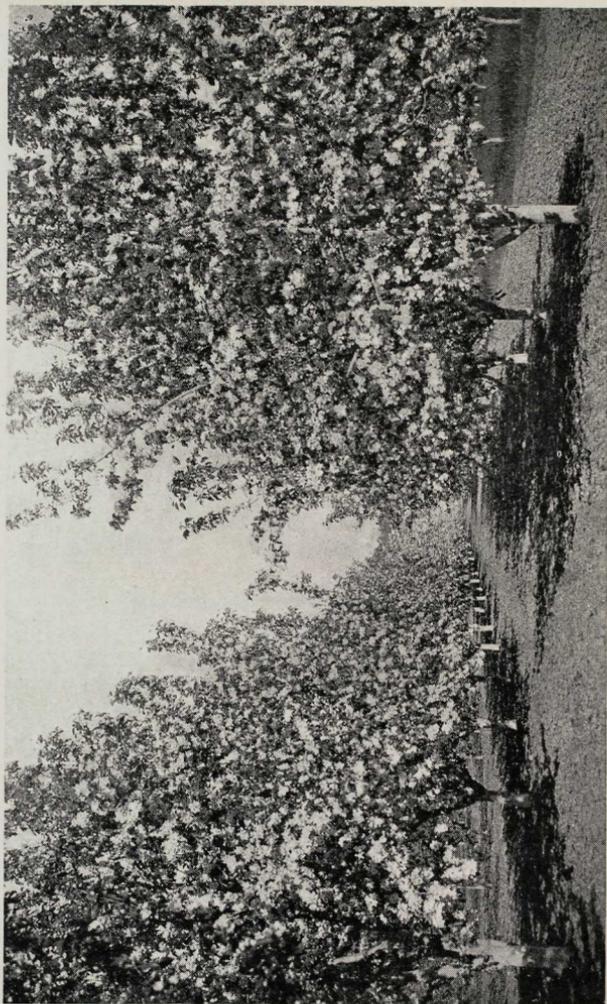
In the Okanagan Valley are located the large orchards of Coldstream. The fruit trees here were planted in 1891 by the Earl of Aberdeen and, at the present time, they cover an area of more than 400 acres. Apples and pears are most successfully grown, the size, colour and texture being as fine as it is possible for any soil and climate to furnish. The varieties of apples chiefly grown are Gravenstein, McIntosh Red, Jonathan, Wealthy Northern Spy, Spitzenberg, Cox's Orange Pippin and the Yellow Newtown Pippin. The chief pears grown are: Bartlett, Beurre d'Anjou, Beurre Clairgeau, Beurre Boussock and Flemish Beauty. Bradshaw, Italian Prune, Grand Duke, and Pond's Seedling plums grow to perfection.

With regard to the yield of various orchards, an existing seventeen acres devoted to apples, pears and plums has for some years yielded an average of 153 tons per annum, the fruit packed for market averaging in value £98 per acre. Mr. T. W. Stirling, a fruit-grower at Kelowna, quotes his 1905 results as 160 to 170 tons of fruit from sixteen acres of orchard.

In 1903 it produced 140 tons. In 1904 it produced 130 tons. In 1905 it produced 160 to 170 tons.

Apples (Jonathan) planted in 1900 produced this year 100 pounds a tree. (Fruit worth \$1.50 per 40 lb. box, f.o.b. packing-house.)

Last year these trees yielded, as four-year-olds, sixty pounds a tree. Next year's crop may be estimated at 200 pounds a tree.



APPLE BLOSSOM

One and one-third acres of Bartlett pears produced sixteen tons of fruit, or about 800 boxes. Selling price \$1.35 per box, f.o.b. packing-house—\$1,080.

One and one-third acres of Beurre d'Anjou pears produced seventeen tons, or 850 boxes. Selling price, \$.40 per box, f.o.b. packing-house—\$1,190.

Two and one-third acres of Italian prunes produced 32 tons, or 3,200 crates. Selling price, sixty cents per crate—\$1,920.

One acre of plums produced twelve tons, or 1,200 crates. Selling price, seventy cents per crate—\$840.

Over \$5,000 from six and one-third acres.

Passing from the south of British Columbia, we find that the results of fruit-growing are equally as remunerative in the suburbs of Victoria. Four acres of strawberries produced 28,126 pounds of fruit, which sold for \$2,598 net, or \$650 per acre; half-an-acre produced 2,826 pounds, giving a net return of \$301; another grower raised 12,556 pounds of berries on one and a half acres, which sold for \$1,228.60 net, or over \$800 per acre. Rockside Orchard, Victoria, produced marketable plums and cherries from ten-year-old trees as follows: Plums—thirty-five trees Grand Duke, 442 crates, averaging twenty-two pounds; eighteen Hungarian prunes, 216 crates; twenty-seven Engelbert, 290 crates; ten Tragedy, 142 crates—1,070 crates, a total of 20,416 pounds from ninety trees. Cherries—twenty-five Olivet trees yielded 230 crates of twenty-four pounds, or a total of 5,500 pounds.

The whole of southern Vancouver Island is well adapted for fruit culture. If thoroughly modern methods are adopted, good results are forthcoming from pear, plum and cherry growing.

The prices of land vary in all the fruit-raising sections of British Columbia, according to whether it is uncleared,

cleared, improved, or fully cultivated. In the Kootenays the prices range from £6 to £20 per acre for uncleared land, and for "improved" land, from £20 to £28. By "improved" is meant that a certain proportion of the land is cleared and planted with a certain number of trees, and a certain proportion semi-cleared. In the Okanagan region, orchards planted with young trees cost as much as £40 to £70 per acre. In the vicinity of Vernon, uncleared land commands from £20 to £25 per acre, to which the buyer would have to add quite £12 per acre as cost of clearing. At Kelowna, irrigated fruit lands, unplanted, are now commanding from £30 to £50 per acre. At Summerland, near Okanagan Lake, unimproved land, with irrigation water in proximity, can be bought in ten acre lots at prices ranging from £20 to £40 per acre. Improved lands, with a good sprinkling of various fruit trees sell at anything from £60 to £175 per acre.

Having now some idea of the cost of land, one naturally desires to know the amount of capital necessary to begin fruit-farming. It is not possible to consider the capital required in one district as applicable to any or every other; much will depend upon the circumstances of each case, and the knowledge possessed by the person contemplating orcharding. In his very informative book on *Fruit-farming on the 'Dry Belt' of British Columbia*, Mr. J. S. Redmayne, M.A., says:—

"In the case of a man coming direct from England and new both to the province and its 'Dry Belt,' always provided that he be content with small beginnings and does not mind 'roughing it' a little at first—£500 may be put down as the minimum capital required to make a fair start, and £700 as the sum which it is expedient to have at command.

“The amount which you intend to spend on the erection of your house and sundries is a point that has to be taken into account. If you are going to exceed £100 on this item, you cannot very well do so on less total capital than £700, and then only if you make the growing of intermediate crops a part of your financial scheme. These intermediate crops are an important factor, and the choice of them, as well as the amount of profit accruing therefrom, is to some extent influenced and controlled by the particular locality you select as the scene of your horticultural operations, and its proximity or otherwise to a railway or other ready means of transportation to market.

“To sum up briefly. The consensus of best opinion is that for the man from England a capital of £500 is necessary, £700 or £750 is expedient, and £1,000 is desirable, as the latter sum will allow both a margin for possible beginner’s mistakes, as well as obviating a rigid adherence to cultivation of intermediate crops during, say, the first two years, and will allow time for attendance at the Pullman Technical College, or some other training institution during that period, as well as for payment for care and custody of your young orchard trees while so doing.

“In the above calculations I have purposely omitted all reference to any earnings which may be derived from possible employment as a skilled labourer on some other man’s vineyard—in the case of a man who does not wish to grow interim crops, or do more than is absolutely necessary on his own land before his own trees come into bearing.”

The cost of laying out an orchard in the south of Vancouver Island is given by the Deputy Minister of Agriculture as :—

Cost of orchard, first year, per acre :—

Land .. .. .	..	..	\$200
Ploughing, harrowing, etc. .. .. .	..	..	10
Trees .. .. .	..	..	12
Marking out and planting .. .. .	..	..	8
Spraying .. .. .	..	..	4
Cultivating and pruning .. .. .	..	..	5
			<hr/>
			\$239

Cost, second year, per acre :—

Ploughing and harrowing .. .. .	..	..	\$6
Spraying .. .. .	..	..	7
Cultivating and pruning .. .. .	..	..	5
			<hr/>
			\$18

Cost, third year, per acre :—

Ploughing and harrowing .. .. .	..	..	\$6
Spraying .. .. .	..	..	8
Cultivating and pruning .. .. .	..	..	9
			<hr/>
			\$23

Cost, fourth year, per acre :—

Ploughing and harrowing .. .. .	..	..	\$6
Spraying .. .. .	..	..	10
Cultivating and pruning .. .. .	..	..	12
			<hr/>
			\$28

Total \$308—£62

Returns should be looked for in the fifth year. Many orchardists, during the growth of their trees to maturity, obtain profits from small fruits and vegetables grown between the trees, the soil not being impoverished thereby if moderate fertilizing is done. Poultry raising is a profitable alternative.

The question is frequently asked: "What about the markets for fruit? May there not arise an over-production, and consequently a decline in prices occur?" The

answer is a very simple and obvious one. Last year British Columbia imported over £100,000 worth of fruit from the United States. Furthermore, not only is the home population increasing, but in the provinces of Alberta, Saskatchewan and Manitoba, between two and three hundred thousand immigrants are annually arriving. So that the demand is likely to advance at a much greater rate than the supply. Again, the British Columbian apple is growing in favour year by year in Great Britain, and the export of this fruit to London and Liverpool is productive of highly satisfactory monetary results. The markets of China, Japan, Australia, New Zealand and Mexico are now also demanding fruit from the province.

This chapter should not be closed without a reference to the fruit-packing schools conducted by the Department of Agriculture during the winter. The schools are of inestimable advantage to youths, and it is hoped that this year such schools will be placed in every fruit district of the province.

The class of instruction furnished by the experts employed by the department in previous years, has demonstrated its efficiency in meeting the competition of Washington and Oregon in fruit packing. The experience and standing of the instructors secured, and the confidence reposed in them by the department, guarantee to the fruit-growers the highest class of instruction.

The local administration of the packing schools is placed in the hands of a responsible local body, such as the Farmer's Institute, the Fruit-growers' Association, or the Board of Trade.

The Department of Agriculture provides the instructor and pays his expenses. The Department also bears the cost of the packing paper, the fruit, and all other legitimate expenses, except that of the secretarial work, which

it has been found most satisfactory to leave to local arrangement.

The responsible organization in each case is required to guarantee a minimum of twelve pupils, but not more than fifteen, with the proper qualifications, at a fee of three dollars each, to take the twelve lessons of two and a half hours a lesson, the school extending over one week. In a limited number of districts a double-packing school can be arranged for, in which the minimum guarantee is twenty-four pupils, but not more than thirty, for the same number of lessons. The guaranteeing organization bears the expenses of the hall, its heating and lighting.

The important advantages to be gained from the packing school are practical, and thorough instruction in actual commercial packing.

Pupils learn, in addition, a good deal about the method and equipment used by the most progressive associations, and a good deal of the interpretation of the Fruit Marks Act.

Pupils who gain a score of 75 per cent. for efficiency in the packing school, and who put up a creditable pack for the Department prizes the following year, may secure a diploma certifying the same from the Department.

The future of fruit-growing in British Columbia is practically assured. Capital and labour flow steadily in. That the possibilities are immense, and that life in the orchards is an ideal one was the belief of His Excellency, Earl Grey, who, when opening the New Westminster Exhibition a few years ago, said :—

“Fruit-growing in your province has acquired the distinction of being a beautiful art as well as a most profitable industry. After a maximum wait of five years, I understand, the settler may look forward with reasonable certainty to a net income of from \$100 to \$150

per acre, after all expenses of cultivation have been paid.

“Gentlemen, here is a state of things which appears to offer the opportunity of living under such ideal conditions as struggling humanity has only succeeded in reaching in one or two of the most favoured spots upon the earth. There are thousands of families living in England to-day, families of refinement, culture and distinction, families such as you would welcome among you with both arms, who would be only too glad to come out and occupy a log hut on five acres of a pear or apple orchard in full bearing, if they could do so at a reasonable cost.”

CHAPTER VII

THE SEA AND RIVER FISHERIES

A MOST important commercial asset to Canada is the piscatorial wealth of her territorial waters. The value of the country's fisheries last year was \$34,667,872. In the actual work of fishing, 9,056 men were engaged on board of vessels and tugs, and 56,870 in boats. In the canneries and fish-houses on shore there were employed in the cleaning of fish and the preparation of it for market 25,206 persons, making a total of 91,132 directly engaged in the work of the fisheries. These figures do not include the many persons employed indirectly, such as coopers, teamsters, boat-builders, rope-makers, etc. The estimated total capital invested in the fisheries amounted to \$20,932,904.

It is generally conceded by experts that Canada possesses the most extensive fisheries in the world, the principal commercial food fish being found in great abundance in all her waters. Testimony to this is found in the fact that, apart from salmon, all the lobsters, herring, mackerel and sardines, nearly all the haddock, and many of the cod, hake and pollock landed in Canada are taken from her territorial waters. The immensity of this industry may be gathered from the eastern coast-line extending 5,000 miles from the Bay of Fundy to the Strait of Belle Isle, the Pacific coast-line extending 7,000 miles, and 220,000 square miles of fresh water inland stocked with many species of edible fish.

For many years Nova Scotia has stood first among the provinces in the fishing industry; but there is evidence that British Columbia is about to surpass her permanently. Last year the value produced by the

latter province exceeded that of Nova Scotia by nearly four million and a half dollars.

The British Columbian fisheries offer excellent opportunities to men who are supported by the necessary capital and experience. The Americans and Japanese are making huge fortunes on the coast, a small company of the former shipping to the United States something like fifty million pounds weight of fish annually. Professor Prince, the Dominion Commissioner of Fisheries, writing of these waters, says: "The sea fisheries are amongst the most prolific and valuable in the world. They are capable of enormous expansion. The amazing feature of these fisheries is that they may be carried on in waters perfectly land sheltered. Hecate Straits, Dixon Entrance, Queen Charlotte Sound and the Straits of Georgia, with innumerable deep inlets, bays and arms, are so shielded from the ocean as to furnish unique conditions for the pursuit of fishing operations."

By far the most extensive branch of the British Columbian fishing industry is that associated with salmon. Everybody knows how prolific these Pacific fish are, and how their fine canning qualities have made them popular in all the markets of the civilized world. Swarms of these salmon invade the inlets, rivers and streams of British Columbia. In the spawning season billions of eggs are deposited up-stream, and at a certain period of their growth the young fishes travel miles to the sea, only to return again in due season—such as have escaped capture—to exercise the same function of procreation that was exercised by their parents a season before. The marvel is that, with so much fishing in vogue during so many years, these prolific fish, rather than exhibit any sign of diminution, seem to increase even more rapidly than the agencies designed to deplete them.

There are seven species of salmon in the province, but, in commercial importance, they are usually classified under five designations. The chief is known as the sock-eye or blueback. The salmon of this species weigh from three to ten pounds. They inhabit all the mainland rivers, some of the rivers of the west coast of Vancouver Island, and the Nimkish River of the east coast. The spawning period extends from August to the end of October.

Second in importance is the Spring or Quinnet salmon. These fish vary in weight from eighteen to thirty pounds, although exceptional specimens have tipped the scale at eighty and one hundred pounds. They enter the Fraser River early in the spring and run spasmodically until July. One defect is the uncertain colour of the flesh. Very frequently the flesh is white, and although it is considered as palatable as "red-meated" salmon, it is rejected by the English market. However, a large trade is carried on with Germany, where a regular market exists for the "mild cured" commodity.

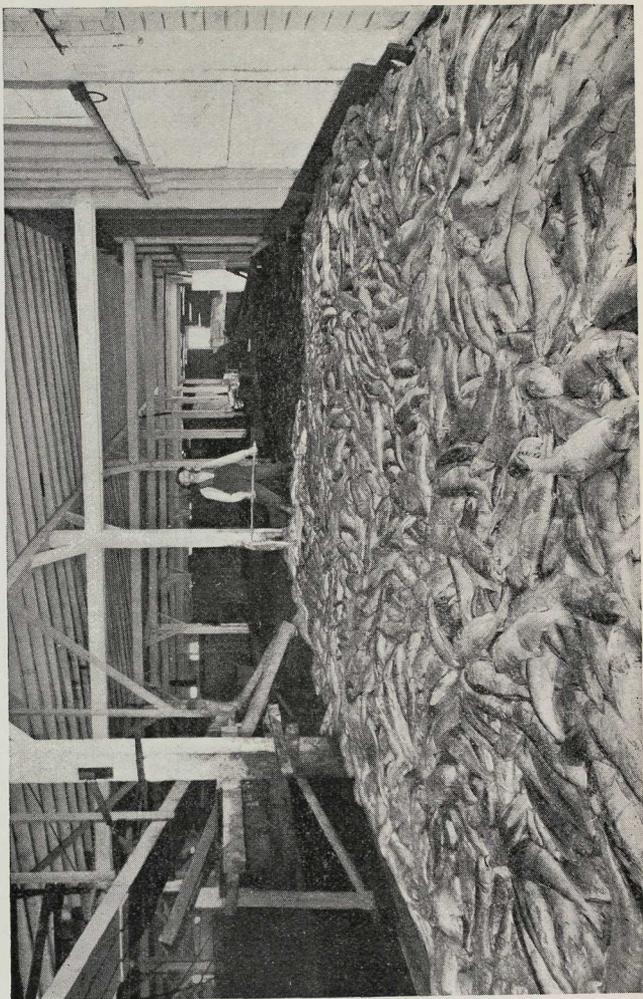
The Coho is prevalent in all waters of the province, and is every year advancing in commercial value as a canned product. This species runs from three to eight pounds in weight. They spawn in the streams and lakes, and run during August and September in the rivers of the north-west coast. Their runs in the Fraser River are during September and October.

The dog salmon inhabit the coast streams and many of the rivers. Only recently have they been considered of commercial value, the Japanese dry-salting them and exporting annually many thousands of tons to the Orient.

The humpback is the smallest and the least valuable of the salmon species. Its weight averages from three to six pounds, and it is caught from August until winter, alternate years.

During the fishing season hundreds of boats cruise along the Fraser River in search of salmon. Thousands are transported fresh to the eastern markets and the United States by means of refrigerator cars; and quantities are kippered and despatched to Asiatic countries. By far the larger proportion of the year's catch, however, is transferred from the boats to the extensive canneries situated on the banks of the Fraser River. Improvements, year by year, have not only minimized the cost of canning; they have also augmented the quantities canned. Machinery has made it almost possible to dispense with "handling" after the fish have been liberated from the net. By means of a conveyor, the salmon are delivered to an "iron chink" machine, fitted with knives and cutters which quickly remove head, tail and fins, at the same time removing scales and entrails. From this machine the fish pass to a cutter designed to slice them into pieces convenient for packing into cans of various sizes. During the process the fish are thoroughly cleansed prior to canning. After the testing of the cans they are placed in a retort to be thoroughly cooked. From the retort the cans pass to rooms specially set apart for labelling and packing for market.

From the salmon industry we pass to that connected with the flounder species of fish, the most important, commercially, being the halibut, of which three varieties are found in great number in the North Pacific. The arrowtooth, the monterey and the common halibut are prolific, but the latter are the most numerous and the most profitable. The average weight of the halibut is about sixty-five pounds, although specimens are frequently caught weighing two hundred and fifty pounds, and measuring from five to six feet in length. A large fleet is engaged in the fishery, and an extensive and



A SALMON FISHERY ON THE FRASER RIVER

profitable market is found in the United States as well as in Canada.

The fishing schooners along the coast are manned by a crew of six. On arrival at the fishing grounds, dories are lowered and baited trawl-lines extended. Periodically the fish are taken from the trawls into the dories, which return to the schooner to transfer their cargoes. On the deck of the schooner the fish are cleaned, and then packed in the hold prior to sailing for home. When the schooner reaches port the halibut are packed in boxes and shipped in cold storage to various markets.

Steamships also are engaged in the industry, their operations being on a much larger scale than that of the schooners. Weekly trips are made, more dories and men consequently being employed. Sometimes seventy miles of lines are in operation, and a full cargo often exceeds one hundred thousand pounds weight of fish.

The halibut industry on the Pacific coast is not more than twenty-five years old. During those years it has made rapid progress. In 1899 the production was only 6,877,640 pounds of fish; in 1908 it had risen to 17,512,555 pounds. The marketed value of halibut caught and landed in a green state, for the whole province of British Columbia in the fiscal year 1911-12 was \$1,845,135.

Cod-fish are plentiful enough in the North Pacific, but the reputation of the North Atlantic cod and the proximity of the fishing grounds to the great markets of the world, is one cause of the retardation of this fishing industry on the British Columbia coast. An even more potent cause is the facility with which salmon are caught and the attendant monetary results therefrom. Nor must it be forgotten that the eastern fisheries have always enjoyed an invaluable natural aid in the climate. It can readily be seen that the curing of cod-fish would

not be so successful upon a frequently humid coast as upon one that is favoured with a powerful and dry heat. This obstacle has been overcome, however, by the introduction of mechanical dryers, and it is believed that each year will witness an increase in the number of cod-fish caught in the North Pacific and Behring Sea and cured along the coast of British Columbia.

The methods of fishing differ only slightly from those in vogue on the Grand Banks. Hand-lines manipulated from dories are used in deep-sea fishing. When the dories are laden with fish, the fishermen in charge bring them to their respective schooners; the fish are then hoisted to the deck, where they are split, dressed, cleaned, salted and stored in the hold.

The cost of outfitting a vessel for the Behring Sea fishery, on a catch of 157 tons, or 70,000 fish, average weight four and a half pounds, three months voyage, is estimated by a Vancouver company as follows:—

Captain, three months @ \$125	.. ..	\$375
Cook	70	210
Salter	70	210
„ (assistant)	50	150
Splitter	70	210
Two men @ \$40	80	240
Mate's share 7,000 fish @ .3 per fish		210
Nine fishermen's shares 63,000 fish @ 2½c.		1,575
	—	\$3,180
Provisions, 17 men @ \$10 per month per man		510
Charter of vessel @ \$200 per month		600
Fifty tons of salt @ \$12 per ton		600
Towage, port charges, fuel, etc.		150
Five dories, complete @ \$50-\$250 per trip (good for five trips)		50
Lines, hooks, anchors, buoys, etc., for same, \$20.85 boat per trip		20
Hand lines, spare lines, hooks, cable, etc., per trip		123
	—	\$5,233

The cost of outfitting a vessel for the coast fishery is estimated as follows:—Estimated catch, 125 tons of

halibut, hake, red cod, shore cod, etc. ; estimated length of voyage, six weeks :—

Captain @	\$125 per month	\$187.50	
Mate @	75	112.00	
Cook @	70	105.00	
Salter @	70	105.00	
„ (assistant) @	50	75.00	
Splitter @	60	90.00	
Nine fishermen @	60	810.00	
Two deck hands @	40	120.00	
			\$1,605.50
Provisions		25.00	
Charter		235.00	
Salt (40 tons)		480.00	
Port charges, to wage, fuel, etc.		140.00	
Outfitting five dories, line, hooks and gear generally, and wear and tear		145.00	
Total cost of cargo, 125 tons, green salted		2,890.00	
Cost of d ying.. .. .		625.00	
Total			\$3,515.50

The 125 tons green fish will shrink (25 per cent.) to ninety-four tons, which, adding cost of labour, packing, draying, wharfage, insurance, etc., would cost \$45.36 per ton, f.o.b., and should sell for three and a half cents per pound, \$70 per ton, or \$6,580 for the cargo—a profit of \$2,317.

British Columbia's production of cod in 1912 was 25,605 cwts., valued at \$190,220. On the other hand, the fishermen of Washington and California calculate their annual average catch at 2,000,000 pounds, valued at \$10,000,000. The latter figures are a graphic illustration of the opportunities presented by British Columbian waters.

For many years the quality of all Canadian herrings was considered inferior by Scotch, Dutch and Norwegian rivals. In order to disprove this, but more particularly to teach or to improve methods of curing and packing, a Scotch expert herring curer was engaged in 1904 by

the Dominion Fisheries Department to conduct experiments on the Nova Scotian coast. The result of that expert's visit was his assertion that Canadian herrings could rank with the best in the world if scientifically cured, graded and packed. A visit was paid to the British Columbian fisheries by the expert and his staff, which resulted in the following report:—

“Nanaimo seems to be the chief seat of the herring fishery, so far, in British Columbia.

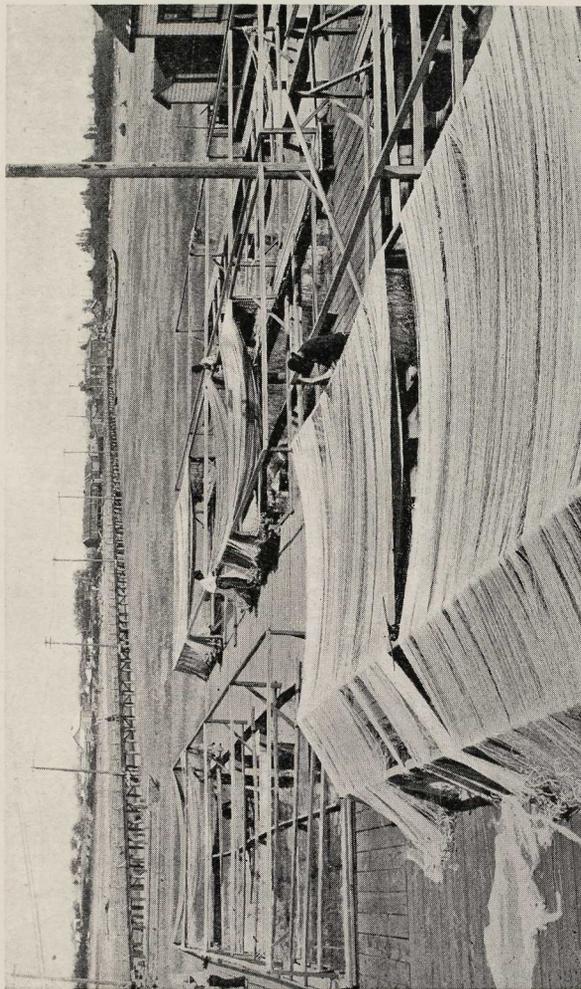
“From the middle of November on to the month of March, herring come into the harbour of Nanaimo in such apparently incredible quantities that, during some seasons, they are left stranded on the beach in masses, and become a nuisance as they lie rotting there.

“The herring of the Pacific coast appear to be, generally speaking, of a smaller class, and contain a far greater amount of oil than the herring of the Atlantic.

“While I found that the Pacific herring make very good kippers, they may not prove to be so well adapted as the Atlantic herring for curing purposes, owing to the great amount of oil they contain, even after the roe and milt has formed in them.”

Every year there continues to be a rapid increase in the herring fishery of British Columbia. In 1903 the output was only 3,620,000 pounds; in 1908 it had risen to 45,146,800; and in 1912 to 61,089,504 pounds. Smoked herrings, during the same period, have increased only fifty per cent. The Japanese are finding the catching, salting, curing and exporting of herring to Japan a most profitable undertaking.

Sturgeon fishing is prosecuted in British Columbia, and the industry will advance in the future. This fish usually enters the Fraser River at the end of April, and is captured by spearing or by night-lines baited with



DRYING THE SALMON NETS ON THE FRASER RIVER

salmon. The sturgeon is considered a profitable commodity, as there is little or no waste connected with it. Its various products are: (1) Caviare; (2) isinglass; (3) the flesh; (4) oil; (5) fertilizer; (6) the back-bone, a diet in Russia; (7) the brain and nerve cord, a Chinese delicacy; (8) the back portion, converted into balyki; (9) the belly, made into a food called pupki; (10) marketable glue, made from the nose, fins and tail; (11) a durable leather manufactured from the skin.

The catch of sturgeon in 1912 was 5,168 cwts., valued at \$77,520.

Other fish of more or less value commercially are the dogfish, oolachan, shark, whale, sardines, anchovies, bass, perch, shad, oysters, clams, crabs, shrimps, etc., all of which are exceedingly plentiful, and merely await labour and capital for development.

The whale fishery seems likely to advance considerably in the future. The industry is not more than five or six years old, that is, considered scientifically. For some considerable time the old sailing ships and whale boats "hunted" spasmodically in the North Pacific and Behring Sea. The Pacific Whaling Company employ fast steamers at the present time which follow up the whales and despatch them by means of the Svend Foyn harpoon gun. The carcasses are then towed to a whaling station, where modern machinery deals with every part of the fish, no waste being permitted. Pursued by this system, whaling yields profits from fifteen to forty per cent.

The species of whales caught in the North Pacific and Behring Sea are the sulphur-bottom, the bow-head, the sharp-head finner, the right whale and the hump-back. The first-named is the most prevalent in British Columbian waters. A mammal of this species usually weighs sixty tons, and is valued at approximately one hundred

pounds. It is estimated to yield six tons of oil worth £90; three and a half tons of body bone, worth £35; three and a half tons of guano, worth £21; three hundred weight of whalebone, worth £9. After expenses are deducted the net profit should be about £112.

In a country where fishing is pursued on such a vast scale, it is necessary that some means of preventing possible depletion should be devised. There can be no doubt that destructive methods have been too prevalent among the fishermen in the past, and the indiscriminate capture of salmon has been a menace to the fisheries for some years. To counteract these methods the Canadian Government has established hatcheries in many parts of British Columbia with the object of extending the life of the fisheries by artificial means.

During one season, these various hatcheries will furnish over eighty million salmon fry. Each female salmon deposits about 3,500 eggs. An overwhelming supply of young would be forthcoming were all the eggs to hatch successfully. It is calculated, however, that little more than four per cent. of the eggs are hatched, and that the young lives resultant from that small percentage do not all reach maturity.

The chief points in the fishery regulations of the province, particularly those relating to the salmon fishery, are :—

(1) No fishery licence in British Columbia shall be granted to any person unless he is a British subject and resident in the province of British Columbia; and (a) he shall make application for such licence on an official form, to be filled in with the necessary details required on such form, and shall deliver it to the local inspector of fisheries before the issue of any fishery licence. (b) At the end of the fishing season he shall make a true

return of his total catch of fish to the district inspector of fisheries or the nearest fishery officer.

(2) No licence shall be transferable unless by special permission obtained from the local inspector of fisheries.

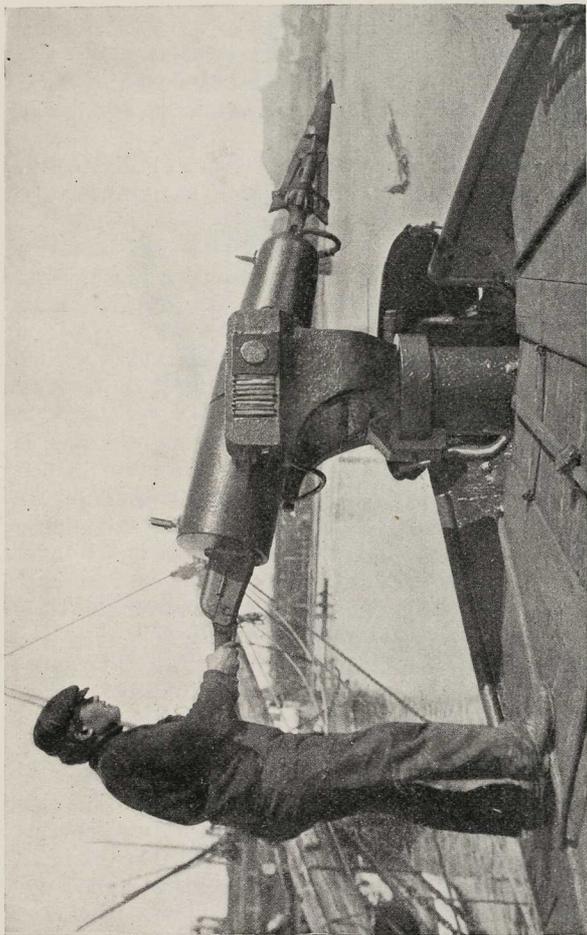
(3) Indians and explorers in unorganized districts may take fish for the purpose of food without licence or permit ; but they shall report to the nearest fishery officer the place and time, and the quantity and kinds of fish taken for such food purposes.

(4) No new salmon cannery or salmon curing establishment shall be erected or shall commence operations unless the permission of the Minister of Marine and Fisheries has been obtained, and a canning licence has been issued for such establishment ; but each existing salmon cannery in the province of British Columbia shall be eligible and entitled to such licence, the fee for which shall be fifty dollars (\$50) per annum.

The province also imposes a licence fee of \$100 per line of machinery for canneries and \$100 for salmon-curing establishments.

(5) No licence for salmon cannery or salmon-curing establishment shall be issued unless favourably reported on as to its sanitary condition by the inspector of fisheries in the district, or by some officer authorized for the purpose, who shall make an annual inspection of all canneries and salmon-curing establishments, and shall report to the Department of Marine and Fisheries at Ottawa, at the close of the season, on the cleanliness, water supply and other necessary conditions of each cannery or curing establishment

(6) The annual fee for gill net or drift net licence for the taking of salmon shall be five dollars, and the maximum length of net used under such licence shall be 150 fathoms ; the depth or vertical breadth, shall not exceed sixty meshes, and the size of the mesh shall be seven



WHALING GUN

inches extension measure, or in sockeye salmon nets five and three-quarter inches extension measure; and nothing shall be done to practically diminish the size of the mesh specified. The province also imposes a licence fee of \$5.

(7) The annual fee for a salmon trap net licence, either staked or floating, shall be \$75. The province also imposes a licence fee of \$25.

(8) The annual fee for a purse seine licence for taking salmon only shall be \$50. The province also imposes fees at the rate of \$5 for each two men employed upon purse seine.

(9) The annual fee for a salmon drag seine licence shall be \$25. The province also imposes a fee of the same amount.

Among the prohibitions are (a) Fishing with nets in the province of British Columbia, except under licence, is prohibited; (b) No sunk salmon nets or diver salmon nets shall be used in salmon rivers, or the estuaries or approaches to such rivers in British Columbia.

The regulations with regard to close seasons for salmon read: No one shall take sockeye salmon from the 1st of October in each year to the 30th of June following, both days inclusive, except in that portion of British Columbia north of the fifty-first parallel of north latitude, where the close season for sockeye salmon shall be from the 1st of October in each year to the 19th of June following, both days inclusive, and during such close times no salmon gill nets or drift nets having meshes less than seven inches extension measure shall be used, but no salmon nets of any kind shall be used in that portion of the Fraser River inside of the outside edges or the Sandheads from Point Grey to the forty-ninth parallel of north latitude from the 25th of August to the 15th of September in each year, both days inclusive.

No one shall take spring salmon or quinnat salmon from the 1st October to the 15th of November in each year, both days inclusive.

No one shall take cohoe, dog salmon or humpback salmon from the 15th of November in each year to the 1st of January following, both days inclusive.

The foregoing paragraphs have dealt with the kinds of fish caught in British Columbian waters, methods of fishing, curing and packing. In conclusion, the totals of production, exports and values, for the last fiscal year may be quoted.

The total value of all kinds of fish caught and landed in a green state was \$6,549,917, and the total marketed value of all fish products was \$13, 677,125.

The markets for British Columbia canned salmon are world-wide. Other fish are gradually becoming known and appreciated, and with increased transportation facilities, the introduction of the most modern scientific methods of catching, curing and packing, in addition to government aids, both federal and provincial, there can be no doubt that the growth of the country's export trade will be manifest year by year.

CHAPTER VIII

TIMBER RESOURCES

THE timber domain of Canada is considered to be the most extensive in the world, something like 1,500,000,000 acres. It is not to be presumed that the whole of it is merchantable, as much of it is too insignificant to be of commercial value. That an enormous proportion of it is marketable, however, all authorities on the subject concede. The largest and most compact area of that timber is rooted in British Columbian soil. With regard to the extent of the merchantable portion, authorities differ in their computations. Some state that it covers 182,750,000 acres, others assert that it can exceed little more than 50,000,000. A well-informed writer says : " At present, to be sure, the lowest standard at the Coast mills is, as a rule, fourteen inches in thirty-two feet logs, and, as a rule, no trees under twenty-six inches in diameter, breast high, are cut. Of such timber, now pretty near all located by timber licences, not more than six million acres are supposed to exist, which may be swelled to fifteen millions of commercial character when standards are lowered, and both the northern extension and timber of higher altitudes are added, which at fifteen M feet average may indicate a stand of over 225,000,000 feet.

" In the mountain mills the average log sawed at the mills is twelve inches. Of this description some fifteen million acres may be found in the southern Rocky Mountain type, which figures at five M feet, give another

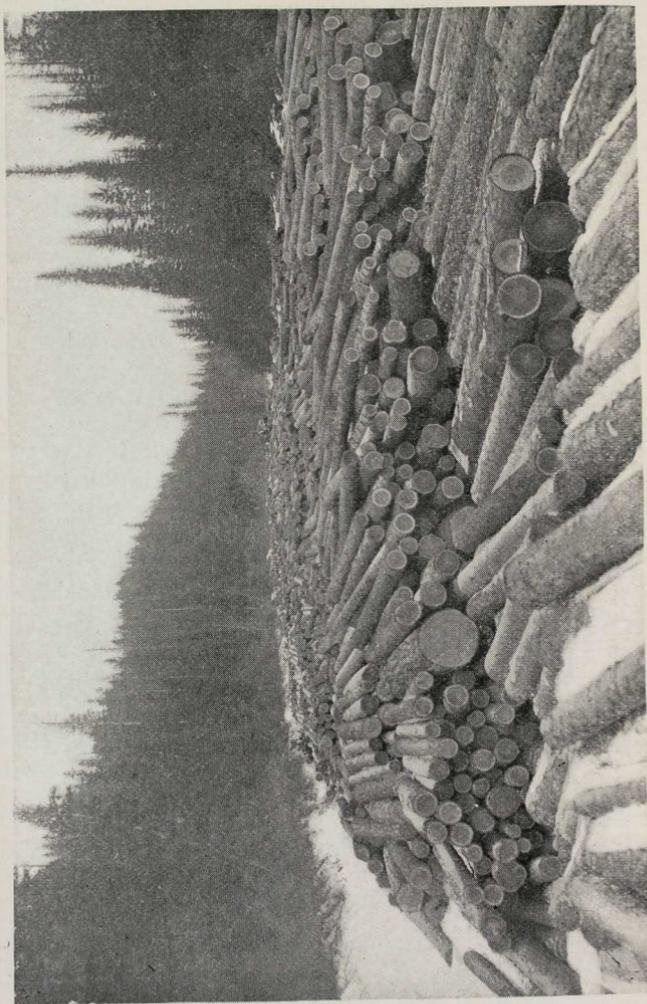
seventy-five billion feet, or altogether for the western Canadian forest, 300 billion feet. One might easily double these estimates without finding the supply exhaustible."

Wherever a natural commodity is superabundant it is certain to be subjected to wanton and wasteful treatment, and the timbers of Canada, like her fisheries, have not escaped injudicious slaughter. In the early pioneer days the government issued what were known as "hand-loggers' licences," the holding of which entitled anyone to fell timber by payment of £2 per year. The result of such a cheap concession can easily be imagined.

Twenty-five years ago the cutting of timber was not legally regulated, but in 1888 a royalty of fifty cents per thousand feet was payable to the Legislature. In the same year, the life of timber leases was limited to thirty years by payment of an annual rental of ten cents per acre, in addition to the royalty. A further revision of government regulations took place in 1891, demanding a deposit of ten cents per acre from the lessees, and "that all timber cut from provincial lands must be manufactured within the province; that renewals or leases should be for twenty-one years, and that the area covered by a single lease should be 640 acres." Special licences were also issued at an annual fee of \$100, the operations to be confined to 640 acres.

Further regulations were introduced annually, the most important one being in 1905, when the granting of leases was abolished, and the issue of special licences adopted.

The history of timber legislation in the province is peculiar, and the many and various changes have consequently created an astounding, as well as mystifying, number of conditions under which timber areas are held. However, the legislation of 1905 placed the lumbering



LOGGING, NEAR CRANBROOK

industry on the road to success. Mills sprang up with remarkable rapidity, and the provincial treasury is enriched to the extent of £450,000 annually. The licences now granted are mostly for twenty-one years, taxation being at the rate of two per cent. *ad valorem*, and a royalty of two shillings per thousand on the timber cut.

The chief commercial trees of British Columbia are the Douglas fir, the red cedar, the yellow cedar, western white pine, Englemann spruce, sitka spruce, western hemlock, western white oak, aspen, poplar and maple. Douglas fir is scattered all over the province. It grows to an enormous height, specimens attaining 300 feet; the average girth is from four feet to six feet. Rare trees exist with a circumference of nine feet.

Red cedar is utilized in the construction of houses, but more largely in the manufacture of shingles. Many mills are engaged solely in shingle-making, the industry being a profitable one.

There were approximately 230 saw mills and sixty shingle mills in existence, according to some authorities, two years ago, numbers which have been considerably augmented recently, as we shall note presently. That these mills are very remunerative enterprises may be concluded from their rapidly advancing output. From 348,031,793 feet in 1904 the cut advanced to 1,040,000,000 feet in 1910. Something like £35,000,000 are invested in the British Columbian lumber industries. There are at present over three hundred logging camps, employing 14,000 men, 1,200 horses, and 350 steam-engines. There can be no doubt that here is presented an excellent field for the investment of capital.

There has been no difficulty in finding a market for all the timber thus felled. The home market has absorbed an enormous proportion of the output; nevertheless, the manufactured timber exported last year, which

comprised cedar, spruce and pine, exceeded 53,000,000 feet. This demand is met by the following number of mills, according to official statistics :—

74	mills, capacity not quoted	.. ..
236	„ cutting daily, feet B.M.	.. ..	6,689,000
23	„ operating on Dominion lands, cutting daily, feet B.M.	.. ..	632,000
14	„ cutting daily, shingles	.. ..	815,000
7	„ operating on Dominion lands, cutting daily, shingles	.. ..	660,000
	Total number of mills	.. ..	344

The largest mill operating in Canada is owned by the Canada Western Lumber Company, and is situated at New Westminster. The annual cut exceeds 150,000,000 feet, an output which the Company hopes to augment this year. Other mills operating on the Coast are the British Columbia Mills, Timber and Trading Company, and the Canadian Pacific Lumber Company, the cut of each exceeding fifty million feet annually. There are also three or four more Coast mills cutting from ten to forty million feet per year.

In the interior are many mills, some of them cutting over twenty million feet a year.

Following the example of other industries, the tendency of mill-owners is to dispense with as much hand labour as is made possible by modern machinery. In all progressive camps manual labour is confined to felling and bucking, the remainder of the work being done by mechanical yarding engines, skidders and loaders. It can be conceded, therefore, that the lumbering industry is at the dawn of further development, consequent upon labour economy and the anticipated utilization of waste products, when the new laboratories disseminate the results of their researches and experiments.

Lumbering is one of the most arduous callings in the world. Only the hardiest of human beings is successful



FELLING A GIANT TREE, B.C.

in the lumber-camps. The marvel is that so many restless, changeable men find contentment, or apparent contentment, in so solitary and strenuous a life. Salaries are good, and for muscular men who are not enamoured of the city, who are not afraid of work, and who love a free, open-air, and sometimes devil-may-care sort of existence, there are compensations among the giant trees of British Columbia.

Wonderfully interesting and exciting are the scenes connected with the felling of timber, its treatment on land and water, its handling at the mills. The clanging of axes rings out clear and sharp over hill and valley, the crashing of mighty cedars sets the earth shuddering at your feet, and scores of human voices shouting at horses rise from densely-wooded lands on the mountain slopes.

Down to the water's edge the logs are rolled or drawn, where they are formed into massive rafts one hundred yards wide and five or six hundred yards long, ready for a lengthy float to the waiting mills. On these rafts huts are erected which act as floating restaurants and temporary "doss-houses." A number of men accompany the rafts for the purpose of steering the mass of timber, probably hundreds of miles, to their desired haven.

The procedure at the mills is appalling in its magnitude and mystery. Trees of enormous girth are forced through the water to a double chain in perpetual motion. Then they are gripped by iron teeth and forced up a long plane. Over goes the log with a thud, only to be grappled with by other machinery which hurries it along to a waiting saw. Dust flies in all directions, levers are thrown over, other types of machinery hug the timber, saw it, split it, fling it aside, or hurl it down a chute in a semi-manufactured state to the human hands below waiting to stack it in the yards.

Yonder is a machine chewing the waste into dust and hurling it at the mouth of a huge pipe which sucks it in, much like a cod-fish taking bait. Bait it is, too, for the great furnace which keeps all this wonderful mechanism in motion.

As one gazes out across these lumber-lands, littered as it were with the remnants of the slain, one cannot suppress a heavy feeling at the heart. To think that the exigencies of commerce have demanded the slaughter of so much natural beauty. And yet there are thousands of square miles of picturesque forests still lifting their stately heads to the glimmering blue. Depletion, they say, is far from human view. Let us hope that where the parents have fallen and continue to fall, the people of British Columbia will see that worthy children (if that figure of speech may be used) will rise up for the benefit of generations yet unborn.

Another branch of the lumbering industry destined to growth in the future is pulp and paper-making. Judging by the activities displayed in the development of this enterprise, it is safe to predict great prosperity, particularly in view of forest depletion taking place in many pulp timber producing countries. The government is fostering this industry by granting special leases to individuals or companies prepared to embark upon such undertakings.

If further illustration were needed of the government's desire to assist lumber enterprises, one has only to note the efforts of the Federal Government as supplemental to those of the provincial governments. The Forestry Branch of the Department of the Interior has, during many years past, devoted attention to the management of forests and their products, for the purpose of utilizing them as efficiently and as economically as possible. Among primary objects have been the protection of

forests from fire, the elimination of waste in felling and manufacturing, and the education, scientifically, of those engaged in lumber enterprises.

Following the example of Germany, the United States and other countries, the Federal Government has now established the Forest Products Laboratories of practical research, which will be conducted by the Forestry Branch of the Department of the Interior, in co-operation with McGill University, Montreal. The purpose of these laboratories is :—

(a) To secure authoritative information on the characteristic, mechanical and physical, properties of commercial woods and products secured from them.

(b) To study and develop the fundamental principles underlying the preservative treatment of wood, its use for the production of fibre products.

(c) To develop practical ways and means of using wood which, under present conditions, is being wasted.

(d) To serve as a public bureau of information on the properties and utilization of forest products.

(e) To co-operate with consumers of forest products in improving present methods of use.

The result of the labours of these laboratories is a more economic and scientific utilization of Canada's forest resources, such as :—

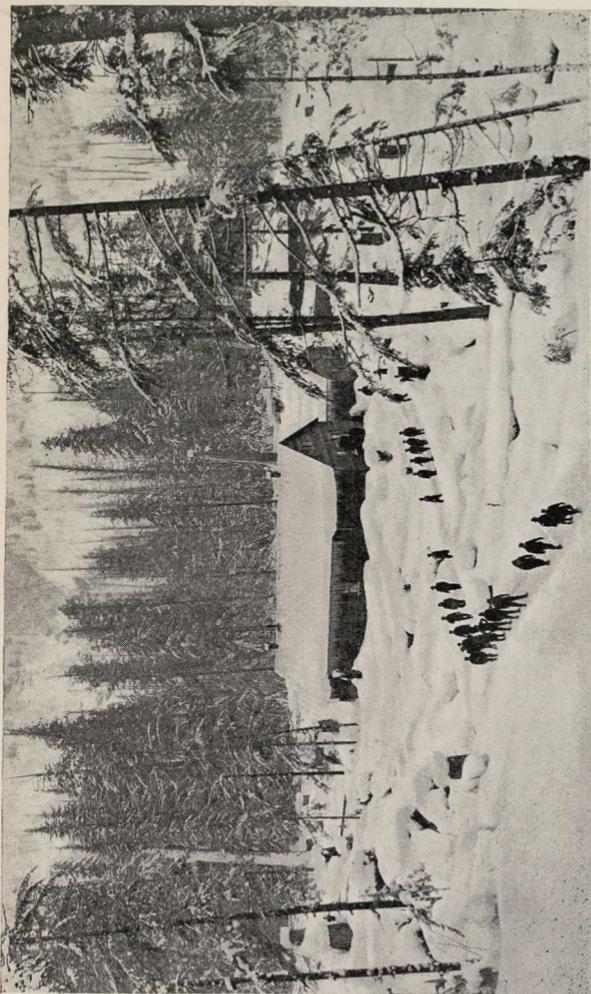
(1) Finding more efficient methods of manufacture of woods.

(2) The elimination or utilization of the wastes of manufacturing and logging.

(3) Finding use for woods not now commercially useful from a study of their mechanical and physical properties.

(4) Finding better use for woods now used to make the lower grade commodities.

(5) Looking for Canadian woods to substitute for



A LOGGING CAMP

imported woods, either in their natural state or after treatment.

(6) Studying and developing the fundamental principles underlying the treatment of wood in its use in the manufacture of fibre products—alcohol, turpentine, resin, tar, etc.

(7) Co-operating with consumers of forest products, in improving present methods of use and formulating specifications and grading rules for commercial woods, materials secured from them (such as gums, oils, resin, etc.), and materials used in the treatment of wood (creosote, zinc chloride and other preservatives).

The work of the laboratories is prosecuted under the following sub-divisions: (a) pulp and paper, (b) wood preservation, (c) timber tests of the mechanical properties, (d) wood distillation, (e) timber physics, (f) chemistry of woods and wood products, (g) pathology and agencies destructive to wood.

CHAPTER IX

LABOUR, WAGES, COST OF LIVING

THE man who is lured by the charms of British Columbian scenery, the immense natural resources and the joys of a healthful open-air life, is desirous of knowing, first of all, what are the wages paid, and how those wages are related to the cost of living in comparison with those of his own country. It is questionable if any comparison can be drawn between labour conditions, wages and the cost of living in any two countries, as there are so many intricate factors to be considered.

A man or woman must first take into account the kind of labour he or she has to offer, and if there is an uncertainty about the saleability of such labour in British Columbia, advice should be sought at once from the Agent-General of British Columbia in London, Mr. J. H. Turner, who is always willing to tender disinterested information. It profits neither British Columbia nor Great Britain to disseminate unreliable information. The province has great faith in its future, and is extremely anxious to attract capital and labour ; but it will not impoverish itself (for that is what it means) by luring people to its soil, whose labours are of no economic value to the country. The majority of the human failures in the whole of Canada are men who have left Great Britain's shores either wrongly informed, or ill-informed of the demand for their labours and the location where such demand exists. It cannot be too strongly impressed upon intending emigrants that full information and advice should be obtained from official sources before the auctioneer is called in to sell up the home.

And may the writer, who is an Englishman, and therefore speaks of Canadian labour conditions without prejudice, impress upon his fellow-countrymen the desirability of throwing into the Mersey from the deck of the steamer all those weird notions which have led them to believe that the only perfect commercial methods in the world are to be found underneath the smoke-stacks of Great Britain. If you go to Canada determined to adapt yourself to prevailing conditions, you will be successful; but should you go there as a tutor of British methods, all I can say is—"Woe unto you!" Canadians are charming people, kind and anxious to assist every new-comer if he be amenable. Criticize them and their methods, and then you will find Vesuvius a dwelling-place preferable to the soil of Canada. The writer once asked a Canadian, quite innocently, why the counters of Canadian banks were protected by grilles, as they were open and unprotected in Great Britain. That Canadian presented his reply in the form of a razor. The writer's throat still remains unscarred, but he thinks of that sensitive colonial every morning during the process of shaving. It is only fair to say that this incident led ultimately to a very friendly relationship. The incident is quoted merely as a warning to others.

The immigration policy of British Columbia and indeed of all the provinces, is framed to attract people to the land, as so much of it awaits the advent of the tiller. That the labour demand is limited solely to the requirements of agriculturists, however, is not a reliable conclusion. In a country of immense and varied resources in process of development, there must naturally be a demand for various kinds of labour, including unskilled as well as skilled. The only caution necessary is that previously mentioned, namely—that

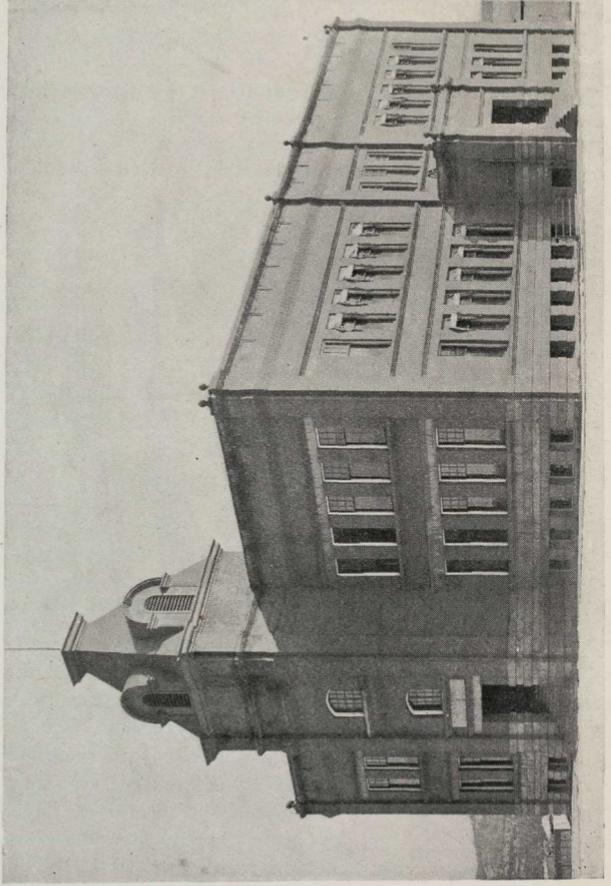
an intending emigrant should not decide to locate in any part of British Columbia until he has ascertained what opportunities are presented for the hire of his particular labour.

The rates of wages at present prevailing in the chief occupations are :—

Occupation.	Cents per hour.	Hours per day.
Blacksmiths ..	30	10
Bricklayers ..	62	8
Builders labourers ..	25	9
Boiler makers ..	25	10
Brickmakers ..	40	9
Cabinet makers ..	40	9
Carpenters ..	50	8
Engineers ..	44	8
Machinists ..	40	9
Metal workers ..	40	9
Labourers ..	15-30	8-10
Labourers (lumber)	20-25	—
Printers ..	50	8
Painters ..	50	8
Plasterers ..	62	8
Plumbers ..	50	9
Stonemasons ..	62	8
Tailors ..	\$18 to \$20 per week	
Sawyers (head) ..	60	10
Millwrights ..	40	10

The wages of mill-hands and loggers at the saw-mills range from \$2.50 to \$6.00 per day.

Several professions offer promising openings, but entrance to them is by no means easy. A new-comer, even though he may take with him excellent British qualifications, will be confronted with many legislative or professional requirements, which it will be necessary for him to comply with before he can practise. The medical body of the province has its headquarters at the college of physicians and surgeons in Victoria. By the Medical Act of 1909, they constitute British Columbia's governing medical council. Examinations



PUBLIC SCHOOL, CRANBROOK

entitling candidates to practise are held in May and October of each year, the examination fee being \$100. Exemption from examination is granted to medical men qualified under the Imperial Medical Act prior to 1887, the only requisite being compliance with the council's regulations.

Barristers or solicitors practising in the British Empire are entitled to practise after six months' residence in the province and the passing of an examination in British Columbia's statute law. The Incorporated Law Society of British Columbia is the governing body of the profession. The fees connected with the profession are :—

On admission as student-at-law or articled clerk ..	\$50.00
On admission of barrister or solicitor from elsewhere	50.00
On being called to the Bar	100.00
On admission as solicitor	100.00
Intermediate examination	10.00
Society's annual subscription	30.00

Surveyors are always fully occupied, and many earn from \$15 to \$25 per day and expenses. Three years' apprenticeship is demanded from youths, during which time their salaries range from \$50 to \$125 per month and everything found.

Civil engineering offers good openings, although salaries are not so tempting as in some other professions. The wages are approximately \$175 per month location engineers, transit men \$100, levellers \$80, draughtsmen \$75 per month in each case with everything found, that is, in the case of railways.

Women's labour is always in demand in British Columbia; in fact, many duties usually discharged by girls and women, have to be undertaken by men, particularly Chinamen. Cooks can obtain as much as £60 a year. Waitresses can demand and receive from

£1 10s. a week with board and shelter. Saleswomen in western stores, if experienced, are paid from £2 to £5 weekly. Nurses are paid from £3 to £8 per week, the latter, if they do not object to making themselves generally useful in the home. Dressmakers and milliners can command first-rate remuneration for their labours, and when experience of the people's tastes has been obtained, there should be no trouble in building up a good paying business on one's own account.

With regard to the cost of living in relation to wages paid, the following retail prices in November, 1912, may serve as a guide :—

			s. d.	s. d.
Butter	per pound	.. ..	1 3	to 2 0
Cheese	..	.. ..	0 10	.. 1 0
Ham	..	.. ..	0 9	.. 0 10
Bacon	..	.. ..	0 10	.. 1 6
Pork (fresh)	..	.. ..	0 7	.. 0 10
Chickens	..	.. ..	1 0	.. 1 8
Beef	..	.. ..	0 4	.. 1 0
Mutton	..	.. ..	0 4	.. 0 10
Lamb (forequarter)	..	.. ..	6 0	.. 8 0
.. (hindquarter)	..	.. ..	9 0	.. 12 6
Eggs (per dozen)	..	.. ..	1 6	.. 2 3
Oranges	..	.. ..	1 0	.. 2 0
Salmon per pound	..	.. ..	0 5	.. 0 7
Apples (40 pounds)	..	.. ..	5 0	.. 9 0

ADVICE TO IMMIGRANTS

The legislature of British Columbia, in giving advice to immigrants, states :—

“ There is no country within the British Empire which offers more inducements to men of energy and industry, than British Columbia. To the practical farmer, miner, lumberman, fisherman, horticulturist and dairyman, it offers a comfortable living and ultimate independence, if he begins right, perseveres and takes advantage of his opportunities. The skilled mechanic

has also a good chance to establish himself, and the labourer will scarcely fail to find employment. The man without a trade, the clerk, accountant and the semi-professional is warned, however, that his chances for employment are by no means good. Much depends upon the individual, for where many fail, one may secure a position and win success; but men in search of employment in offices or warehouses, and who are unable or unwilling to turn their hands to any kind of manual labour in an emergency, would do well to stay away from British Columbia, unless they have sufficient means to support themselves for six months or a year, while seeking a situation.

“The class of immigrants whose chances of success are greatest, is the man of small or moderate means, possessing energy, good health and self-reliance, with the faculty of adaptability to his new surroundings. He should have at least £300 to £500 on arrival in the province, sufficient to ‘look around’ before locating permanently, make his first payment on his land, and support himself and his family while awaiting returns from his first crop. This applies to a man taking up mixed-farming. It is sometimes advisable for the new-comer to work for wages for a time, until he learns the ‘ways of the country.’

“To avoid the risk of loss, the immigrant from Great Britain should pay the money not wanted on the passage to the Dominion Express Company or the Canadian Express Company in London, Liverpool, Manchester or Glasgow or other points, and get a money-order payable at any point in British Columbia; or he may pay his money to any Canadian bank having an agency in London, such as the Bank of Montreal, Canadian Bank of Commerce, Bank of British North America, Imperial Bank, etc.”

CHAPTER X

TRADE AND FINANCE

THE trade and commerce of British Columbia, although capable of separate treatment within certain limits, is interwoven with the entire fabric of Canadian trade; so that a few remarks on the latter will be no digression from the main theme.

The phenomenal growth of the Dominion's trade and commerce during the last ten years is probably without a modern parallel. In 1903 the total trade was valued at \$481,702; last year it had advanced to the value of \$1,127,282,699; the latter comprising exports \$447,156,108, and imports \$680,126,591. During the year 1913 a depression in trade was reported to prevail. Nevertheless, for the first six months of that fiscal year, the revenue recorded an advance over the same period of 1912, of something like \$5,000,000.

The resources of the Dominion are being rapidly and extensively exploited, and numerous British, American and Continental capitalists are eager to take part in their development. Financial experts express confidence in the country's possibilities, and the manufacturers of the United States and Great Britain have demonstrated their faith by erecting numerous branch factories on Canadian soil.

The main items composing the exports are derived from the soil, fisheries, forests, mineral lands and animals. As we have shown elsewhere, British Columbia is of necessity a noteworthy contributor to the total export trade of the Dominion on account of her sea, forest and mineral wealth. In the future development of that commerce, the western province

cannot fail to enhance her importance as a contributory factor. The Federal Government is conscious that Canada's foreign trade, in the natural order of things, must develop, even though the home demand, which has grown at a great rate on account of the annual influx of immigrants, has restricted the export trade considerably. Trade commissioners have been despatched to many parts of the world to ascertain what openings exist for Canadian manufactures and products. The results of their investigations are published weekly at Ottawa, and then transmitted to the various Boards of Trade and commercial houses throughout the country.

The import trade of the Dominion, much of which passes through British Columbian Ports, has also exhibited remarkable expansion during the last thirteen years. In 1900 it was valued at \$173,000,000; it has now exceeded \$522,000,000. The leading countries from which merchandise is imported, are the United States, the United Kingdom, France and Germany, the former being the largest contributor, due in a measure to her proximity to Canada, to a similarity of social and commercial conditions, and her aggressive attitude in new markets,

This aspect of Canada's import trade is worthy of special notice, and is, of course, shared by British Columbia, an annual importer of merchandise to the extent of \$50,000,000. Therefore, the following illuminating paragraphs from a report upon the conditions and prospects of British trade in Canada, compiled by Mr. Richard Grigg, Special Commissioner of the British Board of Trade, are quoted:—

“The geographical position of Canada is evidently a severe handicap to British trade with the Dominion, and a great advantage to the manufacturers and merchants

of the United States. The distances from the industrial centres of the United States to the Canadian markets are comparatively short; the time occupied in transit is therefore much less and the charges for freight correspondingly small; there is great rapidity, ease, and cheapness of business communications; and, most important perhaps of all, there is the fact that the social and economic conditions of two adjacent countries present so many resemblances that the manufacturers of the United States can almost look upon Canada as an extension of their own home market, and therefore as not calling for any specialized lines or methods of production, such as British manufacturers would in many cases, have to undertake in order to secure any considerable Canadian trade.

“ These advantages accruing to the United States from the geographical position of Canada are so great that it is inevitable that a proportion of the Canadian trade should fall to that country. On the other hand, the United Kingdom is Canada's principal customer, with the result that there is a large tonnage moving eastward, and providing comparatively low freights for that tonnage on its return to the West. British products enjoy preference both in goodwill and tariff, but it is obvious that the first of these factors, in a business subject to close competition, cannot do more than turn an even, or nearly even scale. A preference, however, amounting to a reduction of one-third of the duty, is of undoubted value to British imports, given equal skill and energy in business conduct.

“ The statistics appear to show that the establishment of preferential treatment for British goods has to a considerable degree checked the previous decline in the hold of the British manufacturer upon the Canadian market, though it is probably also true that

some portion of the credit for this result must be ascribed to the awakening of the British manufacturer to the need of more vigorous action."

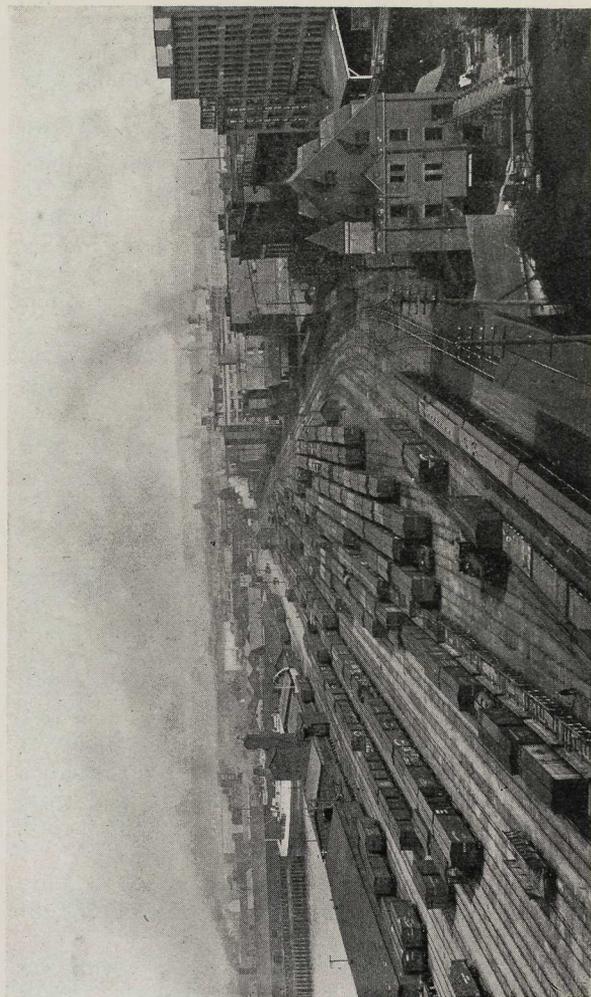
If British Commercial houses are desirous of still further increasing their proportion of Canadian trade, personal visits to the country must be made in order to ascertain the requirements of the people. Canadians are willing and anxious to purchase from the Mother Country, but it is obvious that no sentiment or goodwill can induce importers to purchase what is unsuitable for their market. Success will attend the efforts of British manufacturers if they cater to the tastes of the country; but any attempt to foist upon Canada articles that are not in harmony with the demand will only terminate in commercial divorce between the two peoples.

The foregoing paragraphs, as mentioned at the outset, apply to British Columbia as an important section of the whole.

In the absence of authentic statistics it is difficult to state precisely the value of home manufactures. In his last budget speech, the Minister of Finance stated that they were probably \$20,000,000 in 1912. These manufactures embrace quite a variety of commodities, the chief of which are lumbering and allied industries. The majority of the commercial undertakings are thoroughly modern in equipment, and their organization is equal to similar enterprises in older and more experienced commercial countries. Ample water-power, coal, gas and timber are available in the province.

The total volume of trade in 1912 was \$69,617,001; being distributed as to imports and exports—\$49,356,161 and \$20,272,840 respectively.

Transportation facilities are developing with the increasing requirements of trade and commerce. About



CANADIAN PACIFIC RAILWAY YARD, VANCOUVER, B.C.

twenty steamship companies operate between the coast, Vancouver Island, and various parts of the world. The railway mileage is about 2,300 miles, and 3,000 miles are now under construction. The chief companies at present carrying traffic, are the Canadian Pacific, the Grand Trunk Pacific, the Great Northern, the Kettle River Valley. The Canadian Northern and the Pacific Great Eastern are building on an extensive scale in certain sections of the province.

CUSTOMS TARIFF AND REGULATIONS

The existing Customs Tariff, applicable to the whole of Canada, comprises three sections :—(1) goods subject to duty, and free goods, (2) goods subject to drawback for home consumption, (3) prohibited goods. A further division relates to the rates of duties chargeable—(a) upon goods manufactured in Great Britain and certain of her colonies or possessions ; (b) upon goods from countries with whom Canada has entered into a trade agreement ; (c) upon goods imported from countries not embraced by the former two conditions.

The British Preferential Tariff stipulates that every manufactured article, before it can be admitted to the benefits specified, must be a legitimate manufacture of a British country embraced by the said tariff, and the exporter, when invoicing must certify " that each manufactured article on the invoice in its present form, ready for export to Canada has been finished by a substantial amount of labour in such country, and not less than one-fourth the cost of production of each such article, has been produced through the industry of one or more British countries."

Certified invoices in duplicate are required for Customs entry.

These Invoices are to be sent by the exporter to the

importer, or his agent, for his use in making entry of the goods at the Customs port of destination in Canada. The importer will also require a third copy for his own use.

The Canadian Customs do not require invoices as prescribed by the regulations to be delivered to the carrier transporting the goods into Canada.

The proper commercial designation of the goods shipped must be set forth in all invoices.

It is required that invoices from exporters to importers in Canada shall show the marks and numbers on the packages, in such a manner to indicate truly the quantities and values of the articles comprised in each exportation package, the packages to be legibly marked and numbered on the outside when of such a character as to enable such marks and numbers to be placed thereon.

Every such invoice must contain a sufficient and correct description of the goods, and in respect of goods sold by the exporter must show in one column the actual price at which the articles have been sold to the importer, and in a separate column the fair market value of each article as sold for home consumption in the country of export.

The "price" and "value" of the goods in every case aforesaid are to be stated as in condition packed ready for shipment at the said time when, and at the place whence the goods have been exported directly to Canada.

Whenever any duty *ad valorem* is imposed on any goods imported into Canada, the value for duty is the fair market value thereof, when sold for home consumption, in the principal markets of the country whence and at the time when the same were exported directly to Canada.

Such market value is the fair market value of such goods, in the usual and ordinary commercial acceptance of the term, and as sold in the ordinary course of trade : Provided that a discount for cash, for duty purposes, shall not exceed two and one-half per cent., and shall not be allowed unless it has been actually allowed and deducted by the exporter on the invoice to the importer.

The Dominion customs appraisers and every one of them and every person who acts as such appraiser, or the Collector of Customs, as the case may be, will by all reasonable ways and means in his or their power, ascertain, estimate and appraise the true and fair market value (any invoice or affidavit thereto to the contrary notwithstanding) of the goods at the time of exportation and in the principal markets of the country whence the same have been imported into Canada, and the proper weights, measures or other quantities, and the fair market value thereof, as the case requires.

In the case of goods shipped to Canada on consignment, but sold by the exporter to persons in Canada prior to their importation into Canada, the amount of the valuation for duty will not be less than the invoice value to the Canadian purchaser, exclusive of all charges upon the goods, after shipment from the place whence exported directly into Canada.

When articles of the same material, or of a similar kind, but of a different quality, are found in the same package, charged or invoiced at an average price, the appraisers adopt the value of the best article contained in such package as the average value of the whole ; and duty is levied thereon accordingly.

An important statute in connection with the invoiced price of commodities, is that known as " the Dumping Clause," the leading provisions of which are :—

In the case of articles exported to Canada of a class or kind made or produced in Canada, if the export or actual selling price to an Importer in Canada be less than the fair market value of the same article, when sold for home consumption in the usual and ordinary course in the country whence exported to Canada at the time of its exportation to Canada there shall, in addition to the duties otherwise established, be levied, collected and paid on such article, on its importation into Canada, a special duty (or dumping duty) equal to the difference between the said selling price of the article for export and the said fair market value thereof for home consumption; and such special duty (or dumping duty) shall be levied, collected and paid on such article, although it is not otherwise dutiable.

Provided that the said special duty shall not exceed fifteen per cent. *ad valorem* in any case.

Provided also that the following goods shall be exempt from such special duty, viz. :—

Goods whereon the duties otherwise established are equal to fifty per cent. *ad valorem* ;

Goods of a class subject to excise duty in Canada ;
Sugar refined in the United Kingdom ;

Binder twine or twine for harvest binders, manufactured from New Zealand hemp, istle or tampico fibre, sisal grass, or sunn, or a mixture of any two or more of them, of single ply and measuring not exceeding six hundred feet to the pound.

Provided, further, that excise duties shall be disregarded in estimating the market value of goods for the purpose of special duty, when the goods are entitled to entry under the British Preferential Tariff.

CHAPTER XI

CITIES AND TOWNS

VICTORIA, the capital of British Columbia, and the seat of the Provincial Government, is delightfully situated on Vancouver Island. A summer morning's trip from the city of Vancouver, a distance of eighty-four miles across the Gulf of Georgia, is a thing of beauty and a joy for ever. Fringing the water of the little inlets, densely wooded islands greet you on your tortuous course. Frolicsome fish leap out of the water, and the spouting of an occasional whale glimmers in the sunlight. The air is soft and warm to the cheeks, and the constantly changing scenery transmits to the mind a sense of quietness and joy.

The city is built in such a manner that one can look across the Straits of Fuca at the high Olympic Mountains towards the Pacific and the rugged coast of the mainland across the Gulf of Georgia. On the fringe of the island one can listen to the restless sea bringing its ear-haunting music from the Pacific Ocean. Riding rhythmically upon the water, a few boats spread their white sails to the wind. Roses in full bloom expose their petals on the walls of houses; the scent of honey-suckle pervades the air; and many coloured flowers adorn the gardens and the fields. But why do the sweet peas and mignonette compel the Englishman to think of home? I suppose it is the same sentiment that inspires a Canadian to say when he returns to Canada after his European tour—"Back in God's country once again."

To those who know the rivalry existing between Edinburgh and Glasgow, the feeling existing between

Victoria and Vancouver seems strikingly similar. The Victoria people consider themselves superior socially and intellectually to the people of Vancouver. Victoria is retiring in manner; Vancouver, hustling and commercial. Of one thing we may be quite sure, however, the "hustler" of the mercantile metropolis fosters one desire, and that is to make his "pile" and settle down quietly in the capital.

Military and naval pensioners have settled in the capital, to pass in quietness the evening of their day. The island furnishes them with an equable climate, congenial society, healthy recreation, and abundance of rowing, yachting, fishing and shooting,

Victoria has its commercial side, nevertheless, and a very important one for a population of 65,000. The bank clearings last year amounted to \$183,544,238; building permits approximated \$8,000,000; and the assessment totalled \$88,742,130. There are many factories engaged in lumbering, boot-making, brass manufactures, paints, soaps, machines, fish-canning, etc. Several railways bring the rest of the island into touch with the city. Steamers run daily to Vancouver; frequently to Alaska, Mexico and California; and in addition, Victoria is a port of call for the Canadian Pacific steamers running from Vancouver to the Orient and Australia.

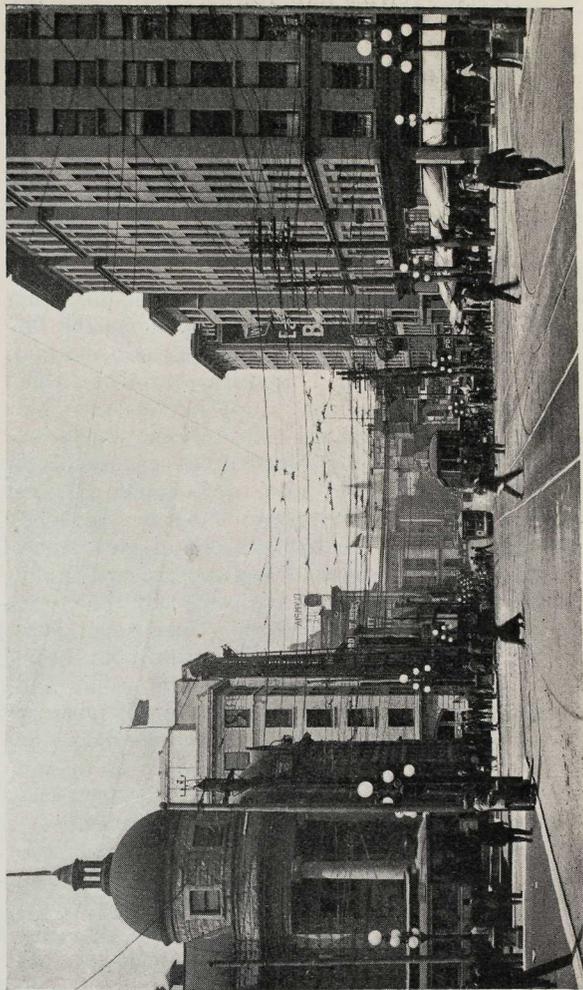
Vancouver, the commercial metropolis of British Columbia, is a truly wonderful city. Its growth has been phenomenal. Few dreamed, twenty years ago, that a forest of pines would be felled before 1913, and that in its place would be firmly rooted a prosperous and magnificent city with a population, including the suburbs, of over 160,000.

The city is picturesquely located on Burrard Inlet, and a superb harbour contributes to its maritime

importance. The visitor is at once impressed with the significance of this western port, for the streets are filled with the hum of traffic. Street cars pass in quick succession, and the whirr of commercial vehicles of all kinds hurrying to and from the harbour and factories has a deafening effect upon the ears after the almost melancholic quietude of the prairies. Blocks of strong buildings line the streets, and the windows of the vast stores remind you that the proprietors thereof are fully abreast of the times. In the environs, the whizz and hum of the saw-mills announce to you one of the city's staple industries. Out on the harbours are white-sailed schooners and funnelled steamers, while the syren of the "Empress" boat informs you that Vancouver is intimately associated with China and Japan.

The city is lighted by electricity, has a first-rate system of electric street cars, and nearly all the residences are connected with one another by telephone. The business houses are built chiefly of grey stone. The houses in the residential sections are artistically designed, and their beauty is augmented by the green, velvety lawns surrounding them. One cannot gaze upon the luxuriant creepers and ivy without being transported to the rural districts of Devonshire and Cornwall. To the credit of the Canadians, it must be mentioned that the greenery and flowers adorning their houses are not hemmed in by walls or tons of massive iron. Their lawns run down to the footpaths so that every passer-by may enjoy their beauty.

The city is cosmopolitan, too. Many nationalities intermingle socially and commercially, and many languages are heard in the streets. Indians, Chinese, Japanese, Negroes, Hindoos, Hebrews, French, Germans, and other peoples appear to live and labour together in comparatively perfect harmony.



HASTINGS STREET, VANCOUVER

Stanley Park is a beauty spot one cannot easily forget. One can imagine such giant trees existing merely in fable, unless one has had the good fortune to see them. The old archway cedar still appals the beholder by its magnitude. The inscription is worded in characteristic Canadian phraseology:—"A list of those who have been pictured (photographed) at this tree, would include the names of every notable visitor to, and resident in, Vancouver. King George looked more or less pleasant here, thus establishing a precedent for all British subjects. His excellency, Earl Grey, confirmed this excellent institution, while Premier Mcbride, Premier Ward of New Zealand, Lord Strathcona and 20,000 other honest souls have helped us to meet our bills on time, by standing in the big tree and looking wise."

We have already intimated that, in comparison with Victoria, Vancouver is a restless hive of industry. Its commercial magnitude and location have earned for it the title of "The Liverpool of Canada." This seaport is the terminus of the Canadian Pacific Railway, and the Great Northern Seattle-Vancouver line. It is also the projected terminus of the Canadian Northern trans-continental line now nearing completion. An electric railway traverses the suburbs on its way to New Westminster and Chilliwack, a distance of over eighty miles. The harbour is alive with commerce, for this is the starting-point of the trans-Pacific steamers, as well as the cargo boats of the Blue Funnel, Weir, and other lines. Three steamers also ply daily between the city and the capital.

Many industries are in progress permanently, including lumber, flour mills, salmon canning, steel works and oil refineries. Efforts are being made to induce capitalists to erect factories in the city. A perusal of

the list of imported manufactures reveals an extensive home market, and there is no reason why similar goods should not be produced on the spot.

From Vancouver to New Westminster is not more than an hour's run. Thirteen miles from the Gulf of Georgia, high on one bank of the Fraser River, the city stands. It is the commercial hub of the fertile Fraser Valley. For some considerable time past, the lumber mills and canning factories have been a source of much wealth. The citizens have been encouraged thereby, and it is their intention to bid for the sea traffic that will ultimately pass between the Pacific coast and the outside world, via the Panama Canal. Every preparation is being made to accommodate steamers. The harbour is more than half a mile wide, safe anchorage is assured, the transportation facilities are ample, and the depth of water at the wharves is from thirty to forty feet. In addition, an immense harbour scheme is in process of development at a cost of half a million dollars by the city and one million dollars by the Dominion Government. Three railways are in touch with the city, the Canadian Pacific, the Canadian Northern, and the Great Northern; several others are projected.

Something like one hundred factories are in operation, including amongst others, the manufacture of brass goods, boxes, shingles, bricks and pipes, gasoline engines, leather, machinery, tools, railway cars, salmon canneries and lumber mills.

New Westminster owns its water system, electric light and free library. There are two cathedrals, twenty churches, numerous schools and colleges. Four theatres cater to the lighter side of life, and several large parks are at the service of the inhabitants. "Not so bad for a population of 20,000," say the citizens.

That the people are happy and prosperous, no one

would doubt who saw the beautiful residential streets, who inhaled the scent-laden air, or who tasted of the many fruits kissed by the sun into the rosiest of colours.

South Vancouver and North Vancouver, the former an industrial centre of 16,000 people, the latter a residential city of 9,000, are in proximity to Vancouver. They are both flourishing commercially, even though North Vancouver is considered residential.

Travelling from Vancouver along the coast northward for 550 miles, we arrive at the seven-years'-old town of Prince Rupert. It is astonishing how rapidly towns spring into being when a railway company utters its voice. The stern rocks upon which Prince Rupert is built may have continued to look out upon the sea in solitary isolation, had not the Grand Trunk Pacific Railway Company decided to terminate its trans-continental route at that point. To-day, there is a population of 6,000, where four years ago scarcely a "shack" heard the beating of rain upon its roof. Streets, stores, banks, churches, schools, theatres and hotels testify to the growth of the town, and when an unbroken track of steel connects the people with the markets of eastern Canada, the natural resources of the district will be developed and industries of various kinds will be established.

On the east coast of Vancouver Island, a busy and prosperous little town looks down upon a picturesque harbour. It bears the sweet-sounding name of Nanaimo. Coal mining is its chief industry. The population is about 8,500. Several hotels are erected, also half-a-dozen churches, schools and banks. The town is lighted by electricity and gas, and the telegraph and telephone are in operation. Railway communication is by the Canadian Pacific, seventy-three miles from the capital.

Before leaving Vancouver Island we must note the

two towns of Esquimalt and Ladysmith, each with a population of 4,000. The former town was at one time the naval headquarters of the British Squadron located in the North Pacific. It is now the headquarters of the Canadian Navy's Pacific Division. The latter town is engaged in coal-mining, copper smelting and shingle making.

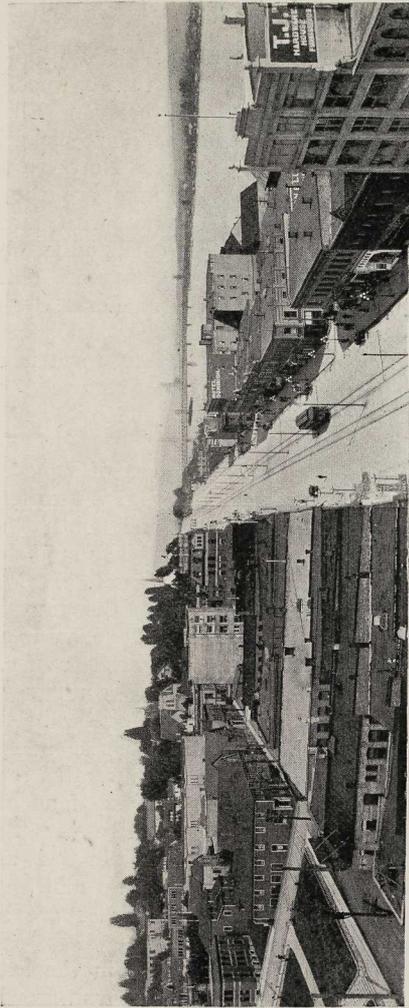
Passing eastward from Vancouver city on the mainland, we meet a goodly number of busy and growing towns. We will consider them in alphabetical instead of geographical order.

Armstrong is a market town situated on the Canadian Pacific Railway, in the Okanagan Valley. It has a population of 1,500 people who are engaged in fruit-growing, lumbering and flour-milling.

Cranbrook nestles in a valley between the Rockies and the Selkirks, the 3,500 people prosecuting various industries. Four saw-mills, with a capacity of 160,000 feet per day, are in operation. The town is lighted by electricity. There are good hotels, several churches, three banks, a Court House and commodious schools. Good sport can be obtained in the vicinity, and the climate is delightful.

A population of 2,000 inhabit the market town of Chilliwack, lying in the Fraser River Valley, seventy miles from Vancouver. Situated in the heart of an agricultural district, it is destined to grow with the advance of farming industries. Several factories are busy producing shingles, doors and sashes; there are also creameries and fruit canneries. Ten churches minister to the people's spiritual needs, and primary and high schools furnish education to the young. The town is connected with New Westminster and Vancouver by an electric railway.

Fernie is situated in the East Kootenay district. It



COLUMBIA AVENUE, NEW WESTMINSTER

is a prosperous mining town of 4,500 people. The surroundings are majestic, the thickly-wooded hills, imposing mountains, and the halcyon Elk River, combining to create a panorama of scenic grandeur. The Canadian Pacific and the Great Northern railways traverse the district. Located here are the Crow's Nest Pass Coal Company's mines with an annual production of 1,500,000 tons of coal, and two big saw-mills. Excellent fishing and shooting are obtainable.

Three mining towns are Grand Forks, Greenwood and Hosmer, the populations being 3,000, 2,500, and 2,000 respectively. The first named town is situated ninety-five miles from Nelson, Greenwood twenty-three miles from Grand Forks, and Hosmer nine miles north of Fernie.

Two hundred and fifty miles east of Vancouver, on the main line of the Canadian Pacific, is the picturesque city of Kamloops. The North and South Thompson Rivers flow at its feet, the navigability of their waters being an important commercial asset. It is an old settlement, the Hudson's Bay Company having conducted business there so long ago as 1830; and to-day it is still a distributing centre for an extensive agricultural, ranching and mining country. In the surrounding district is grown some of the best fruit in the province, apples attaining a large size and delightful flavour. The climate is salubrious, the scenery is charming, and the sportsmen who are fond of fishing and shooting will not be disappointed with the rivers and woods. The population is estimated at 8,500. Thriving industries comprise saw-mills, canning factories; and agricultural enterprises are scattered over the surrounding district.

A population of 2,000 is settled in the little town of Kelowna in the heart of a fruit-growing and

agricultural region. Tobacco is grown there on an extensive scale.

Nelson is a well-ordered and solidly constructed town, the chief buildings being made of brick and stone. As the "capital of the Kootenay," it is a judicial centre, as well as a distributing point of a wealthy mining and lumbering district. It stands at an altitude of 1,760 feet above sea-level, fifty-nine miles from the United States boundary, that position ensuring for it an equable and healthy climate. It is connected with the main line of the Canadian Pacific, and with the Great Northern by a branch line. The population of 7,000 are engaged chiefly in the mining and lumbering industries. A street railway, electric light and municipal power are in the town; also gas-works, Court House, banks, hotels, schools and churches.

The growth of Rossland during the last few years, has transformed a mining camp into a substantial town of 5,500 inhabitants. This mining centre of West Kootenay is located eight miles from the United States boundary.

Revelstoke, which is 380 miles east of Vancouver, has a population of 4,000 chiefly engaged in mining and lumbering. It stands on the main line of the Canadian Pacific railway, which company has erected there a commodious hotel. Tourists make of this town a centre for big game shooting, fishing and mountaineering.

CHAPTER XII

ANGLING AND SHOOTING

IN a country so profusely watered and wooded, one anticipates the prevalence of wild animals, wild birds and fishes. The sportsman will not be disappointed in British Columbia. From the tips of the Rockies to the forest-fringed coast of Vancouver Island, the hunter will discover ample sport for his gun, and the angler will not cast his fly in vain. Every year numerous seekers of sport, quietude and rest, find their way from the United States and Great Britain, to the lovely mountains and the halcyon waters. Amid the grandeur of mountain scenery, new hopes are created and new life is imparted to the jaded nerves. Poets have sung of the scenery's charms; sportsmen have recorded their joys in many a volume. Wild animals and birds possessing almost human cunning; salmon and trout which challenge the wit and strength of anglers; a genial people; an ideal climate—no sportsman could ask for more.

No province or state in North America, can compare with British Columbia for big game. Every year its reputation is extending among sportsmen. All the sportsman has to do, is to ascertain from an authoritative source the route to a game district, the statutory conditions under which shooting may be prosecuted, the name and address of a competent guide, the requisite kit, and such other incidental information as is necessary prior to departure.

The moose, termed the monarch of the Canadian forest, roams through certain sections of every province. Although these animals are more prevalent in the east

than the west, excellent sport can be obtained in the northern region of British Columbia and in the Yukon. When at the zenith of its maturity, this animal will tip the scale at one thousand pounds, while its antlers have a spread from five to six feet in width.

"Still-hunting" and "calling" are the methods usually adopted, the latter being possible only to an experienced guide. From the middle of September to the end of October, "calling" offers the best results. Afterwards, the habits of the moose force them to the woods and open spaces for food. It is then that the former method is pursued under cover of the forests.

Mule deer and caribou herd in great numbers in various parts of the province. Particularly in the Lillooet District are the former to be met; while the Kootenay district never fails to furnish capital sport with caribou. The joys of hunting the caribou are emphasized by the animal's remarkable endurance and celerity. A full-grown caribou will weigh from five to six hundred pounds, and run to an average height of five feet.

Among the foot-hills of the Rockies and on Vancouver Island, is found the wapiti, an animal whose antlers are highly esteemed by huntsmen, because of their great size and beauty.

A lithe, timid and swift-footed animal, called the mountain sheep, attracts numerous sportsmen to the fastnesses of the Rockies. The horns are uncommon, consequently they are much coveted. Not every sportsman, however, is successful in his pursuit of this animal. It is well educated, and in the midst of danger, its cunning and resourcefulness are amazing. It knows where human feet cannot possibly travel over rocks and seemingly insupportable crags—so that the successful sportsman may congratulate himself if he is favoured with a head. The Lillooet District is

considered to offer the best sport, although the animal is by no means limited to that section of the country.

The Rocky Mountain goat dwells in the region from which it derives its name. Born fighters and daring climbers are these bearded animals. When pursued they leap from crag to crag over yawning chasms, and their swift descent down perilous slopes is amazing. This animal's weight is about two hundred pounds, and its coat is white, soft and bushy. Only at great altitudes, among hoary peaks, is the best sport forthcoming. Anywhere from the United States boundary to the Skeena river, the hunter may look out for this white coat.

The black bear and the grizzly bear are plentiful, the former in many parts of Canada, the latter chiefly in East Kootenay and Lillooet, British Columbia. The weight of the grizzly bear is from five to six hundred pounds. As is well known, this animal will frequently challenge the hunter to a duel; so that every care has to be exercised when once it has caught sight of its enemy.

The British Columbian Game Warden states:—"The Ishut River, which runs into the Stikine River, not far from the mouth, is the best place I know of for bear, both black and grizzly. You will have to hire a canoe and go up the river as far as you can. The snow should be off the slides in the mountains from the middle to the end of April, and at this time, while there is still snow in the timber, the bears come out of their winter quarters and are in prime condition. They are hungry after their long winter's fast, and spend a good deal of time hunting for food in the mountain slides, digging for roots, grubs and insects. Be up early in the morning and out again in the evening, and with a good pair of field glasses, examine all the slides from a distance,



ON SHAWINGAN LAKE, VANCOUVER ISLAND

and if you do not get a number of fine skins, it will be your fault."

Small game and bird shooting is plentiful in the province, the following affording excellent sport—several species of grouse, wild fowl and ducks.

Hunters of big game must take out a licence of £20, if non-residents. A weekly licence costing £1 can be taken out for bird shooting.

Passing from the land to the water, we find that an even greater variety of sport awaits the rod than the gun. The various species of fish are too numerous to record, therefore only the most important will be dealt with.

The premier place must be assigned to that king of gamesters, the salmon, for he is the delight of anglers in all waters where he makes his home. The present writer has fished the waters of Newfoundland, and the angler of that ancient colony boasts that no salmon in the world are comparable with his own in sporting capacity, size and flavour. The British Columbian is equally as enthusiastic when discussing the merits of his. It is sufficient to state that each country can furnish the angler with ample sport.

Although there are five species of salmon in British Columbia, only two appeal to anglers, as these alone are responsive to the fly and trolling. The larger, and more sportive of the two, is the Spring or Tyee salmon, which can be caught along the eastern coast of Vancouver Island and the Mainland nearly all the year round. In numerous estuaries and at the mouths of nearly all the rivers in the province, this salmon may be taken at certain seasons of the year. The months most favoured are from July to the end of October. The prevailing method is trolling with rod and line, on account of it giving better results; nevertheless,

a patient angler, who prefers casting the fly, will find that both species are readily responsive.

A point that is much patronized by anglers is the Campbell River mouth, on the east coast of Vancouver Island, this water having yielded record weights. It may be reached by steamer from Vancouver and Victoria. A good number of holiday-making anglers visit this spot in July, August and September.

The varieties of trout are numerous and plentiful in the waters of the province. The gamest is probably the steel-head, prevalent particularly in the lakes of Kootenay and Okanagan. In weight they run from four to twenty pounds.

A variety known as the Arctic grayling, abounds in the rivers and streams of the Cassiar District. In Fish Lake, near Kamloops, and several waters in proximity, silver trout are to be caught in great numbers.

In advising anglers as to the best tackle for use in the province, Mr. J. P. Babcock, Provincial Deputy Commissioner of Fisheries, states:—"In fishing for salmon in British Columbia, strong rods are necessary. Many use the English and Scotch two-hand rods. The medium length rods are better suited to fishing from boat or canoe. When fishing near a convenient beach like that of Campbell river, where landings are easily made, the long rods are better, as one can go ashore to land the fish, but where landings are not convenient, as at Cowichan Oak Bay, and most of the reaches where trolling is done, short rods are much more serviceable in bringing the salmon alongside for the gaff. American anglers generally use the short, heavy two-jointed tarpon rods, since they bring the fish to gaff quicker than the longer English rods; but it is questionable whether there is as much sport in the play. Reels for salmon fishing should have a capacity of from 150 to 200

yards of 24-thread American or No. F. English Linen line.

“ For trout-fishing, the standard $10\frac{1}{2}$ to 11 foot split cane or bamboo rod, from seven to nine ounces in weight, is generally conceded to be the best for such rivers as the Thompson and Kootenay ; but for streams less rough and swift, and the ‘ fish lakes ’ of the mountains, lighter rods will afford more sport and pleasure. Reels for trout-fishing should carry 100 yards of line for the big-stream fishing, yet, on many lakes, shorter lines add something to the occasional anxious moments in the play of a big fish. Trout flies of small size are generally used on interior waters, though flies of medium and large size are oftentimes serviceable, according to the condition of the water. For the coast and Vancouver Island streams, large and more gaudy patterns are in greater demand. Anglers will find that tackle-dealers at Vancouver and Victoria carry full stocks, and all through the interior one can obtain the popular flies used on neighbouring waters.”

Many other varieties of fish abound, all of which afford delight to the angler.

Non-resident anglers are charged £2 for a licence, which entitles them to fish in any of the waters of the province.

CHAPTER XIII

THE PROVINCE'S FUTURE

IN the foregoing chapters, the writer has endeavoured to present to his readers a faithful record of British Columbia as it appears to one who is in intimate and constant association with her trade and commerce, past and present. What is the conclusion of the whole matter? What is to be the Province's future, so far as human ability is capable of prophecy?

From all that has been accomplished in the past, all that is in progress at present, and all that awaits the advent of capital, the inevitable impression is that the middle of the current century must find British Columbia a densely populated and prosperous country. Even the casual tourist is convinced that her treasures are yet in the incipient stage of development; indeed, one might even affirm with truthfulness, that the greater part of her wealth is still dormant.

In the older countries of Europe, it is difficult for the people to appreciate the boundless optimism of Canadians. If it be true that the lavish distribution of wealth in sea, forest and soil has made the Canadian people somewhat indifferent to frugality and thoroughness, it must be admitted that their optimism rests upon a rational basis, a fact witnessed to by their unprecedented commercial progress during the last quarter of a century.

This optimism is supported by three powerful influences:—(1) Government aid, provincial and federal, (2) provincial rivalry, and (3) the restless energy of the people. From the Atlantic to the Pacific these influences

dominate the commercial life of the country. The central Government at Ottawa is thoroughly conscious of the nation's requirements, and its policy is always framed to advance the commercial interests of the people. The means of transportation are continually augmented to meet the demands of expanding commerce. Experts in mineralogy, forestry, agriculture and piscatology are employed to explore, to investigate, to record their researches, and to educate the people in all these sciences from a commercial standpoint wherever such education is necessary. The value of these efforts is inestimable, the results being plainly visible in the phenomenal growth of Canada's various industries.

To assist foreign trade, the Federal Government has appointed trade representatives in many parts of the world, whose duties consist of studying the needs of foreign countries, and assisting in every way Canadian exporters desirous of establishing connections abroad. In addition to these trade commissioners, a large number of experts are engaged at various foreign ports to examine Canadian produce on its arrival from the Dominion, to report any defects in packing or quality, and to tender to exporters such advice and assistance as their observations suggest from time to time. Commerce is well nurtured in the Dominion of Canada.

The provincial governments are equally as energetic and enterprising within the limits of their powers. A healthy rivalry exists between province and province—even between town and town. A characteristic and somewhat humorous trait of the individual Canadian, wherever he may be located, is his contention that no part of Canada is comparable with his own. After a perusal of the literature emanating from the various provincial governments and Boards of Trade, one is

in a dilemma with regard to the "best" part of the Dominion. Each province is the "finest province"; each town is "the most progressive town"; each city is "the best lighted and best paved"; and each province, city, town and village is "the healthiest spot in Canada." Well, this exaggerated optimism and local rivalry are quite harmless; in fact, they form a valuable asset to the commerce of the country.

As we have observed elsewhere, the British Columbian Government is conscious of the important rôle it has to play in the destiny of Canada, on account of its geographical location and the extent of its resources. This consciousness is shared by the people. Their restless energy ensures for them "a place in the sun," as they certainly have no intention to march in the rear of the Dominion's onward move. The whole of Canada is forging ahead at a remarkable rate. That British Columbia intends to aid that progress and to share its rewards, was the contention of the Hon. Sir Richard McBride, K.C.M.G., Premier of British Columbia, in his recent speech at the Carlton Club, London, when he said:—"With regard to Canada itself, let me say that the future of the Dominion was never brighter, the development works under way there, never more promising. The latest news from the great west, tells us of a bountiful harvest, and, so far as British Columbia is concerned, with her varied resources, it is my good fortune to be able to tell you that, as a result of the important developments we are undertaking by way of roads and trails and bridges and railways, we are discovering to ourselves and the world the illimitable warehouse of the world's essentials that are held within that section of the Empire. There has been, I believe, what one might call a quiet season in the money markets of the world, and though we are several thousands of

miles away from these interesting centres, we are always very sympathetic, and we have ourselves, in no small measure, come to some appreciation of what this quiet season means. But notwithstanding this, I am able to give you the message that the work of nation-building in Canada is going on stronger than ever, and, if it be at all possible, with more determination than the Canadian people have ever exhibited."

As this concluding chapter is being written, the British Columbian Budget Speech comes to hand. The information contained therein, is the truest indication of the province's present position and its anticipations of future progress.

The year's revenue was estimated at \$10,326,000 and expenditure \$17,000,000. Several increases in revenue are recorded, the more important being \$150,000 registry fees; \$50,000 real property tax; \$50,000 personal property tax; \$300,000 coal and timber and land taxes; \$70,000 income tax; \$50,000 mineral tax; \$50,000 motor traffic fees.

Expenditure exhibits many large increases, including civil service vote, \$523,000; public institutions, \$96,000; hospitals and charities, \$378,000; administration of justice, \$60,000.

The education increase is \$202,516, the whole of which will be devoted to *per capita* grants to municipalities and schools in remote districts.

The increase of expenditure on public works amounts to nearly one million dollars, consequent upon the rapid developments taking place in every part of the province. These expenditures upon public works are not only essential, but indispensable to new settlements which cannot be successful in the absence of roads, streets, bridges, wharves and steamship subsidies. Under this item, provision is made to the extent of

\$250,000 for the erection of Provincial Government Buildings in London. The appropriation for roads, streets, bridges, and wharves exceeds that of the previous year by \$900,000, the whole sum being \$5,961,500.

For the Provincial Normal Schools in Victoria, \$100,000 is voted, and \$500,000 for the Provincial University.

Commenting upon the revenue and expenditure, the Minister of Finance said:—"Our expenditure for the ensuing year will be the largest on record—almost unthinkable ten years ago—and will be much in excess of the estimated revenue, but, Sir, we are building for the future, and the Government deems it wiser to anticipate the requirements of rapid development, in the way of public improvements, than to wait and impede progress of settlement. Thousands are coming now, and many thousands more will come each year, spreading over the Province, to assist in turning our natural resources into wealth and making it a great heritage. We are doing preliminary work, things necessary to be done some time; and we believe in doing them thoroughly and well. Those coming in now and after us will assist in paying for what they will benefit by and enjoy. The big undertakings now in hand—railway building and road making, the erection of bridges and public buildings, the creation of a Provincial University and improved educational facilities of all kinds, and the making of extensive surveys—will to a large extent satisfy future requirements, and we shall have a million or a million and a half, within ten years, to help bear the burden and create revenues to balance the large expenditures of to-day, which if we had had sufficient revenues in the lean years of the past, would not have been necessary now to anything like the same extent."

A review of the various industries in 1912-13 reveals remarkable progress in every branch. The agricultural production amounted to \$22,452,412, an increase of about one million dollars over the previous year. The imports of agricultural products during the same period were \$550,000 in excess of 1911-12, the total imports being valued at \$15,252,029.

The mining industry registered the highest production on record, the estimated total being \$32,000,000, about \$9,000,000 in excess of the previous year.

The cut of timber was the highest on record, being 1,262,000,000 feet, board measure, an increase of 100,000,000 over 1911, and valued at approximately twenty million dollars.

The five pulp and paper companies which have obtained concessions and installed plants, are capitalized at over \$12,000,000 and the output for the year under consideration is estimated at \$3,250,000.

The fishing industry shows a substantial increase over the preceding year, the salmon production alone exceeding ten million dollars.

The entire volume of trade exhibits a surprising increase. The total amounted to approximately seventy million dollars, or an increase of eight million dollars over the previous year. During the ten years period 1901-2 and 1911-12, the total trade has advanced by forty million dollars.

During 1912, over 2,000 miles of railway were under construction, involving an expenditure of twenty-five million dollars.

Immigrants received during the year, chiefly from the United States and Great Britain, numbered between 75,000 and 100,000.

From the foregoing paragraphs it will readily be seen that the future of the Province is one of great

promise. That the optimism of the Government and people is based upon realities, no one can deny. That the Province is eminently prosperous and determined to advance is the tenor of the Finance Minister's closing paragraph:—"I have said enough I think about conditions and prospects in British Columbia to convince this Legislature, if the members require convincing, that we have already achieved a place in Canada, as a Province, second to no other, and that we are on the road to much greater achievements. I have given you figures to show that our production in natural products amount to over \$100,000,000 during 1912. I do not know what our manufacturers have produced in the same time, because there are no figures to go upon, but if we assume that they equal \$20,000,000 in value, we have a total production of \$300 per head, of man, woman and child. That is something to be proud of. We have a condition of progress, of prosperity which gives every hope of being continued and being augmented as the years go on. And, although we do not yet supply all our wants in the way of necessities of life, we shall soon be self-sustained in that respect and be independent of the world."

An event that is certain to augment the future trade and commerce of British Columbia, is the opening of the Panama Canal. Vancouver will be most favourably affected. That the various ports anticipate considerable gain from the opening of this new trade channel is evident by the preparations they are making to meet the coming change of transport conditions. Vancouver is purchasing a large floating dock, wharves are in process of construction at Lulu Island, and preparations are being made for the accommodation of increased traffic at Victoria, Prince Rupert, and New Westminster.

A glance at a map of North America indicates the

extent to which British Columbia has been handicapped in the past, so far as water communication with Europe is concerned. The distance via Cape Horn from Liverpool to Vancouver is 14,568 miles. Via the Panama Canal, it will be shortened by a little more than 5,900 miles.

During the present season, an enormous quantity of grain from the "Wheat Belt" of Canada has been compelled to pass through United States ports to Europe, on account of inadequate facilities by rail and the Lakes; so that an alternative route will contribute a welcome relief to the glutted railways and Lake ports.

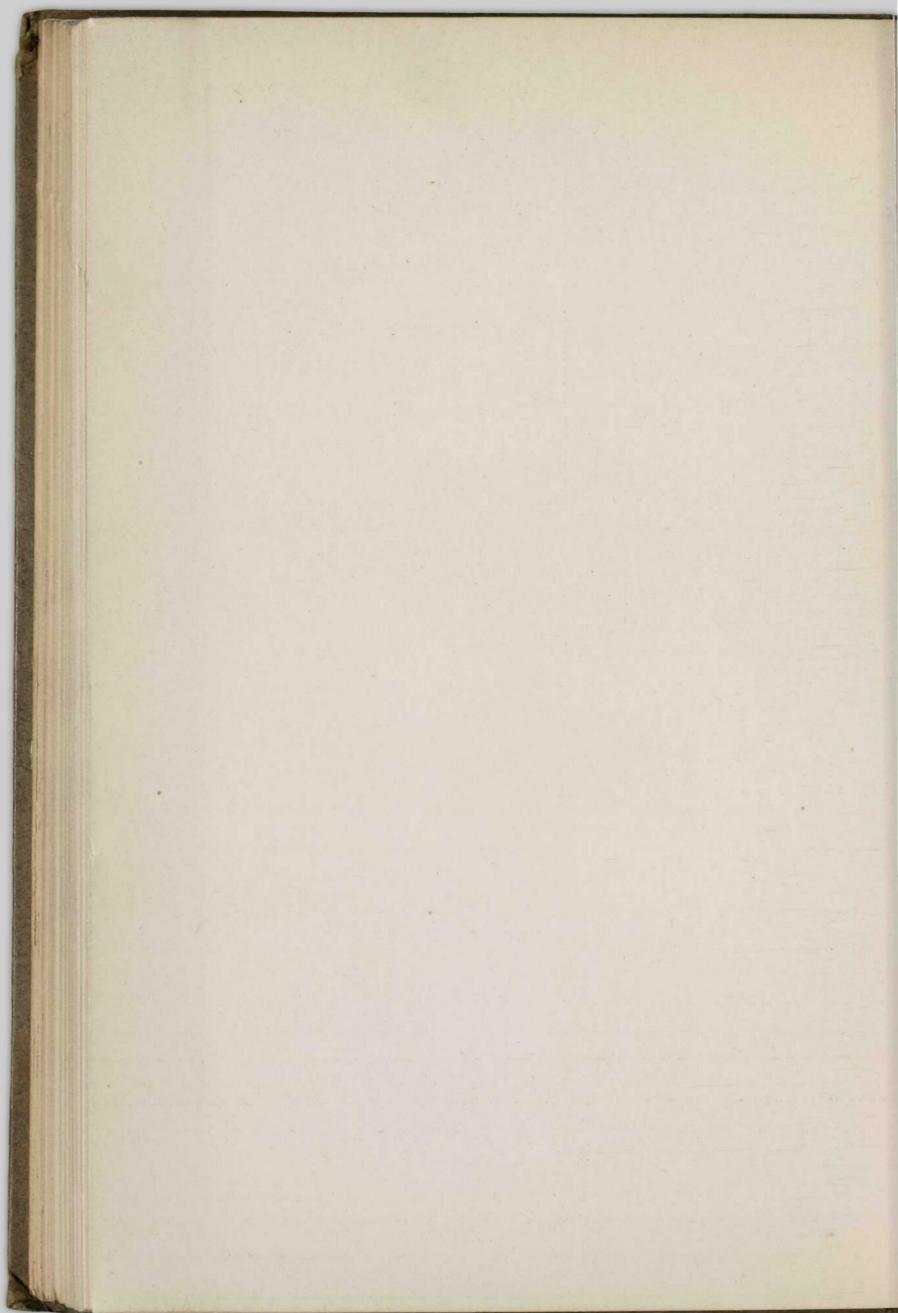
The tendency of cereal production is to spread from Winnipeg towards the Rockies, a territory much nearer the Pacific than the Atlantic. Some relief will be afforded by the construction of "The Hudson Bay Railway," but the utility of this route will be limited to a few months of the year on account of the prevalence of snow and ice. On the other hand, the ice-free condition of the British Columbia coastal water, confers an asset upon the Panama route that is denied to those of the Hudson Bay and St. Lawrence. An impetus will assuredly be given to the timber, fish and mineral industries of the extreme western province, while the oceanic fuel demand will augment the sale of Vancouver Island's rich coal deposits.

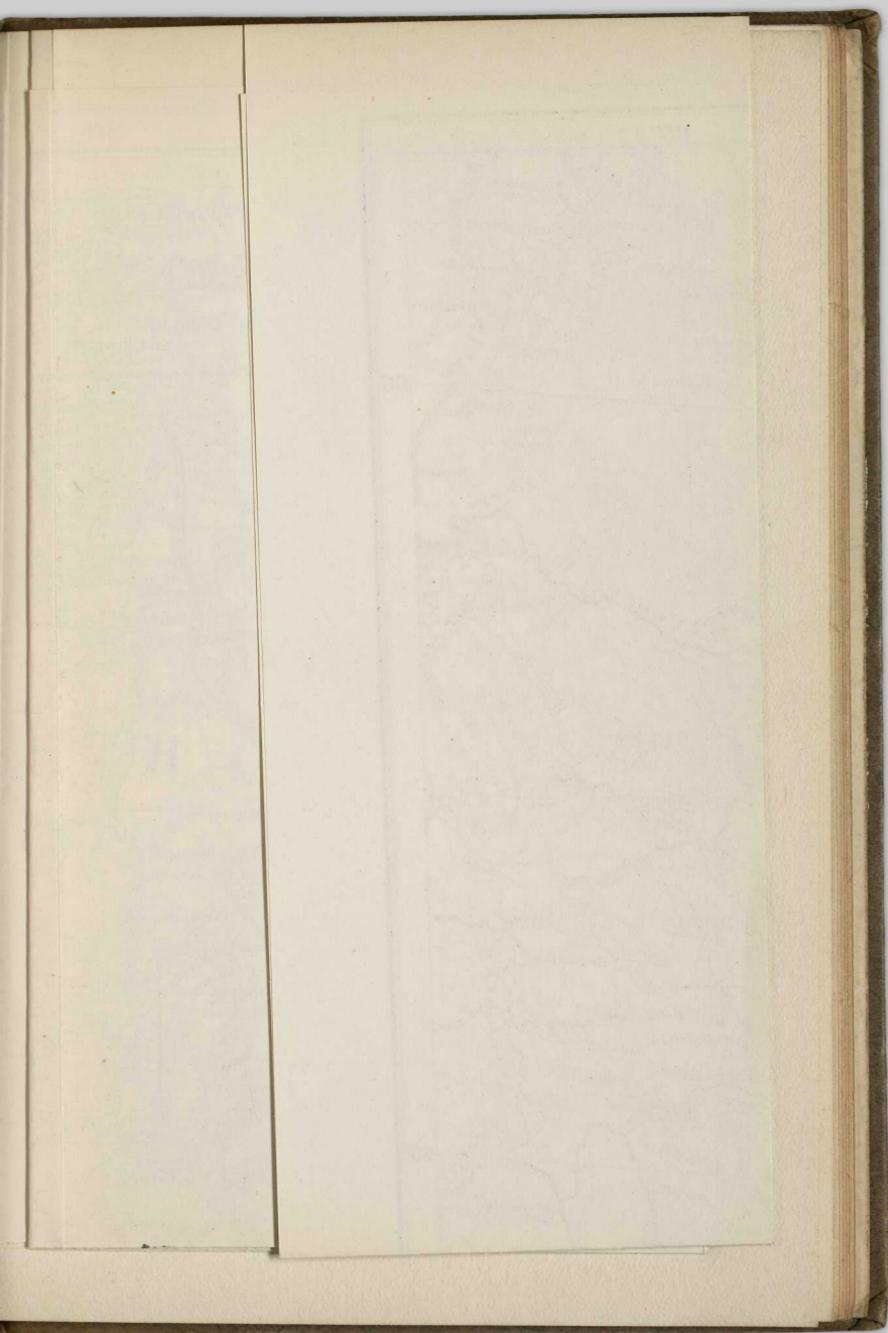
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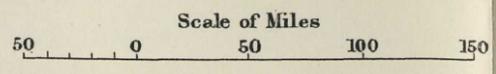
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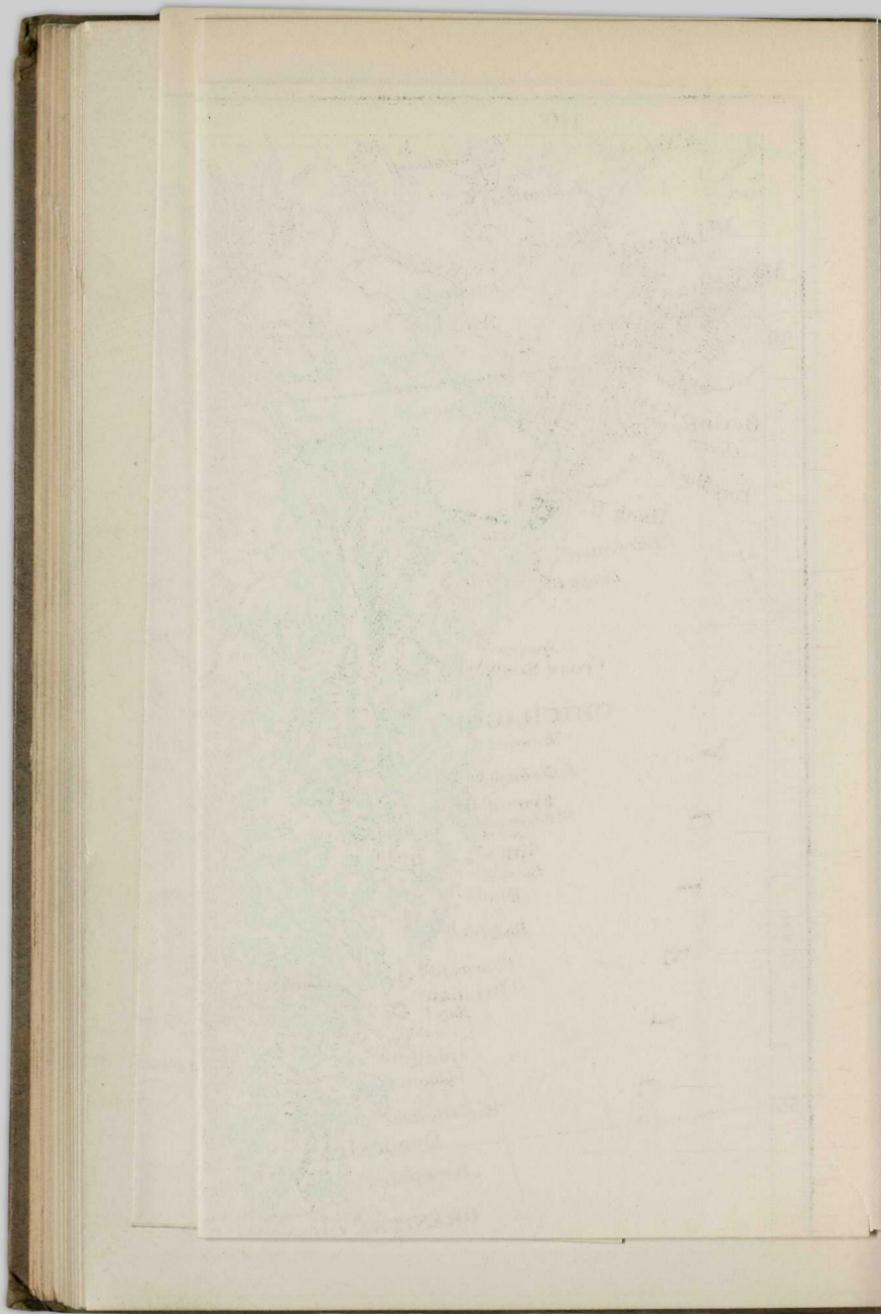


**MAP OF
BRITISH COLUMBIA**



North Latitude

Longitude West of Greenwich



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